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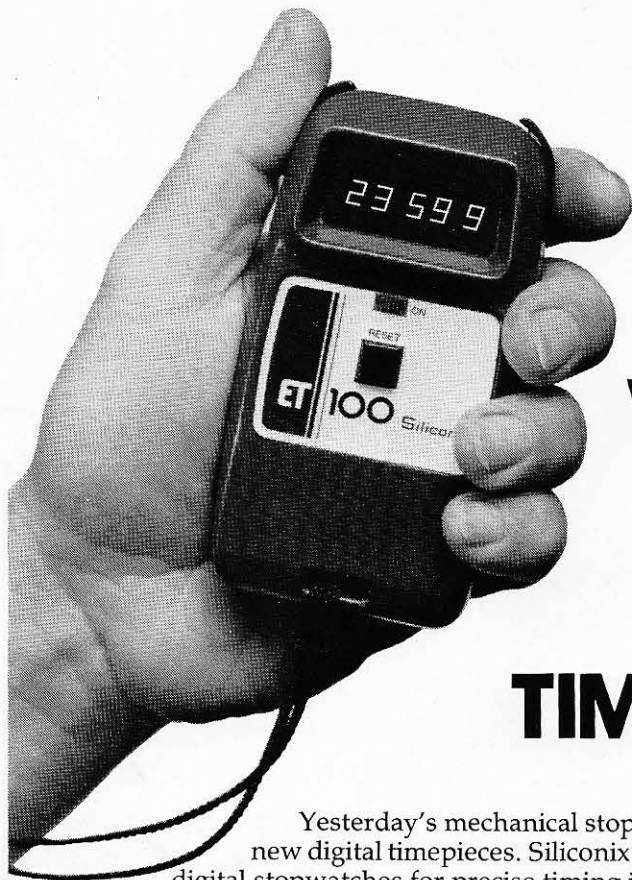
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Vol. 2 No. 11 December 1975

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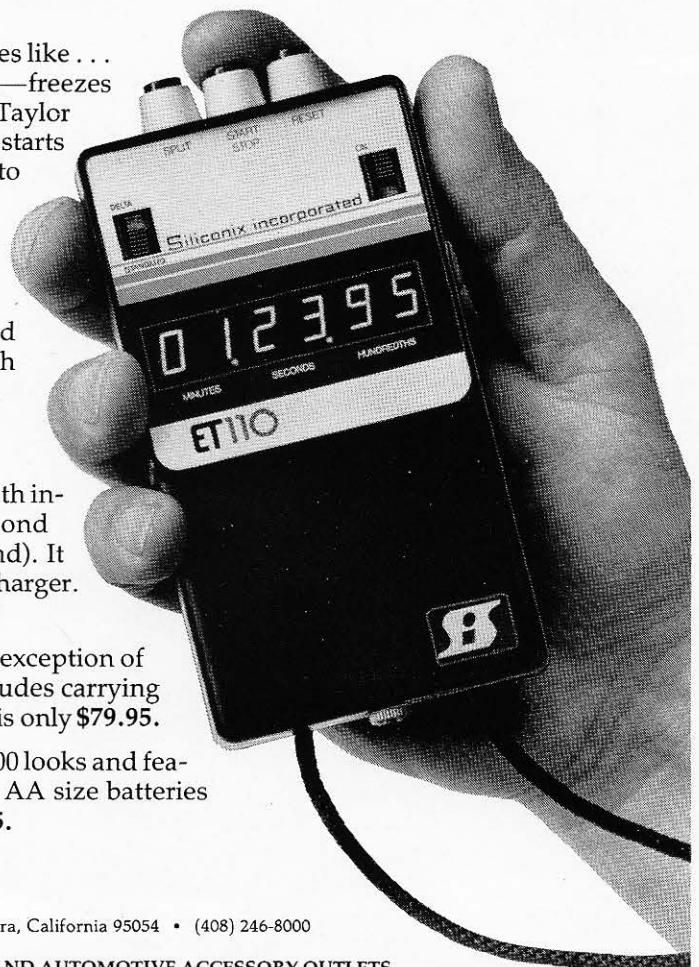
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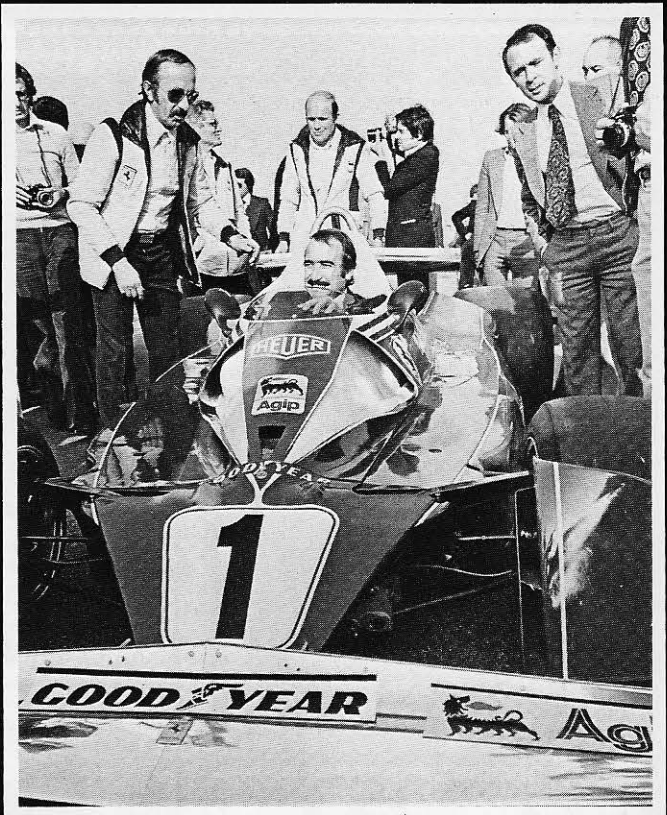
The rechargeable ET102 is identical to the ET100 with the exception of Taylor split action time instead of standard split. It includes carrying case, neck strap, and AC charger. Suggested retail price is only **\$79.95**.

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It's new car time again.

Jeff Hutchinson Photos

FORMULA

Vol. 2 No. 11 December 1975

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matters of the moment

Marc Sproule Photo



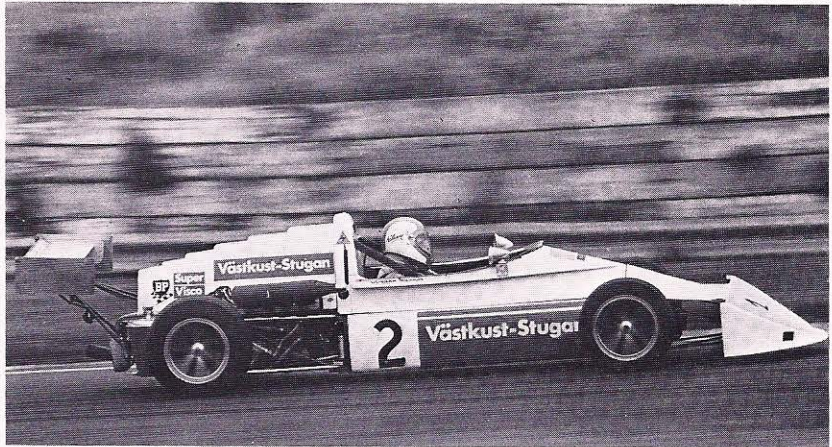
Bobby Rahal

President's Cup

SCCA'S highest award for an amateur driver, the President's Cup, went to 22-year-old Bobby Rahal of Glen Ellyn, Illinois, winner of the Formula B National title. The Cup is annually presented to the CSPRRC driver demonstrating outstanding ability, competitiveness and success.

BRIEFLY...

- Bob Cavanaugh and David Loring are currently in England testing the 1976 Hawke DL 15 Formula Ford which will be introduced in the U.S. in early March by Cavanaugh Racing.
- Overseas sources state that Hesketh Racing will not be fielding a Formula One car for the 1976 season.
- Paul Hacker of New York drove the Colonie Motors Scirocco to a convincing win in the rain-slick *Car and Driver* Challenge IV for Showroom Stockers at Lime Rock Park October 11.
- Sterling Racing Service, 925 Tanklage, San Carlos, California has been appointed the Northern California dealer for Crossle Formula Fords. According to Sterling Racing Service owner, Dave Wilson, their service will include new car sales, engine rebuilding, chassis maintenance, Formula Ford parts and trackside service at most Northern Pacific Division Nationals.



David Winter Photo

SWIFT SWEDE

Formula Three Champion Gunner Nilsson of Sweden has turned his attention to Formula Atlantic and has won five of the six races he has entered making him one of the most sought after new stars in Europe.



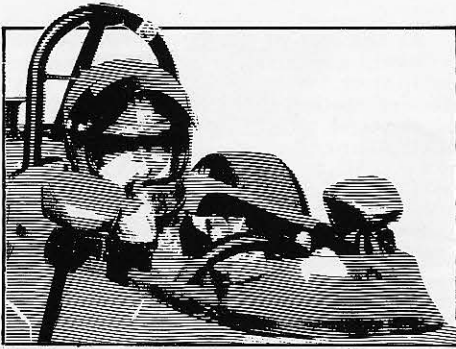
New Book

"Roar in the City", a pictorial essay by John McCollister captures the racing event of 1975, the Inaugural Long Beach Grand Prix. This 64 page book has over 100 photos, half of which are color, and covers the cars and the people of this unique event. For complete information contact Performance Marketing, Inc., 3199-A Airport Loop Drive, Costa Mesa, CA 92626.

Rev Limiter



Race Research has introduced a new rpm limiting device that can be used with either standard points or electronic ignition. The unit features all solid state construction using the latest monolithic integrated circuits, fully digital operation, low power dissipation and weighs only six ounces. Rpm is limited by inhibiting firing of one cylinder at a time as often as is necessary to maintain rpm. The ignition is never shut off and rpm is maintained at the limit without horsepower loss according to the manufacturer. The rpm limiter sells for about \$75. For more information contact Race Research Inc., 338-B East Carson Street, Carson, CA 90745. (213) 830-6733.



From The Driver's Seat

by Hugh Mooney

Earlier this year we decided we would pick someone who we felt was the best amateur formula car driver of 1975. Our staff has been following the efforts of many drivers all year and has compiled as much information on these selected individuals as possible. While I was at Road Atlanta for the CSPRRC, one of my jobs was to meet the drivers who had made it to the runoffs and to observe their efforts and struggles first hand. The task of choosing this one driver is an extremely difficult one.

Criteria for awarding this special plaque include sportsmanship, desire, determination, effort, and performance. We will announce our choice for Amateur Driver of the Year in our January issue which will also feature extensive coverage of the CSPRRC formula car races.

The Champion Spark Plug Road Racing Classic is held each year at Road Atlanta to decide the SCCA National Championships. The job the Road Atlanta staff does in coordinating an event of this size and complexity is impressive. With over 400 entries from all over the country the task of running this "road-race happening" on schedule is enormous and mind boggling. Road Atlanta's operation runs like clockwork, never missing a beat — if your practice session is at 11:05, you will be on the track at 11:05.

The officiation was said to be very good, and the drivers remarked on the excellence of the corner workers and safety crews. The workers seem to take

as much pride in this event as do the drivers. A group of corner workers from the West Coast was stopping some of the winning drivers on their parade lap and awarding them bottles of champagne.

The CSPRRC is no small undertaking for the teams either. The drivers come prepared for two days of practice, two days of qualifying and one 18 lap race. For many the trip to Atlanta is a financial strain. It means at least a week off from work, hotel bills (if you don't own a camper), food, gas and all the expenses you can encounter running a race car for five days. In order to do well you have to have it all together, all the time; there's no time to slack off. To win, the race driver must also have something else; something he can't buy: luck.

FF Tire Problem

In talking with a number of drivers you can find that a serious Formula Ford competitor can spend \$390 for tires at a typical National race weekend. One top California team's outlay for tires amounting to at least one-third of their annual expenses! As we have said previously in this column, this situation is ridiculous, especially since the class was originally designed to provide low-cost racing. The same problem exists in Formula Vee.

The SCCA is unwilling to change to a street tire or specify one specific tire for reasons which aren't clear, and Goodyear doesn't want to make a harder, longer-lasting compound for fear that its competitors (Dunlop and, more recently, M & H) will come in with a softer, (faster) compound and take over the small formula car race tire market. Nothing short of a massive letter campaign from every driver pleading for help in solving this problem will make an impression upon the SCCA. If you are an FF or FV driver, write to Ron Zimmerman, P.O. Box 22476, Denver, Colorado 80222 and express your opinion about the tire problem and request the SCCA to come up with a solution. While you are at it, write the SCCA Competition Board expressing the same views. Their names and addresses are: Chairman, Dave Ammen, Baker Ridge Road, South Lincoln, MA 01773; Hank Thorp, P.O. Box 201, Edison, NJ 08817; Bill Koch, 5640 Flintlock Lane, Columbus, OH 43212; Dave Frellsen, 2300 Harrison Street, Evanston, IL 60201; Rich Sloma, 21398 Meteor Drive, Cupertino, CA 95014. This is the only way a change will ever be initiated. The SCCA will never do it unless they are pressured into acting by a large crowd of angry drivers. ■

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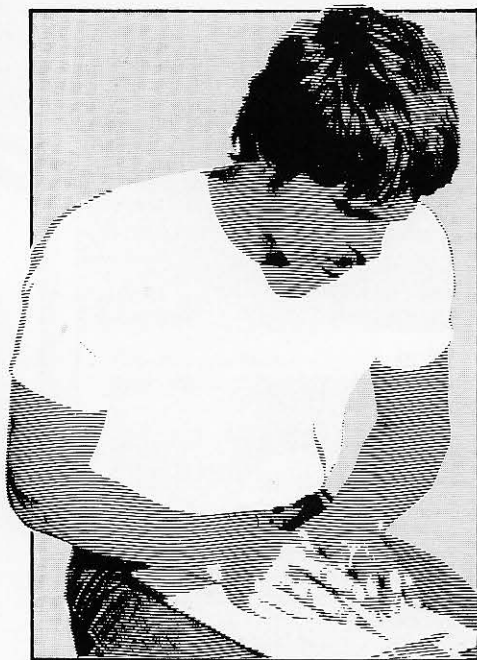
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Technically Speaking

with J. Peter Halsmer

Suspension Alignment

A great many articles have been written about race car suspension alignment, and I'm sure there are even more ways of actually doing it. Nevertheless, here goes another one. Hopefully I'll be able to relate from my experience some relevant facts on not only how, but maybe even why. I hope the illustrations in the previous issue under Technically Speaking will help too.

This month I'll be talking about why alignment is necessary and define some of the basic elements involved (camber, caster, and toe. Along with the definitions will be an explanation of what purpose the element serves, and in general how accurate you will need to be in setting each element. Degrees of accuracy and settings are for an average Formula Ford, although any particular FF may have different requirements than those set out here. The point of this month's article is to give an idea of the kinds of settings you'll have to deal with when you are dialing in your formula car, and these numbers, although good for most FFs, will vary from car to car and from class to class. In later articles I'll look at the alignment procedure itself. In that section will be a proper order to follow, how to measure and make adjustments on a typical car, and some ideas on inexpensive tools with which to do the measuring.

Why Alignment?

The overall reason for aligning a car is to allow the existing suspension system to carry the car around the track as fast as possible. Minimum tire scrubbing at speed, best possible tire contact patch on the ground during cornering, braking and acceleration modes, and driveability are

the main areas of concern. By minimum tire scrubbing, I mean that the wheels are as nearly parallel as possible to the intended direction of travel.

Best contact patch means that during the different modes of operation, the tread of the tire is working as effectively as possible, i.e., is flat on the ground.

Driveability is a point many people miss. A car can be technically super fast but undriveable by a human being. In other words handling, stability at high speeds and under braking, ability to correct mistakes, etc. are all things that must be considered as part of getting a car around the track as fast as possible. As race car design consultant Al Thomas puts it, "The car must give you the proper signals about what is happening; so you can respond on both the conscious and sub-conscious levels to maintain control of it." If the signals are different from what you are accustomed to, you will either have to do some serious relearning or change the car so the signals fit your experience. An example might be roll-steer, which we will get into in the definition section next month.

Camber

Camber is the angular measure of the wheel relative to the vertical (see illustration in November's Technically Speaking). It's setting tries to establish a good contact with the ground under the varying modes of dynamic operation (braking, cornering, acceleration, and combinations of the three).

By building into the suspension a given amount of camber change with a given amount of suspension movement, the car attempts to keep the wheels as nearly vertical as possible under all conditions. This relationship of degrees of body roll or inches of suspension movement to degrees of camber change is generally known as the camber curve. No typical independent suspension on a race car keeps the wheels vertical all the time; so at best it is a compromise.

The best advice for a static setting is to start out with the manufacturer's specifications. Remember, the 'specs' are pertinent to the car as the manufacturer builds it. If you change things like springs, aerodynamics, sway bars, etc., you may need to re-evaluate your settings.

Typical settings for a Formula Ford are generally in the 0 to 1/2 negative degrees area, depending on the car. Try to measure accurately to within 1/4 to 1/8 degree. More accuracy than this won't accomplish much, other than spending a lot of extra time. Cars with wider tires may need more accuracy since they have a much wider contact patch.

Caster

At the front of the car, caster is the angular measure of the divergence from the vertical of a line through the top and bottom ball joints (see November's illustration). At the rear I usually measure caster by relating the outboard part of the A-arm to level in degrees.

At the front of the car, by leaning the caster rearward at the top (positive caster), self-centering steering is achieved. This is an example of enhancing driveability. Some caster is necessary at the front for straight line stability, usually about 3 to 5 degrees. Too much will make the steering effort too great. The reason for the added effort is that the car tries to raise and lower itself with steering movement. Try to keep within 1/2 degree side to side, or poor control under braking can result.

At the rear of the car, a lower A-arm is used, caster settings can minimize bump-steer. Bump-steer is simply any steering motion (i.e. turing right or left) of a wheel when the wheel moves in bump (up), or droop (down). What actually happens is that due to pick-up point locations, some bump-steering usually exists in the system. By inducing bump-steer in the opposite direction with rear caster settings, the two cancel each other out. The result at the wheel is little if any bump-steer. Yippee! Hot-damn! (Insert your own expletives if you don't approach zero bump-steer). This is another example of improving driveability and proper feedback.

Typical settings here don't exist as you may have guessed; settings in this situation are strictly dependent on what it takes to minimize bump-steer. With a parallel link (as opposed to an A-arm) setup on the rear there is virtually no problem with suspension induced bump-steer. With this arrangement the outboard points should be set level with the ground (by adjusting the lengths of the leading links — see November illustration), as long as the inboard points are close to level with the ground. If they are not; reach a compromise between level with the ground and parallel to each other.

Toe

Toe is the wheel's divergence, expressed in angular degrees or inches, from parallel with the longitudinal axis of the car. In inch measurements it is good to remember that the numbers talked about are measured at the wheel diameter, not the tire diameter. Toe, in inch measurements, is the total difference from parallel measured at the front and rear of the wheel (see illustrations below). Toe-in is with the front of the wheel turned in, and toe-out is the opposite.

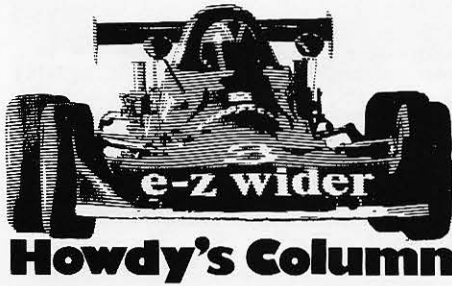


At the rear of the car, individual wheel toe is important relative to the centerline of the car, in order to keep the car tracking properly. At the front of the car, for all practical purposes, total toe (the total of left and right front) is all that is necessary to measure.

Static toe can move under dynamic conditions due to the high loadings, and the slight movement allowed by rod ends, etc. Preferably, the static toe setting allows the dynamic toe setting (notably under braking) to stay near zero. Too much toe-in or -out will scrub tires when running in a straight line; this slows the car down. A static setting of exactly zero could allow the system to oscillate between toe-in and toe-out if any looseness exists.

Most everyone recommends minimal (about 1/16 inch per wheel) static toe-in. The only reason I see for toe-in instead of toe-out is that under braking the wheels tend to toe-out due to the forces involved, thus bringing the dynamic condition near but not to zero. Accuracy here within 1/32 to 1/64 inch should be adequate. More accuracy won't hurt although ultimate accuracy is usually pretty well determined by the method you use.

I'll pick up next month with definitions of ride height, wheel weights, track, wheelbase and roll-steer. See you then!



The off-track exploits of the E-Z Wider racing team have been more spectacular than our on-track performances this year. Back in May, I was stranded between two countries without my driver's equipment in an effort to race in two events in two days. Right afterward, the E-Z Wider Lola burned to the ground in Ohio. Upon delivery of the new car I nearly wrote off E-Z Wider 2 when I ran into a dog which was wandering around on the track during a test session at Summit Point. Elkhart Lake passed without incident; then came Mosport. . . .

Entrant Wilbur Bunce and mechanic Bernie Thomas have been looking after the cars of Peter Moodie and myself throughout the year. Having traveled over 50,000 miles and traversed the country six or seven times, you'd have thought they would have experienced everything. After the transmission broke down on their brand new truck only 800 miles outside Wilbur's California base, the trip proceeded smoothly until they stopped for gas outside Toronto at 3 a.m. Bernie stepped outside to look at the trailer. And looked again. "Wilbur, you're never going to believe this. We lost the trailer." Wilbur, the eternal optimist, hoping the rig would reappear if he looked at the vacant space, grumbled outside to discover to his sheer horror that indeed, both cars were gone (Shades of Alan Turner!). He cranked up the CB and called upon nearby truckers to look for the trailer. Within a short time the culprit was found, intact and undamaged, twenty-five miles behind! In swerving to avoid another car the trailer had become unhitched and roared down a tunnel-like gully which prevented the double-decker from overturning. If the "unhitching" hadn't happened on that specific point, Wilbur says, "You could have rolled them up in one of those funny little papers you carry, Howdy."

After the eighth round at Elkhart, I figured maybe luck was on our side. In pain from a pinched nerve, I finished second (after starting 10th), only a hair's breadth behind winner Eddie Miller in the rain-shortened, controversy-filled race.

But then fate decided to intervene. After the off-track activities enroute to Mosport, we felt we would have an easier time at the circuit where Wilbur and I joined forces only a year ago. We had a new wing which reduced drag on straight-aways and increased top-end speed, which Wilbur and I believed to be a major problem on the T324. Once at Mosport we experienced a great many more troubles. We were late in arriving; thus we missed our testing day. What's more, we had major problems the morning of the race when a valve head went through the motor, completely destroying one of our better power units. In an attempt to put a replacement motor in for the race, we had no chance to actually "track-tune" the motor; so as a result we were 10-12 horsepower down throughout the race. Needless to say our chances were small if not non-existent to finish in the top three. We finished fourth, pushing us even further behind in our championship chase.

Racing in Canada this year has not produced the sort of results indicative of impending stardom, but at least the Bill Scott Formula Atlantic Racing Team didn't suffer the sort of incidents which plagued Wilbur and Bernie.

Something even more bizarre, however, than our off-track experiences in Super Vee this year was the Trois-Rivieres race, the finale of the Canadian Formula Atlantic series. In a French-Canadian city in Quebec if your native tongue isn't Gallic, you have problems. We were delayed on the grid when Frenchman Patrick Depailler was repairing his mount. Unfortunately this wasn't acknowledged or understood unless you spoke French. Then, the starter on the first start didn't drop the green flag until after the first three rows of the grid had passed. During the race a corner flagman on the course showed the red flag instead of the intended white "caution" flag to warn of a slow vehicle on the track. Chip Mead and I dismounted from our machines shaking our heads in disbelief. Chip asked, "How ya doin', Howdy?" "I feel as though I'm going backwards," I replied. After the restart (the third of the race thus far) my camshaft belt broke, ending a disappointing Atlantic season.

My impression of Three Rivers was very favorable, despite the Gallic interpretation of racing. The entire town supports and enjoys the race, taking care of all the needs of the competitors, including obtaining local sponsorship from local advertisers. The drivers are treated like celebrities, and the entire atmosphere is that of a gay, carefree Grand Prix. The

unconventionality of the officiating at the race just adds to that ambience.

All in all the Trois-Rivieres race climaxed a disappointing season in Canada. In 1974 I had the honor of receiving the Sterbo Rookie of the Year award. In 1975, what with having the only camshaft belt break during the entire Atlantic season, as well as having assorted failures of camshafts, driveshafts, and halfshafts in both FA and SV, fellow competitors have accorded me the dubious distinction of the Golden Shaft award. Somehow that seems fitting.

This has been a frustrating year in many respects for me.

Although we started off well with a win at Sebring, the season didn't live up to its initial promise. I'm not bemoaning the various seconds and thirds we've achieved in past Gold Cup rounds, but the object is to win races and, of course, the championship. We still have more than just a chance, and Wilbur, Bernie, E-Z Wider and I will be fighting tooth and nail to secure that coveted Gold Cup. Watkins Glen is next, and if the past is any indication (one pole position, a second and a third in the last two races), we'll be right up at the front of the pack!

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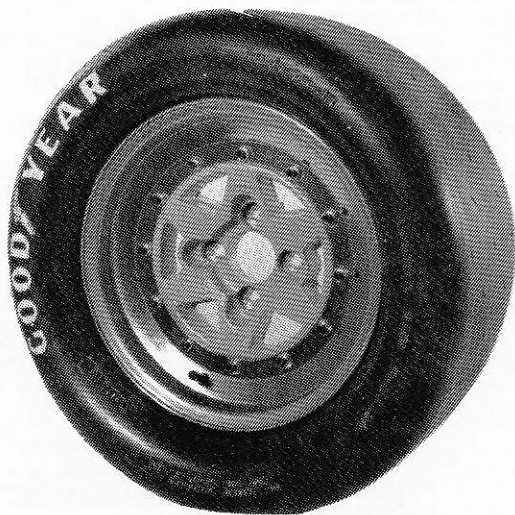
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Brack's Column

After Halifax I had high hopes for Trois Rivieres, and we even had Chevron make up some special F5000 rear brakes to try on the STP Chevron because brakes are so important at Trois Rivieres.

But this tweak just didn't work. I couldn't get any brake balance as either the fronts would lock up or the rears would lock up. I think probably the master cylinder was the wrong size, but it was an impossible situation, and we qualified tenth.

In the race I was having trouble with the car's brakes again, but that didn't last long as I had a rude incident with Damien 'Mad Dog' Magee. He had been closing on me under braking, and on the tenth lap he would have gotten past me at the end of the straight, but he couldn't wait that long. He had to do something silly like charge inside me at the first corner. We collided at the exit, and both cars were damaged. It was really an unnecessary end to Trois Rivieres for the STP team.

Doug Crosty rushed back to the shop after the race, fixed the broken suspension bits on the car, and then loaded up for Brainerd, Minnesota, the following weekend. This was the only professional Atlantic race in the States, and fortunately many of the Player's regulars arrived.

It was a cool, overcast weekend with a bit of rain, which made it very important to be ready for each qualifying session, as each one might be the last dry one of the day. I had to guess at gear ratios, and initially I was wrong as fifth was too tall, which made things troublesome as the three mile track has about two miles which you drive flat out in an Atlantic car. We had the old brakes back on the car, but in the first session the motor let go with a big bang. There were big chunks of it everywhere out the side of the block. So it was hard work to get ready in time for the next session.

Once the job was finished I got into the car only to find that the clutch line had been severed by a piece of flying metal. There was no time to change that; so I went out and managed to go just fast enough to put the STP Chevron on the outside of the front row beside Bobby Rahal's Lola.

Everyone thought it would be a Lola race, and Tom Klausler tried to prove that at the green flag as he had a great start and put his Lola into the lead. After a couple of laps though both Rahal and I were able to get past, and we started our own race for the lead.

I had geared the car with a very tall second so I could get through the circuit's last corner, leading onto the drag strip, before grabbing third, and this proved valuable, for the Lolas were very fast on the straight. I could catch Rahal in the back, twisty part of the circuit, but he could get down the straight much faster than I could. Back and forth the lead went until, with just five laps left, Rahal dropped two wheels off out in the back part while he was behind me. That decided the race and gave our team a win to finish out the season. ■

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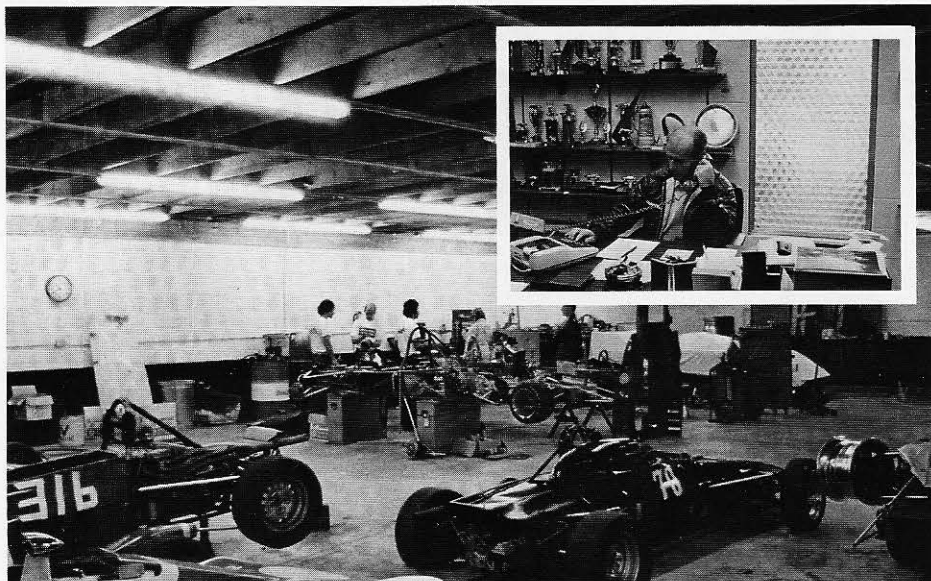
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(ABOVE) Part of PMR's 5600 square foot shop (INSET PHOTO) Pierre at work.

Pierre's Motors Racing

By Marc Sproule

If you live west of the Mississippi and you want to buy a new Lola or a Titan you'll wind up talking to Pierre Phillips or one of his dealers.

Pierre's Motors Racing is one of the major racing centers in the western part of the U.S. Located at 11802 S.E. Stark in Portland, Oregon, PMR is the Western U.S. importer for Titan race cars and Western dealer for Lola importer Carl Haas. In conjunction with this PMR has a network of four dealers handling cars, parts and service for the two marques: Tom Gloy Racing Sales in Concord, California; Autohouse America in Santa Ana, California; Performance Development in Denver, Colorado; and Continental Sports Cars in Webster, Texas.

PMR goes back to the early sixties when Pierre Phillips started building and racing Lotus Formula Juniors. His previous experience in drag racing (four years) and sports car racing (four years) helped out as he entered every western pro Formula Junior race and won all but one (1960-64).

Since then Pierre and Pierre's Motors Racing (PMR) have campaigned many cars, concentrating on formula cars the past eight years, and have won practically every amateur and semi-pro championship available in the western U.S. and western Canada, aided by drivers of the caliber of Alan Lader and Tom Gloy.

PMR business is not limited to sales, service and parts, as PMR is also in direct contact with the designers and builders at the Lola and Titan factories. Recently PMR has provided significant input into the development of the Lola T340-42 FF series.

Formula Ford and Formula Atlantic engine building and dyno services are also available at PMR. In conjunction with this Pierre has added Cosworth engine spares to their parts list to aid in the preparation of Formula Atlantic engines for the expanding Player's series.

A 5600 square foot, one year old plant houses PMR and affords ample room and facilities for race car preparation. At the time this article was written,

there were 12 Formula Fords, two Super Vees, a T332 F5000, a T360 Atlantic, a T294 B/SR and a Lola FF2000 in the shop area. PMR is preparing the Lola FF2000 and will be racing in in selected ICCSCC races this season. Handling the preparation of the cars are mechanics Dick Guthrie and Greg Lapinski. This season Dick prepared Tom Gloy's Hanna Industries PMR T360 for the Player's series, and Greg prepared Ed Abate's successful Pegasus Racing T294 B/SR. Keeping all of this straight on the books is Sharon Phillips, Pierre's wife.

Next season's operations will bring continued efforts for Formula Ford racers including car sales, preparation, rentals and trackside spares sales. PMR is also working on expanding its Formula Atlantic effort to include more than one car; in conjunction with this they plan to provide trackside Lola Atlantic spares at the Player's series races.

Pierre's plan for the future is for a PMR prepared car to win the Player's Challenge series. Given that PMR's background is winning: one shouldn't be too surprised if they do it.

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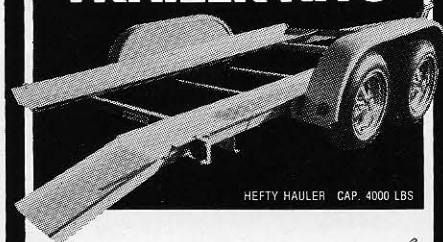
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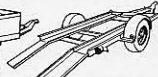
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Wrangler Atlanta Grand Prix

Al Unser's First F/5000 Victory

by Gordon Kirby

It all happened in the last ten laps. Until then Road Atlanta's Wrangler Grand Prix had been shaping itself into another installment of the Brian and Mario Show. Amid heavy rain, Redman had sprinted away from the pole and built up a strong lead while Andretti pushed his way through from the back of the grid into a closing second place. Everything looked set for another classic Brian and Mario finish. But just before the midpoint of the race the rain retreated, and as the track began to dry, Andretti's pace faltered. Suddenly the race began to turn around.

Running a good third, Al Unser soon caught his teammate and then went by, back into the place he had held in the early laps. As Unser moved again into second, it became obvious that, like Andretti, Redman too was running into tire trouble. Just as he had caught Mario for second, Al now caught Brian for the lead, and with only two laps to go, the Viceroy Lola zapped inside the Chaparral Lola coming away from a tight corner. Redman tried hard to snatch the lead back again, but as his car scrabbled madly in the corners, Unser's remained straight and square just a few feet ahead.

Al Unser, twice winner of the Indianapolis 500, snapped under the checkered flag to win his first Formula 5000 race. He had done it by beating both Redman

and Andretti — the first man to do so — and he had established himself as one of the few USAC Superspeedway stars to achieve success in the new world of road racing. An historic day.

entry & practice

Even before Formula 5000 had a new winner to boast about there were Good Things stirring in the hot Georgia sun. Staged and promoted as a combined rock concert/motor race, the event itself had, by Saturday night, become the most successful USAC/SCCA meeting of the first part of the season. It drew more than 40,000 spectators — a record for the track — so that the men from Road Atlanta were the happiest F5000 promoters we have seen all year.

Then there was a pair of new Dodge engines sitting in the engine bays of UOP's Shadow DN6s. Immediately the Dodge showed immense potential — enough for the Shadow to seem more competitive than ever — and with it Chevrolet saw the beginnings of the first serious challenge to their F5000 supremacy.

All of this was more than enough to offset the disappointment in the small field which made the journey into the South. Missing from the usual F5000 list were the Jorgensen Eagle and Vern Schuppan, the works Talon and Warwick Brown, John Cannon's March 73A and

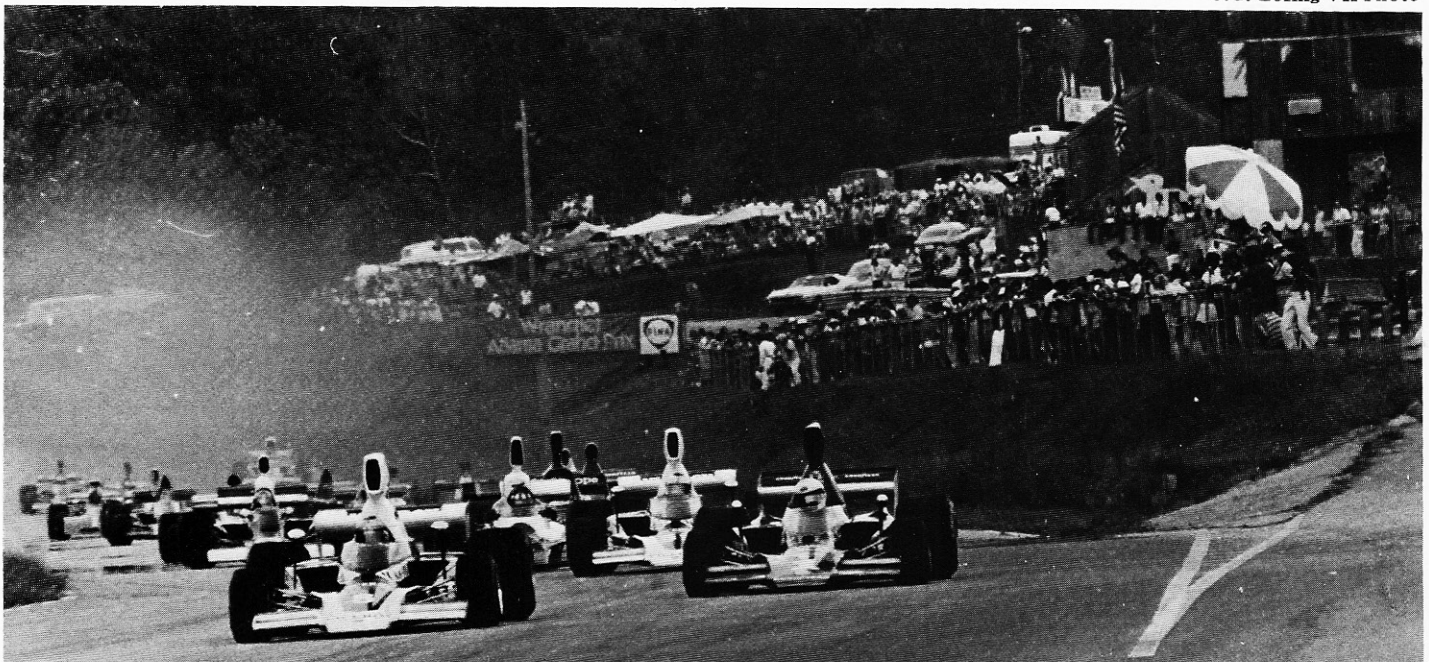
Francisco Mir's Evel Knievel Lola. In the case of the Mir car, the absence caused by Elliott Forbes-Robinson's prior commitment to do the Trois Rivières Atlantic race on the same weekend, but the other three, looking ahead to the prestigious Long Beach race, as well as the remaining west coast events, had elected to stay at home and work out as many details of modification and renewal as possible.

Official practice consisted of four sessions over the course of a sunny, hot, humid Saturday. It was a day which again showed Mario Andretti and Brian Redman to be clearly faster than the rest. Again Brian and Mario chased each other down the stopwatch during the course of the day, and again it was Andretti who emerged fastest. He spent the whole day running brief, fast sorties and then driving back into the pits so that his mechanics worked almost casually over the car, and Mario himself spent much of the time strolling about near his pit watching everyone else work. His Viceroy Lola-Falconer T332 was essentially unchanged from Mid-Ohio, and with the added security of a brand new spare car (a T400 changed to a T332 via Eric Bradley's 'conversion kit') Mario pushed his way around as hard as we have seen him work in a F5000 car to beat the late Mark Donohue's CanAm Porsche record with a best of 1:13.819.

Saying that he had decided not to

Andretti leads the start of the first heat.

C.G. Loring VII Photo

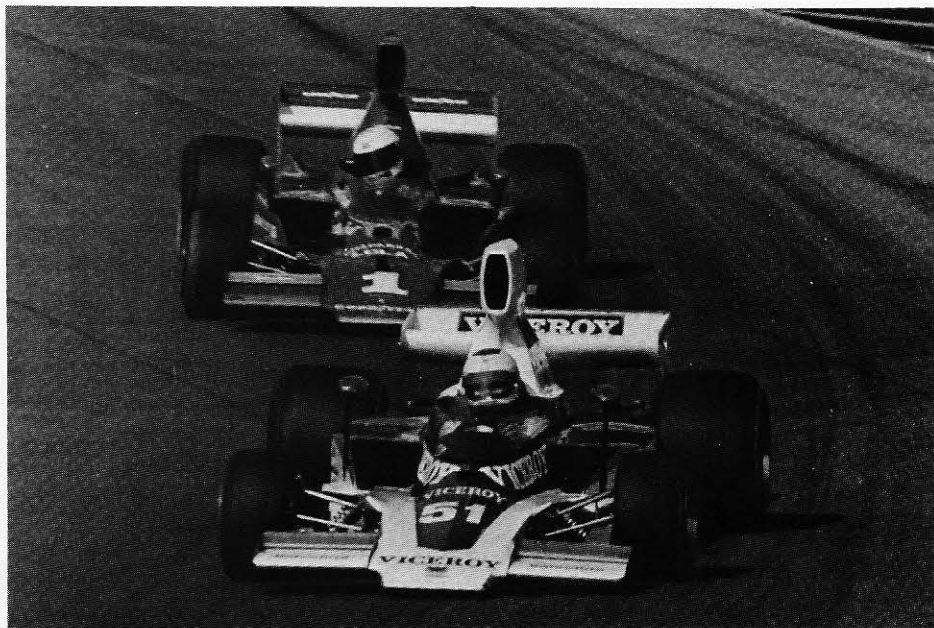


chase his great rival for the pole, Redman remained close enough behind with the Haas/Hall Lola-Chaparral T332, which was also in similar trim to its last appearance. "We've spent the time just rebuilding and repairing her," said one of the mechanics. "She's getting to be a tired old car." Nonetheless Brian was as pleased as ever with the car and got around in 1:14.141.

Just about a second slower was almost a dead heat for third quickest. This was between Al Unser's Viceroy Lola-Falconer T332 and Jackie Oliver's UOP Shadow-Dodge DN6, with Unser taking the place by two-thousandths of a second in 1:15.031. Continuing on the improvements he made while sorting his Lola previous to Mid-Ohio, Unser said that now that he had begun to properly adapt the car to his liking, "I think I can make it a lot better." Oliver, saying that the Dodge was very Torquey, so much so that it was making the Shadow spin its wheels everywhere, was nevertheless happy. He felt that for the first time he was as fast in a straight line as the quick Lolas (this opinion was borne out by the other drivers) in either of the two Shadows and again chose the newer chassis for the race.

The Dodge engine was making its maiden public appearance after a long development program which had begun early last summer. Built by Shadowmen Lee Muir and Doug Meyer, the Dodge is based on the same 'B-block' unit used by Richard Petty in his Grand National stock car. The reliability and strength of that particular engine (which, of course, is bigger at 335 cubic in) is well-known, so it's not surprising that the Shadow people feel that the engine has immense potential. One of them added that his biggest pleasure with the Dodge was that "everything fits the first time," and he went on to recount a story about changing a cylinder head which he said left him singing and whistling instead of cursing and swearing!

Jon Woodner qualified fifth in his Interscope Talon, his best F5000 starting position to date.



Unser and Redman during practice.

Another second slower than Unser's Lola and Oliver's Shadow came a group of three cars. Fastest of these was Jon Woodner (1:16.113) who had what he described as "one of my best practice days ever" and subsequently qualified his Interscope Talon-McLaren MR1A better, in fifth place, than he has done in two years of F5000. Despite problems with balancing his new Goodyears, Eppie Wietzes again went well with the Formula Racing Team's much-modified Lola T400/332 (1:16.344) and was sixth fastest ahead of his old rival David Hobbs. Complaining of a flat engine and lack of testing, Hobbs got the Hogan Lola-McLaren T332 around in 1:16.345.

John Morton headed the next handful of cars with Perry Krinnitt's Lola-Falconer T400 (1:17.564), which the

driver said felt much better through Atlanta's sweeps than it had through the tight flicks of Mid-Ohio. Driving well, Morton was able to outqualify the very experienced John Gunn. The Fastest Gunn in the South was not much slower (1:17.634), saying in his usual cheerful way that everything was just fine, thank you, with him and his Lola-King T332. Making his first appearance in F5000 after racing only once in the past two years was former American F3 ace Randy Lewis. Randy had attracted support from Wrangler Jeans (who backed his F3 career), enough, in fact also to sell them on putting their name on the race — quite a coup. Driving smoothly and well in the ex-Redman/Durst Lola T332, Lewis impressed by recording a best of 1:17.680 despite engine overheating problems cutting heavily into his practice time. Just a hair slower than Lewis was Evan Noyes, who again showed flair behind the wheel of his familiar red Lola-Bartz T332.

Much more satisfied with his Interscope Lola T400/332 after some major rear suspension revisions, Danny Ongais went much better than in his previous efforts with this particular car (1:18.066). But he was looking ahead to Long Beach even more for there he should have a rebuilt T332 chassis at his disposal. George Bignotti arrived for the Patrick Racing Team's third F5000 event, and with the Sinmast Lola-Bignotti T332 looking better than before (although nowhere near as stable as the better T332s) Gordon Johncock got down to 1:18.445.

The last to get beneath the 20-second barrier was FORMULA's own John Benton. Saying that things were now going much better after hiring veteran Jack Hoare as his chief mechanic and engine builder, John got his Lola T330/2 around in 1:19.745. He was followed by Roger Bighouse's Chevron-King B24 with which the Ohioan managed to return 1:20.055, and Horst Kroll's almost-unique March 741 (1:20.167). Making his F5000 debut, Formula Ford ace Bob Earl looked smooth and neat while doing a 1:20.228 with his self-prepared Lola T330. In the same time bracket was

continued ▶

C.G. Loring VII Photos



Wrangler Grand Prix continued

USAC Jerry Karl and the Interstate Travellers Lola T332 (1:20.386) and Tuck Thomas, the latter slowed by engine troubles in his Lola T332 while experimenting with a full roll cage in the aftermath of the B. J. Swanson accident. Bert Kuehne managed only a few slow laps in Horst Kroll's old Lola T300 (1:29.258), while Bill Baker, still working admirably in an effort to campaign the full season, was again damned by engine problems and was unable to record a time in his Lola T332.

heat

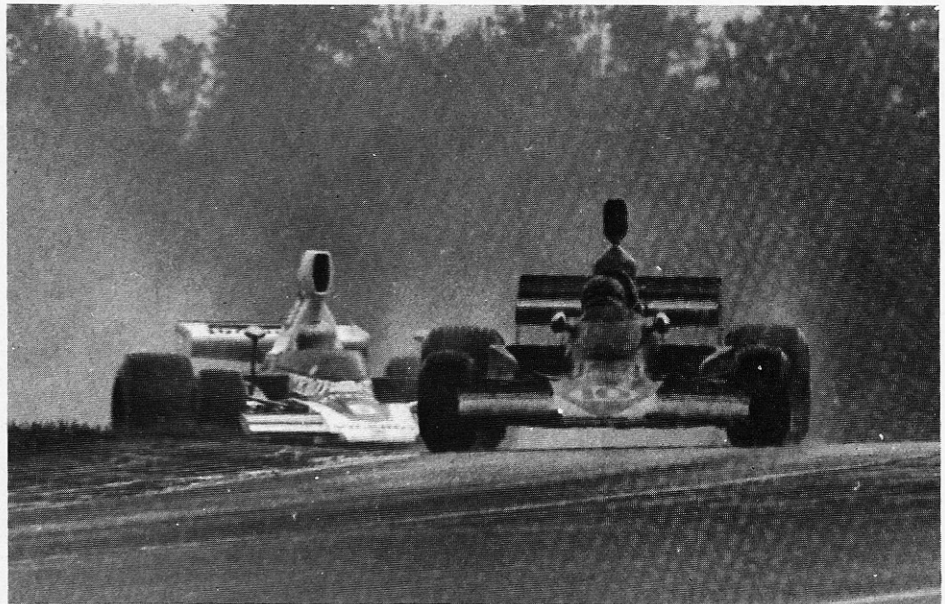
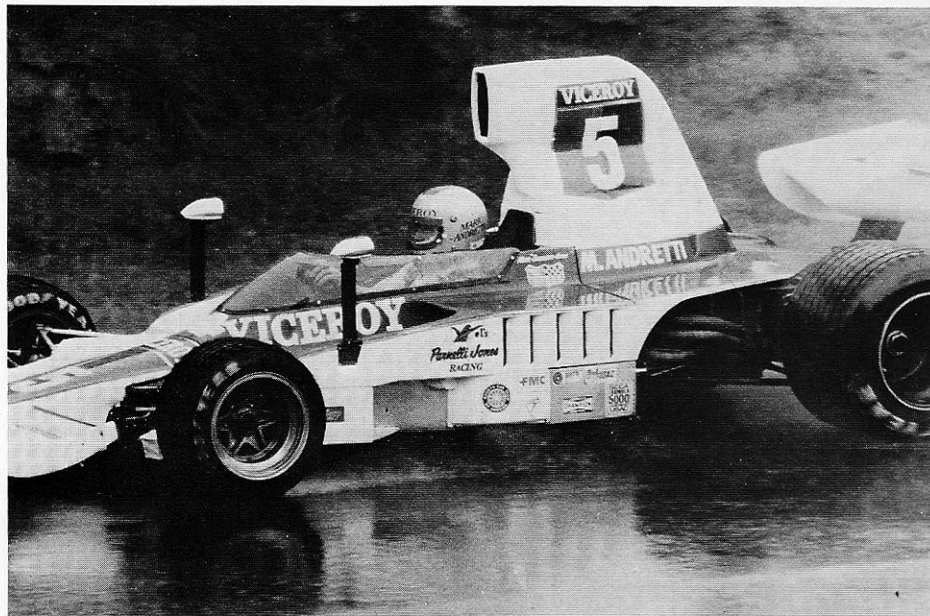
Because of the thin field, the Atlanta officials took the recently-announced option of running a single-heat race for all cars rather than splitting the field into two qualifying races. The 15-lap preliminary race started under thickening clouds. Andretti and Redman got away cleanly from the front row with Mario holding the inside line comfortably into the first corner and off through the esses.

He immediately began to edge away from Brian, but before we could see if he could establish a clear margin, the Viceroy Lola suddenly slowed. At the end of the third lap, Redman came through in the lead as Andretti drove into the pits with jammed gear selector fork. For the first time this year Mario's bad luck had struck him in the heat. This time he was going to have to come from behind.

While the Viceroy Lola was wheeled away, Redman carried on to a comfortable five-second win from Al Unser. The latter held off a strong early challenge from Oliver until the Shadow pulled off at the end of the pits with a broken electrical wire (and would thereby start the final from the same row — the eighth — as Andretti). This allowed Jon Wood-

Mario sloshing around Road Atlanta.

C.G. Loring VII Photos



Hobbs leads Andretti during the opening laps.

ner up into third place, but only for a few laps. Then he too, pulled off just beyond the pits, the Talon's engine broken after an oil pump drivebelt broke.

So it was Eppie Wietzes, who had been hard after Woodner, who finally came through for third place, he and his Lola losing no time at all to Redman over the last half of the race. David Hobbs, his luck again turned sour, faded from fourth to sixth when an injection trumpet broke off, and this allowed John Gunn to lead John Morton into fourth place. Randy Lewis chased these two for awhile, but more overheating problems arose and he had to stop at the pits. An interesting five-car battle at the tail of the field was almost won by John Benton, but he spun on the very last lap! As it was then, Gordon Johncock was lucky to finish just ahead of the FORMULA Lola.

Not long after the finish of the heat the sky began to form up into a blanket of grey cloud, and soon it was raining in ever-strengthening showers. During this time Woodner's car was undergoing an engine change, while Lewis' mechanics were discovering their spare engine, from

a different engine builder, had a completely different oil system and wouldn't fit. So Lewis became an unfortunate non-starter. Woodner's car was ready in time for the start, but as the mechanics rushed around checking the Talon over after their engine change they found a broken front upright. Woodner too, even more unfortunately than Lewis, was suddenly a non-starter.

final

With rain falling heavily, the USAC and SCCA stewards decided to start the race in single file under a yellow flag. The yellow flag would be maintained for five laps, and then, if things were judged to be going well a green flag would be waved. Naturally enough this upset some people, particularly Andretti and Oliver, who suggested that the leaders would establish an impossible margin while they would be forced to cruise around in the spray and confusion of the backfield.

But the race was started as officialdom would have it, and for a few strange, slow-motion laps, Redman began to run off with the race, followed at a distance by Unser and then Wietzes. As Redman began to approach a cushion of nearly half a lap to Andretti and Oliver, and as the team managers of Viceroy and Shadow raised their voices in continued protest back in the pits, it was finally decided to send the pace car back out to close up the field. Two laps later, at the outset of the eighth, the race finally found itself started again, this time without yellow flags dangling everywhere.

Redman immediately set about the job of building up as much of an early lead as he could manage, while Unser, who had spun during one of the yellow-flag laps, edged clear of Wietzes in second place. Back in the heaviest spray Andretti and Oliver were charging along nose to tail, forcing their way quickly through the field. It took Mario only two laps to catch and pass Wietzes, and as he did so, he broke free of the pursuing Shadow and began his run to the front alone.

Driving extremely hard, tossing and flicking the white-and-red Lola through the soaking corners in slipping, rolling slides, Andretti was up to second by the thirteenth lap and catching Redman fast.



Redman and Unser lap Wietzes.

C. G. Loring VII Photo

But as the two Lolas drew themselves closer and closer together, the rain eased, then stopped, and very soon the track was showing the first signs of partially dry patches. In these changing conditions, after getting no closer than three seconds, Mario's charge began to subside. Not long after the midpoint of the forty laps it began to look as if he was again in trouble.

And he was. His rough-cut rain tires were succumbing to his pushing on the dry road. They were overheating and chunking. Mario said that just as he caught Brian he said to himself, "Now what do I do?" He knew there was no answer. All he could do was hang on, nurse his tires, and hope one or more of them didn't deflate. Unser was closing fast on his teammate.

As Andretti slowed and dropped away into the distance, and as Unser began to move up, it became obvious that the leader too was running into trouble. Now with only half a dozen laps remaining it looked suddenly as if Al Unser might be able to pull off a surprising win. Showing no signs of the chunking that was affecting the other two Lolas, Unser's Viceroy machine pressed forward and snatched the lead from Redman with only two laps left to run.

Just like that Al Unser had shot from being a distant third to a close leader. He pushed his way home neatly, safe by a car length, while Redman flung the red Chaparral Lola around desperately in an unsuccessful last-minute bid to regain the lead. A frenetic finish.

Nearly half a minute later a very disappointed Andretti cruised home in third place. Fourth, and a lap behind, was the Shadow and Oliver. At one point Ollie was beginning to seriously threaten the ultimate winner for third place only to make a mistake and have a quick spin. It was then that he decided to gamble on a late stop for slicks, but that took longer than was hoped for, and another stop a lap later to check a vibration ruined

Jackie's chances completely. A competitive debut for the Dodge engine however.

David Hobbs and Eppie Wietzes gambled at the start by fitting softer English Goodyears. In both cases this proved to be a bad selection; the tires chunked and vibrated badly. Hobbs hung on with relentless style and conserved fifth place, remaining on the same lap as Oliver, but Wietzes had to stop three times for tires and finished four laps behind in 13th place.

Also remaining on the same lap as Oliver was Gordon Johncock who came through well from the back of the grid to score his best result in the series to date. John Morton drove smoothly into seventh, two laps behind the leaders, while John Gunn recovered from an enforced early pitstop to finish eighth ahead of Jerry Karl. Danny Ongais went well in the early laps, getting up to fifth

place briefly before his Firestone F1 tires began to chunk and vibrate so that he had to slow right down and nurse his Lola home to tenth.

So, with Redman still holding strongly to the Championship lead, with Al Unser pushing himself into second place ahead of teammate Andretti, and the Shadow showing off new potential from a new direction, the USAC/SCCA Championship turns toward California and the likes of Long Beach, Laguna Seca, and Riverside. Just as it has been since the early days of the CanAm, the autumn races along the west coast look like the best of the year.

Now if only the pace of things could somehow pick up earlier in the summer, there would probably be a lot more Eastern road race promoters wearing the same smiles as their Road Atlanta counterparts . . .

QUALIFYING HEAT GRID

Brian Redman Hall/Haas Lola T332 1:14.141	Mario Andretti Viceroy Lola T332 1:13.819
Jackie Oliver UOP Shadow DN6 1:15.033	Al Unser Viceroy Lola T332 1:15.031
Eppie Wietzes Formula Racing Lola T400 1:16.344	Jon Woodner InterScope Talon MR1A 1:16.113
John Morton Perry Kriunit Lola T400 1:16.344	David Hobbs Hogan Racing Lola T332 1:16.345
Randy Lewis Wrangler Lola T332 1:17.680	John Gunn Racing Consultants Lola T332 1:17.634
Danny Ongais InterScope Lola T400 1:18.066	Evan Noyes Eagle Creek Aviation Lola T332 1:17.722
John Benton Formula Magazine Lola T330 1:19.745	Gordon Johncock Simmast Lola T332 1:18.445
Horst Kroll Kroll March 741 1:20.167	Roger Bighouse Minuteman Chevron B24 1:20.056
Jerry Karl Interstate Travelers Lola T332 1:20.386	Bob Earl TP Racing Lola T330 1:20.228
Tuck Thomas Luncer Stores Lola T332 1:22.649	Bob Nagel Nagel Racing Lola T332 1:21.417
Bill Baker Barbara Baker Lola T332 No Time	Herbert Kuehne Horst Kroll Lola T300 1:29.258

Results

Wrangler Atlanta Grand Prix
Atlanta, Georgia
August 31st, 1975

1. Al Unser, Viceroy Lola T332, 1 hr 7 min 54.4 sec, 89.34 mph average, 40 laps
2. Brian Redman, Hall/Haas Lola T332, 40 laps
3. Mario Andretti, Viceroy Lola T332, 40 laps
4. Jackie Oliver, UOP Shadow DN6, 39 laps
5. David Hobbs, Hogan Racing Lola T332, 39 laps
6. Gordon Johncock, Patrick Simmast Lola T332, 39 laps
7. John Morton, Perry Kriunit Lola T400, 38 laps
8. John Gunn, Racing Consultants Lola T332, 38 laps
9. Jerry Karl, Interstate Travelers Lola T332, 38 laps
10. Danny Ongais, InterScope Racing Lola T400, 38 laps
11. Horst Kroll, Horst Kroll March 741, 37 laps
12. Bob Nagel, Nagel Racing Lola T332, 37 laps
13. Eppie Wietzes, Canada Formula Racing Lola Special, 36 laps
14. John Benton, Formula Magazine Lola T330, 36 laps
15. Roger Bighouse, Minuteman Racing Chevron B24, 33 laps
16. Evan Noyes, Eagle Creek Aviation Lola T332, 21 laps
17. Herbert Kuehne, Horst Kroll Lola T300, 12 laps
18. Bob Earl, T P Racing Lola T330, 2 laps

Fastest Lap:

Jackie Oliver, UOP Shadow DN6, 1:24.3, 107.74 mph



Long Beach Grand Prix winner, Brian Redman.

R. Berkenblitt Photo

F/5000 Comes of Age

Long Beach

by Gordon Kirby

It would have been impossible for the first Long Beach Grand Prix to have been a better event than it was. Despite the expansiveness of the undertaking the event remained free of any major problems. It attracted a huge crowd of 65,000 and appeared prepared in every capacity for next March's unprecedented United States West Grand Prix. For Chris Pook, Dan Gurney, and the other principals of the Long Beach Grand Prix Association the inaugural race through the streets was a success of a thoroughly narcotic nature.

The race itself bent its way into a hard, exciting battle fought out by what was easily the best Formula 5000 field ever assembled. Remarkably enough it was Brian Redman, the droll, quiet countryman from Yorkshire, England, who came through to victory. At the same time he clinched the second consecutive SCCA/USAC Formula 5000 Championship for himself and the Haas/Hall Team. Long Beach couldn't have asked for a better climax to its race meeting.

During the two years since the idea of a race through the streets of Long Beach was first proposed, there has been much more discussion of failure than of success. It would cost far too much, the cynics said, and, too, there would be no way to make the circuit safe. Furthermore the whole thing would be too much of an organizational maelstrom for anyone to

handle. But Chris Pook, the transplanted Englishman who invented the idea, pressed on with his plan and slowly brought shape and form. Pook formed a group including some of the most respected personalities in motor sports from the west coast and step by step he worked his way through the maze of regulations and procedural requirements of both the city government and the motor racing organizing bodies. By the beginning of this year, as far as Pook was concerned, the Long Beach Grand Prix was ready to become a reality.

Finally on a Friday afternoon in late September, with the miles of cement retaining walls, wire safety fences, and tire crash barriers at last in place; Long Beach heard the first bark of Formula 5000 cars. Fittingly enough, the first machine to bellow down Ocean Boulevard was Dan Gurney's Jorgensen Eagle, Vern Schuppan at the controls. After all the doubts and all the planning, Chris Pook's dream had become fact.

entry & practice

That first day of practice at Long Beach came to an end cleanly and without incident. Most drivers were pleasantly surprised to find the circuit not as tight and Mickey Mouse as they thought it would be. Mario Andretti pointed out that, unlike many circuits, there seemed

to be a good number of places where one could pass, but he emphasized that it was just as narrow and tough as it looked. As a result, everyone was well into the serious problem of trying to find the right gear ratios to suit the very tight hairpins, the fast, sweeping straight, and the comparatively low-speed right-angled bends which made up most of the circuit.

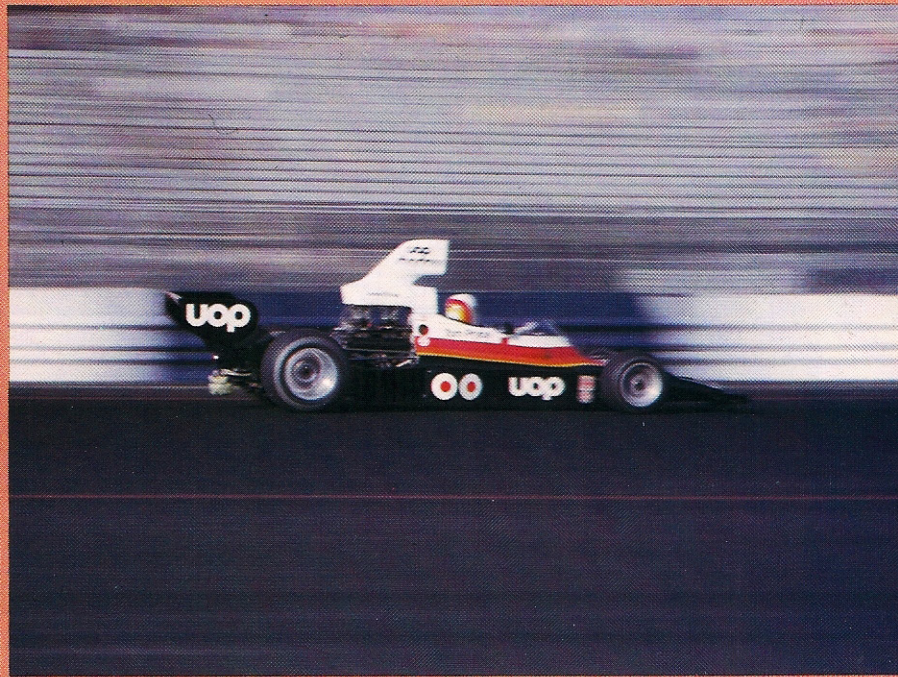
On the second day of practice, with the lessons of the previous day adjusted into the cars, and the road surface beginning to ingest its first layer of rubber, the lap times began to tumble. The first man to begin to explore the fastest, tightest line through the walls of cement was, surprisingly enough, Al Unser. Despite having never raced on such a tight course before, the younger Unser brother, driving in the same straight, clean style which has been so much his hallmark this season, pushed his way around the 2.0 mile circuit a full second faster than anyone else. "Must be a timing error," all the paddock cronies agreed, but in the final session Unser proved it was no error by lapping just as fast again.

Al's pace must have been just what all the rest needed to wind themselves up for a big effort, for in the final hour-and-a-half session most of the other quick runners improved considerably on their morning times. But Al remained faster than all of them, all, that is, except his teammate. After a morning full of minor problems (his mechanics offer the opinion that the fault was his, adding that he had made a number of unforgivable errors in setting up the car), Andretti came out, and soon he was into one of his aggressive qualifying sprints. Pushing the Viceroy Lola hard to the walls, holding the steering wheel in straining, nervous little flickers, he came charging down the stopwatch to eclipse Unser's best by more than half a second and snatch his sixth F5000 pole of the season. Despite just failing to match his morning time, Unser remained faster than everybody except Andretti so that the pair of red-and-white Vel's Parnelli Lola-Falconer T332s sat proudly together at the top of the time sheets.

Driving in the same hard, yet contained, style as Andretti, England's newest motor racing sensation, 23-year-old Tony Brise worked the Theodore Racing Lola-Smith T332 around within a tenth of Unser for third fastest. Brise surprised everyone with his speed and calm approach, which he combined to record the second-best time on the first day and to recover from missing almost all of the first session of the second day when a drivershaft yoke broke up. It was certainly a remarkable performance for a young man making his first American appearance which also happened to be only the second time he had ever driven a F5000 car! Obviously a man to watch.

Fourth and fifth fastest were a pair of Dodge-engined UOP Shadow DN6s, Tom Pryce joining regular man Jackie Oliver for this one race. Oliver was the faster of the two but only by a hair more than half a second. However, just as they recorded similar times, so the drivers offered similar complaints of vague braking and poor traction.

Reigning F5000 Champion Brian Redman had a confused practice with the Haas/Hall Boraxo Lola-Chaparral T332 and was comparatively well down the grid, more than two seconds slower than his great rival Andretti. Redman experienced brake failure on the second day of practice when the rear brake discs pulled from their aluminum hats (this problem afflicted a number of other Lolas), but his biggest problem was one of poor



(LEFT) Young Tony Brise was the sensation of the race. (RIGHT) Tom Pryce handled the second UOP Shadow.

traction.

Seventh quickest was Vern Schuppan and the Jorgensen Eagle, which appeared after its absence from Atlanta with the redesigned suspension geometry at both ends, with the previously rising rate front end having reverted to normal springing. All this worked wonders to the car, and with Schuppan describing it as being "completely different," the Eagle was for the first time very competitive.

Behind the Eagle came a group of no less than nine cars covered by a second, something unheard of in Formula 5000 and a real mark of the depth of the field for this race. Included among these were all kinds of familiar F5000 faces, some of whom were returning to the series after an absence of a race or two with cars and teams which had benefitted from the hiatus. Fastest of these was Graham McRae, his Eddie Lewis Lola T332 updated after a few exploratory appearances earlier this year. After missing Atlanta, Elliott Forbes-Robinson and Francisco Mir's Evel Knievel team returned for Long Beach with their T332, while Jody Scheckter was putting in a one-off appearance in F5000 (his first taste of a stock-block Chevy in nearly two years) with the Carl Hogan Lola normally pedaled by David Hobbs. Hobbs himself was for this race driving an updated T330 Lola and was a little slower than his usual car and its guest driver. Others in this group were the Lolas of John Gunn (who was going particularly well) and Eppie Wietzes, while Gordon Johncock continued to make progress with the Patrick Racing T332 and for the first time showed signs of becoming competitive.

For this race Jack McCormack, builder of the Talon, had five of his cars in the field — the sum total, in fact, of every Talon chassis ever constructed. The fastest Talon was the Interscope Racing entry driven by Jon Woodner, while the two factory cars, sponsored for the first

time this year by Norris Industries and driven by regular man Warwick Brown and F1 man Chris Amon, were troubled by having to run in their engines on the first day of practice and were stuck well behind on the time sheets.

John Cannon reappeared with his March 73A, the car rebuilt with the addition of many 751 pieces and watched over by a few ex-March personnel. The Lance SR1 finally made its public debut, and with George Follmer at the wheel, the car qualified, but well back. Follmer, making one of his few appearances this season, was looking at this race very much as a test and development session.

From the whopping entry of 42 cars, twenty-four were selected as "seeded" drivers and placed in one group for purposes of practicing with as little hindrance as possible from slower cars. Most of these drivers were men who had

done the majority of the previous six F5000 races or were known by reputation to be very accomplished. In Addition to those previously named, these included Brett Lunger and Danny Ongais. Lunger was having his first American F5000 race of the year in an aging T330 Lola which his team finally decided wasn't sufficiently ready to be raced, while Ongais was pleased to exchange his T400 for a T332 prepared by the combined forces of Interscope Racing and Bay Racing.

Among the "non-seeded" drivers, the fastest time was returned by Bob Earl, the 1973 Formula Ford National Champion, showing some good style in only his second F5000 appearance with the T. P. Racing Lola T330. The other quick runners from this group included Dr. John Korn (Lola T330), Randy Lewis (Wrangler Lola T332), and Benny Scott

continued ▶



Bill Fox Photo

Eppie Wietzes drove well to finish third in Joan Clayton's much-modified Lola T400.

Long Beach continued

Ed Justice Jr. Photo

(Viceroy/Black American Racers Lola T332), the latter making his first proper appearance in F5000 after his impressive showings this past year in Super Vee.

The night after final practice was for most teams a long and tiring one. The tight nature of the circuit, its generally ripply surface, and a couple of abrupt up-and-downhill leaps all contrived to work with extreme brutality against the straining F5000 chassis, brakes, and gearboxes, and as a result many unexpected failures had cropped up during the hectic practice periods.

Most notable modifications of that long Saturday night were worked by the Haas/Hall and Theodore Racing teams. Redman's car was fitted with new gearbox internals, including the replacement of a broken differential, while the car's brake failures were hopefully solved by bolting into place a set of specially-made steel disc brake hats which were flown up from the Chaparral shop. Brise's Theodore Racing Lola also had a change of gearbox, while the rear suspension settings were modified in an effort to provide the driver with greater traction under braking. It was a fairly radical change but one which young Brise felt could be valuable.

heats

The huge field was sorted out by the usual pair of qualifying heats, each run over twelve laps. The first dozen finishers from the two qualifying races would go forward to the final, while four more cars would be added to the back of the grid according to the opinions of the USAC and SCCA stewards. The heats didn't change the field about that much, although the first race was particularly notable in that it was the first time that Andretti had been beaten in a F5000

Oliver was a no-start in the final after this incident during the second heat.

C. G. Loring VII Photo



Jody Scheckter returned to F5000 in one of Carl Hogan's Lola T332s.

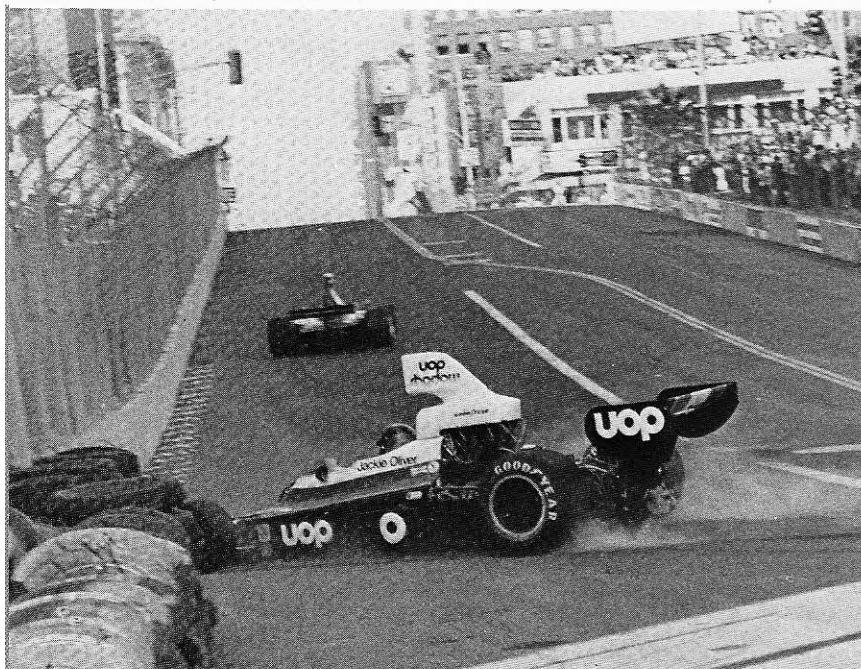
qualifying heat. Andretti was troubled at the start of the race by a faulty brake caliper (it was thought one of the pistons was jamming), and as a result he slid wide into the first turn and was passed by Brise, Schuppan, and Pryce. Mario soon fought his way by Pryce and Schuppan, but by then Brise had established a clear lead, and it took Mario a handful of very hard laps before he managed to catch the leader. But by then it was the last of the twelve laps, and though he was close enough to pull himself beside Brise on the sprint down to the flag, it was all just a hair too late. Despite clipping the wall as he smashed the throttle away from the last turn, Brise hung on to win by a nose!

Still complaining of a lack of rear end "bite," Tom Pryce brought his Shadow into third just ahead of Vern Schuppan and Elliott Forbes-Robinson who remained nose to tail from start to finish. Warwick Brown went well in his Talon, pushing his way up the field to a

sixth place finish ahead of Jon Woodner and Randy Lewis. Gordon Johncock led this trio for most of the race only to spin just before the end and drop to tenth, just ahead of an impressive Bob Earl.

Al Unser won the second heat comfortably at a slightly faster pace than the first heat so that he earned the pole position for the final. Behind Unser a fine battle developed between Redman, Scheckter, and Oliver, but the Shadow crashed heavily near the end when Oliver, who had flat-spotted a tire on the first lap, lost control while trying to get by Scheckter. The black car slid nose first into one of the tire barriers and, though Ollie was able to jump out and walk back to the pits, the car's monocoque was crumpled badly enough to render the CanAm Champion a non-starter.

As it was then, Scheckter, unhappy as he had been in practice with the balance of his Lola, finished third behind Unser and Redman. The latter was in a much



Terry Cocking Photo

brighter mood than he had been throughout practice and said that the Haas/Hall Lola was finally as it should be. David Hobbs came through for fourth ahead of Eppie Wietzes, while Chris Amon moved up well and took sixth place after Graham McRae stopped just before the end with a broken halfshaft. John Cannon brought his March into seventh, not far behind Amon, while Danny Ongais failed to finish because of brake failure. Follmer got involved in another car's first lap spin and lost a lot of time so that he finished well back but high enough to earn a place in the final.

final

Late in the afternoon, after the mechanics had worriedly checked all that might show signs of failing, the 28 finalists climbed into their cockpits for one of the hardest 100 mile races any of them had ever experienced. Out they went one by one to form up for a single pace lap, and with most cars remaining in tight order out of the last turn, the starter, hoping to waste no more of the dwindling afternoon, sent them on their way. At last the first Long Beach Grand Prix was on!

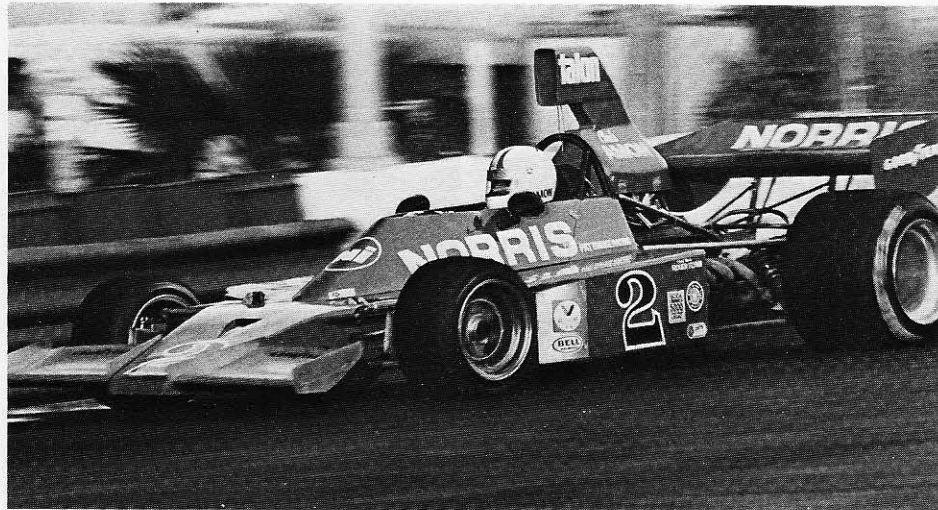
Unser and Brise narrowed their way side by side down into the first turn, the Viceroy car holding its place tightly while its sister machine chopped across from the outside of Redman to snatch third place. At the same time Schuppan and Hobbs, side by side on the fourth row, bounded into each other and then plopped back onto the road with damage. But Hobbs suddenly heard his engine stop, and for a few exasperating moments the field began to mold itself around the coasting Hogan Lola. Then David realized he'd knocked off the steering-wheel-mounted kill switch, so he was able to flick it on and bellow off without losing too many places.

Over the first lap Unser pulled out a small gap to Brise, Andretti, Redman, and Scheckter, but soon Brise and Andretti were pushing their way toward the leader. By the third lap Brise was looking for a way past Unser, and after touching the leading Lola and knocking Al off his stride for a moment, both the young Englishman and Andretti were able to sprint inside and begin to edge away on their own. For a few laps Mario fastened shadow-like to Tony's tail, but slowly the red car began to dispose of its likeness, and with his orange helmet bending forward, his long arms working clear, proud sweeps at the steering wheel, Brise began to take control of the race.

Around the tenth lap, his margin approaching three seconds, Brise seemed to have broken the backs of the two Viceroy Lolas. Within a few more laps, running now for the first time through the earliest backmarkers, the leader leaped away even more, and soon he had doubled his lead. But just as he did so, he suddenly spun at the second hairpin, "then I booted it too much and spun back around the wrong way," the man himself explained. As he did so Andretti and Unser slipped by into first and second.

But Brise was by no means finished. It took him barely a moment to recover, and, within a couple of laps of his spin, he was hard on Unser, and within another lap Unser made a mistake and let Tony back into second place. For Unser, however, his mistake brought the end of his race. It had started when he clipped the inside barrier at the same right-hander where Oliver had crashed in the second

C. G. Loring VII Photo



Chris Amon had a steady drive in the Norris Talon, ending up one lap down in fourth.

heat, and, just like the Shadow, the Lola slid across the road toward the outside wall. Working furiously at the wheel and pedals, Al almost caught it, but then at the very instant that he seemed to have the car straightened out it wacked broadside into the wall. He carried on out of sight almost as if nothing had happened, but after one lap he drove slowly into the pits with a rear upright badly twisted.

So it was now down to Andretti and Brise. The powerful little American (the man has always been the Fastest Man in F5000) worked hard to maintain his small two-second cushion, but Brise, a complete unknown to most at Long Beach, began an inexorable narrowing gap, and soon the long, easy Englishman was writing a sharp story for the spectator's memories.

For some time Tony had been peering ahead through an oil-smearing visor, waiting for as long as he could before tearing off the only "rip-off" he had fitted. But when he did so he immediately began a hard attack on the leader.

At the first hairpin the Theodore Lola

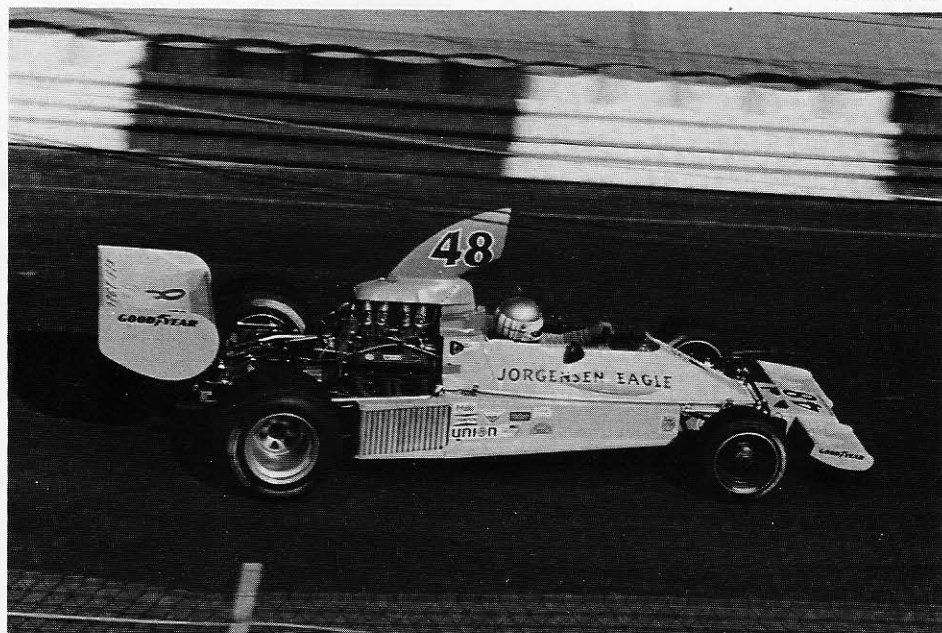
Vern Schuppan drove the revised Jorgensen Eagle to second, its best placing this season.

dashed for the inside. Mistake. The two cars touched and Mario held his place and shot clear onto the straight. At the end of the straight Tony tried again, and this time he got by! Now nearly twenty seconds clear of Redman in third place, the two leaders settled into the final stages of their battle. Andretti was not about to give up, and he kept his red-and-white nose hard beneath Brise's wing, dropping back a hair here, swinging back to the leader's gearbox there. Back and forth, back and forth Mario parried, but through it all Tony remained steady and fast in control of his lead.

Then suddenly the Viceroy Lola slowed down and trickled to a stop. Mario set for a moment, undid his belts, and climbed out. The engine had broken, he thought, although his mechanics later said that it was probably a gearbox failure of some description — they didn't know what. They were too dispirited to look much further just then.

So it looked as if Tony Brise would be able to stroke his way home to a brilliant win. But no. Barely a lap after Andretti's demise, the Theodore Racing Lola suddenly slid off, its brakes locked, at the corner leading onto the pitstraight. A driveshaft had broken, perhaps, Tony

continued ▶



Marc Sproule Photo

Long Beach continued

though, because of the added tire vibration brought about by the team's change of the rear suspension (mind you, drive-shaft failure was pretty common at Long Beach).

Suddenly, there in the lead of yet another USAC/SCCA Formula 5000 race was the Champion himself, Brian Redman. During the early laps he had held comfortably to Al Unser's tail and found the car working much better than ever with its wings trimmed and generally softer settings. But not long into the race Brian felt the Lola begin to oversteer more and more (he thought the diff might have failed again), and slowly he dropped away on his own while maintaining a cushion of four to five seconds to Jody Scheckter.

"That's what I worked on," Brian explained. "All I wanted to do then was to keep the gap to Jody." And he did so until the Hogan Lola, which Jody was fairly happy with, incidentally, save for losing "about 50 yards" on acceleration onto the main straight, suddenly pulled off the road with, you guessed it, a broken driveshaft. It was only three laps later when Andretti disappeared to elevate Brian to second, and then a lap later he found himself leading comfortably by fully half a minute from Vern Schuppan and the Eagle.

So Redman cruised home, keeping his revs a full 1000 short over the last fifteen laps, and scoring a win that, if lucky, was also the product of an extremely thorough and effective racing team. The Haas/Hall/Redman Chaparral team above all else Know Their Stuff.

Schuppan brought the Eagle home to its best finish of the season, the car and the man performing very well despite having to deal with the fading brakes for most of the race. In the early laps Vern had run a strong sixth after outbraking Pryce's Shadow and taking the lead of the second group in the wake of the Brise-Andretti-Unser-Redman-Scheckter knot. It was certainly a very good run for the Australian and the AAR team.

Third was Eppie Wietzes who had deliberately contained himself during the opening laps so that he never experienced any serious braking problems. For a long time he trailed Chris Amon, but just past the mid-point of the race he pushed himself by the Talon and went away on his own. Amon gave his Talon a good race, working past teammate Warwick Brown early on and giving chase to Elliott Forbes-Robinson before the latter pulled in with a cam follower broken in his Lola. Until then EFR, too, had given a good account of himself, chasing after Schuppan from the start until being forced into the pits.

David Hobbs recovered from his first lap drama to slot back into the hunt, and for a long time he and Jon Woodner had a good race a short distance behind Warwick Brown. Despite a couple of quick spins, Hobbs finally got clear of Woodner, and some time before the end he was able to push past Brown for fifth. Brown, in sixth place, was the last of the faster runners to finish, for Woodner, who had run up the back of Warwick at the start and struggled through twenty-seven laps with a badly bent nose, finally lost his twitchy Talon and clouted the guardrail. Tom Pryce held sixth for the first dozen laps before losing fourth gear — and his place to Schuppan — and finally stopped with a jammed gearbox and



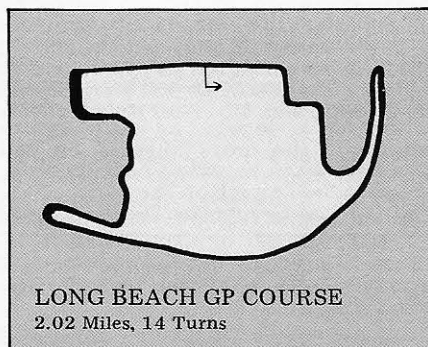
Bob Earl finished seventh in only his second F5000 race.

Phillip Salazar Photo

bent valves.

Into seventh place, two laps down, came F5000 veteran Evan Noyes, while Bob Earl, running only his second F5000 race since graduating from Formula Ford, brought the T. P. Racing Lola T330 into a very good eighth place clear of John Morton's Lola T400. The only other finisher was Skeeter McKitterick's Aero Racing Chevron B24/28.

So Long Beach was everything that it could have hoped to have been — and even more. The organization worked amazingly well, the financial balance appears to have been favorable, and the race itself was won as it should have been by the Chaparral team and their man Brian Redman. Its success must surely mean Good Things for American motor sport.



LONG BEACH GP COURSE
2.02 Miles, 14 Turns

LONG BEACH F5000 GRID

Finishing Positions Heat One	Finishing Positions Heat Two
Tony Brise Theodore Racing Lola T332 16:32.444, 87.928 mph	Al Unser Viceroy/Hilton Lola T332 16:30.391, 88.110 mph
Mario Andretti Viceroy/Hilton Lola T332	Brian Redman Boraxo Lola T332
Tom Pryce UOP Shadow DN6	Jody Scheckter Hogan Racing Lola T332
Vern Schuppan Jorgensen Eagle	David Hobbs Hogan Racing Lola T332
Elliott Forbes-Robinson Evel Knievel Lola T332	Eppie Wietzes Formula Racing Lola T400M
Warwick Brown Norris Industries Talon	Chris Amon Norris Industries Talon
Jon Woodner InterScope Talon MR1A	John Cannon J. G. Lane March
Randy Lewis Wrangler Lola T332	Ron Dykes Justice Brothers Lola
Bob Earl T. P. Racing Lola T330	George Follmer Kendall GT-1 Lance LSR1
Gordon Johncock Sinmast Lola T332	Skeeter McKitterick AME Aero Chevron B24/28
Dr. John Korn Plyott-Boone West Lola T330	Benny Scott Viceroy Lola T332
Bob Nagel Thermo King Lola T332	Bill Baker Barbara Baker Lola T332
Graham McRae Armorall Lola T332	John Gunn Racing Consultants Lola T332
John Morton Krittitt Racing Lola T332	Evan Noyes Eagle Creek Aviation Lola T332
Alternate: Danny Ongais, InterScope/Bell Electric Lola T332	

Jeff Hutchinson Photo



Results

Long Beach Grand Prix F5000
Long Beach, California
September 28th, 1975

- Brian Redman, Boraxo Lola T332, 1 hr 10 min 12.042 sec, 86.325 mph average, 50 laps
- Vern Schuppan, Jorgensen Eagle, 50 laps
- Eppie Wietzes, Formula Racing Lola T400M, 50 laps
- Chris Amon, Norris Industries Talon, 49 laps
- David Hobbs, Hogan Racing Lola T332, 49 laps
- Warwick Brown, Norris Industries Talon, 49 laps
- Evan Noyes, Eagle Creek Aviation Lola T332, 48 laps
- Bob Earl, T. P. Racing Lola T330, 48 laps
- John Morton, Krittitt Racing Lola T400, 48 laps
- Skeeter McKitterick, AME Aero Chevron B24/28, 46 laps
- Benny Scott, Viceroy Lola T332, 40 laps
- Tony Brise, Theodore Racing Lola T332, 34 laps*
- Mario Andretti, Viceroy/Hilton Lola T332, 33 laps*
- Dr. John Korn, Plyott-Boone West Lola T330, 33 laps*
- Jody Scheckter, Hogan Racing Lola T332, 29 laps*
- Jon Woodner, InterScope Talon MR1A, 27 laps*
- Elliott Forbes-Robinson, Evel Knievel Lola T332, 27 laps*
- Ron Dykes, Justice Brothers Lola, 27 laps*
- Randy Lewis, Wrangler Lola T332, 20 laps*
- Al Unser, Viceroy/Hilton Lola T332, 17 laps*
- Tom Pryce, UOP Shadow DN6, 14 laps*
- Bob Nagel, Thermo King Lola T332, 14 laps*
- Bill Baker, Barbara Baker Lola T332, 14 laps*
- Gordon Johncock, Sinmast Lola T332, 11 laps*
- John Gunn, Racing Consultants Lola T332, 9 laps*
- John Cannon, J. G. Lane March, 6 laps*
- Graham McRae, Armorall Lola T332, 1 lap*
- George Follmer, Kendall GT-1 Lance LSR1, 0 laps*

* Not running at the finish

Fastest Lap:

Tony Brise, Theodore Racing Lola T332, 1:19.905, 91.008 mph



Eddie Miller and Bobby Rahal pace the field.

Maureen Fennelli Photo

Canadian Grand Free

Round 9 Robert Bosch Gold Cup

By Bruce Czaja

For the first time ever in the history of the VW/Robert Bosch Gold Cup series, the Super Vee race was the feature event of the weekend. No, some promoter had not lost his mind in giving the small single seaters star billing. It was all a matter of politics — politics involving the Mosport management and the Formula One Constructors Association.

Originally the Gold Cup race was to have been a supporting event to the Canadian Grand Prix. With the cancellation of the GP, the Super Vees were elevated to top billing, and Mosport threw the track open to the public, with no admission charge. Whatever the background, the Super Vee contingent did their best to put on a show worthy of a main attraction. Indeed, there are a lot of people who feel the Gold Cup is usually the best race of the weekend wherever it runs because of the highly competitive nature of the series. Mosport was no exception.

entry & practice

The Mosport management opened the track on Friday for the teams to have unofficial practice. Times would not count until Saturday morning. There was

a rather slim entry for the Mosport race since many teams were looking past this event to the race at Watkins Glen. The Glen race would be before a much larger crowd, which would help those teams trying to impress sponsors. More importantly, the Formula One owners would be on hand, and, just maybe, one of them might recognize some of the talent which exists in the Super Vee series so that someday...

All of the top four drivers in the points chase were on hand at Mosport. Eddie Miller was looking for his fifth win of the year in the Haas Lola as well as a tighter lock on the Gold Cup point standings. Richard Melville would have his Lola, prepared by Ray Heppenstall. Heppenstall also had two other cars, both Royales, for Mark Isaacs and John Kalagian. Tom Bagley would have his Kent Oil Zink ready for battle. Mosport is a cross between the fast circuits on the series and the slow ones; so, realistically, Tom's chances were not as good as they would have been at some of the really fast tracks where the Zink excels.

Howdy Holmes, the only driver with a chance for the title, would again have his E-Z Wider Lola entered by Wilbur Bunce. Bunce also had his normal second car for Peter Moodie. Bill Scott Racing had their hands full with four cars entered: the regular Royale RP19s were on hand for Harry MacDonald and John Barringer and Bill Neuhoff was in his

RP18 from last year since a deal had been worked out to have Bobby Rahal start in Neuhoff's regular RP19 when the BSR crew was unable to have a new revised Royale ready for Mosport. Most of the drivers had heard how Rahal had done in the Player's Challenge for Atlantic cars but wondered if he would be as quick in Gold Cup competition. Qualifying would give them the answer.

Fred Opert had a load of cars on hand for various and sundry drivers. Marcel Talbot from Quebec, Francisco Romero from Venezuela, and Ken Cobb from Texas would handle the Opert Tuiss. Two Tuiss were also entered by Brian Stewart Racing for Stuart Moore and Ed Mulford, as well as the Essex Chemical entry of Billy McConnell and the Justice Brothers car driven by Dick Ferguson. Bob Lazier had his new Lola, and a similar car was prepared by John Zeitler for Bill Alsup. Benny Scott would be in the Viceroy Lola, Peter Dodge and Dom Billera were in a pair of older Lola 252s, Jerry Jolly had his new Lola, Jim Schmid was in last year's model, and Chris Skoppe drove the only Elden on hand. A total of 22 cars would compete in the race.

The first qualifying session on Saturday was not held under ideal conditions, but at least the track was dry. Eddie Miller was the fastest in the session with a time of 1:27.836. Second fastest was Bobby Rahal in the BSR Royale at 1:28.740. But before long the rain started to fall, ending any meaningful times. This affected several drivers who didn't make it out in the dry.

The final qualifying session was held under threatening skies on Sunday morning. The session was particularly helpful to Howdy Holmes, who was unable to get his E-Z Wider Lola on the track in the dry the day before. Had it rained again, he would have been relegated to 18th on the grid. As it was, Holmes managed a time of 1:26.890, good enough for fourth.

Eddie Miller held the pole position in the Haas Lola, improving his time to 1:26.024. Rahal held the second spot and Bagley the third with times of 1:26.316 and 1:26.784 respectively. Bob Lazier, Jerry Jolly, Bill Alsup, Stuart Moore, Ed Mulford, and Richard Melville rounded out the top ten.

Qualifying times were widely spaced. The primary reason seemed to be engine problems: no less than five engine changes were made either overnight on Saturday or between qualifying and the race on Sunday. In addition, several teams had to change the valves on the cars as there appeared to be a sudden rash of valve spring breakage. Most of the cars were set for the race, although a few, such as Holmes, would be driving unknown quantities as they had no chance to test the cars after their changes since the Sunday a.m. session.

race

The race was scheduled to start at 3:15 and could have gotten off on time if they wanted to run in the rain which started just as the cars arrived at the grid, causing all of the teams to switch to rain tires. However, a few of the teams and most of the officials didn't like the prospects of running in the wet; so they decided to wait a while to see which way the weather would go. After an exceedingly long pause, much to the dissatisfaction of the 8,000 freebies in attendance, the race finally got under way.

With the track still damp, the decision continued ▶

Zink Hewland Weber



**PERFORMANCE
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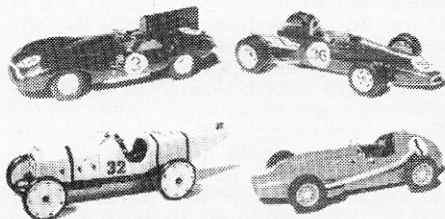
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Grand Free continued

was made to have the cars take a couple of pace laps. Since this was now big time motor racing, it would be done just as the F5000s did at Road Atlanta. The first lap would be a pace lap, but any additional laps run under the yellow would count as race laps, even though the field would still be in parade formation. After two race laps were run under the caution, the green was finally given.

The first turn at Mosport is a fast, down-hill right-hander. It's an easy enough turn to get crossed up in in the dry, to say nothing of a track that is still a little damp. All but one of the drivers showed their respect for the corner by falling into place as the field entered for the first turn. No one really wanted to be a hero, content to fall in line so that they all got through. No one, that is, except for Richard Melville. Perhaps mad at himself for his lowly tenth place starting spot, or extremely confident of his car and his ability on the wet track, Melville threw caution to the wind. Seeing everyone else head for the safe inside line, Melville seized the opportunity to storm through on the outside. Holding the car perfectly through the turn, Richard used the move to pick up six spots by the time he was through. Going into turn two the order was Miller, Rahal, Bagley, Holmes, Melville and Lazier.

As the field made its way through the first lap, Melville picked up two more spots and moved ahead of Bagley for third. Lazier took fifth slipping ahead of Holmes, who discovered that the new engine which had been put in his car was down some 500 revs from what it should have been. Miller, Rahal, and Melville all made it through the first turn a second time without problems. Bagley, running fourth, didn't make it. Tom lost it at the exit and spun into the guard rail. Lazier and Holmes, right on the Kent Oil Zink's exhaust pipes, were forced to stand on the binders to avoid first the car and then the rear wheel which flew off the machine after it hit the rail. Lazier couldn't get away from the bouncing tire and spun, hitting the rail a few hundred feet further down the track from Bagley. The top six had already put a slight gap between themselves and the rest of the field when the incident occurred, so no other cars were affected.

Maureen Fennelli Photos



Bobby Rahal was impressive.

The net result was that Holmes lost contact with the leading trio and dropped back into the second pack. By the time he was able to get up to full speed, Bill Alsup was by him; thus beginning a race-long duel between the two.

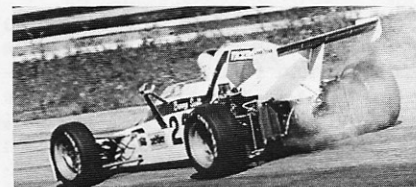
Up front, Miller held the advantage with Melville gaining the second spot from Rahal. The latter two became locked into a ten lap battle for that spot, which allowed Miller to build a fairly comfortable six second advantage. Richard did not seem as fast once the track dried, but he still managed to hold off Rahal. You could see Bobby becoming more and more frustrated as he knew he was faster than Melville but just not fast enough to make a clean pass and take back second place. Circuit after circuit he tried, finally getting by only when the race was half over. By this time his chances of catching Miller were greatly diminished.

Behind the top three there were several excellent dices going on. Holmes and Alsup were hotly contesting fourth place. The two would switch back and forth from lap to lap. In the early going they were joined by Jerry Jolly, who couldn't quite keep up and eventually backed off to see if either would make a mistake. Stu Moore and Billy McConnell had a short dice before each settled into his respective spot of seventh and eighth and ran pretty much alone for the balance of the 25 lap race.

The race for ninth was a classic Super Vee struggle. Seven cars were nose to tail, passing constantly around the 2.5 mile circuit with no one car able to claim a strong advantage. Like a swarm of angry

MOSPORT SUPER VEE GRID

Bobby Rahal Bill Scott Royale RP19 1:26.316	Eddie Miller Carl Haas Lola T324 1:26.024
Howdy Holmes E-Z Wider Lola T324 1:26.890	Tom Bagley Kent Oil Zink Z11 1:26.784
Jerry Jolly Lola T324 1:27.650	Bob Lazier Lola T324 1:27.354
Stuart Moore Brian Stewart Tui BH3 1:28.513	Bill Alsup Zettler Lola T324 1:27.666
Richard Melville Heppenstall Lola T324 1:29.149	Ed Mulford Brian Stewart Tui BH4 1:28.860
Billy McConnell Essex Chemical Tui BH5 1:29.596	Peter Moodie Wilbur Bunce Lola T324 1:29.342
Harry MacDonald Bill Scott Racing Royale RP19 1:30.413	Marcel Talbot Fred Opert Tui BH5 1:30.293
Chris Skoppe Elden Mk 14 1:30.886	Bill Neuhoff Bill Scott Racing Royale RP16 1:30.670
Benny Scott Vicery Lola T324 1:31.542	Dom Billera Lola T252 1:31.470
John Barringer Bill Scott Racing Royale RP19 1:31.751	Francisco Romero Fred Opert Tui BH5 1:31.558
Ken Cobb Fred Opert Tui BH5 1:39.276	John Kalagian Heppenstall Royale RP18 1:31.904



Results

Mosport Robert Bosch Gold Cup
Mosport Park
September 21st, 1975

1. Eddie Miller, Haas Lola T324, 25 laps, \$2500; 2. Bobby Rahal, Scott Royale RP19, 25 laps, \$1500; 3. Richard Melville, Heppenstall Lola T324, 25 laps, \$1000; 4. Howdy Holmes, E-Z Wider Lola T324, 25 laps, \$800; 5. Bill Alsup, Zettler Lola T324, 25 laps, \$600; 6. Jerry Jolly, Lola T324, 25 laps, \$500; 7. Stuart Moore, Stewart Tui BH3, 25 laps, \$400; 8. Billy McConnell, Essex Chemical Tui BH5, 24 laps, \$350; 9. Harry MacDonald, Scott Royale RP19, 24 laps, \$300; 10. Bill Neuhoff, Scott Royale RP19, 24 laps; 11. John Kalagian, Heppenstall Royale RP18, 24 laps; 12. Marcel Talbot, Opert Tui BH5, 24 laps; 13. John Barringer, Scott Royale RP19, 24 laps; 14. Dom Billera, Lola T252, 24 laps; 15. Francisco Romero, Opert Tui BH5, 24 laps; 16. Ed Mulford, Stewart Tui BH4, 23 laps; 17. Ken Cobb, Opert Tui BH5, 23 laps; 18. Chris Skoppe, Elden Mk 14, 20 laps; 19. Benny Scott, Vicery Lola T324, 17 laps; 20. Peter Moodie, Bunce Lola T324, 8 laps; 21. Tom Bagley, Kent Oil Zink Z11, 3 laps; 22. Bob Lazier, Lola T324, 3 laps.

bees, they snarled and buzzed, chasing after an imaginary foe. If anyone was bored by the proceedings up front, the race for ninth more than compensated. Leading the pack most of the time was Harry MacDonald in the BSR Royale. Harry's FV experience paid off as he shrugged off assaults from the others which would have caused lesser drivers to wilt. Chris Skoppe, Bill Neuhoff, John Barringer, John Kalagian, and Dom Billera joined MacDonald as the principals in the struggle.

As the race wound down, Rahal's only chance of catching Miller was if Eddie had to slow for backmarkers. Miller did have some traffic problems, and the gap closed to less than three seconds, giving Rahal hope. But Rahal was slowed by traffic as well and lost a couple of seconds. Once clear of traffic Miller turned it on, posting the fastest lap of the race on the 22nd circuit. The time of 1:25.465 was more than a half second better than his qualifying time and worked out to a lap of more than 103 mph, only 12-13 seconds off the times turned by the F5000 and Formula One cars. This is indicative of how far Super Vees have progressed in the past couple of years.

With just a couple of laps left there was nothing Rahal could do but stay in touch with Miller and hope that the car would break. It didn't, and Eddie took his fifth win of the year, almost four seconds up on the Royale. Melville motored home to a comfortable third place finish, more than ten seconds behind Rahal and the same margin ahead of Holmes.

Maureen Fennelli Photo



Bagley — a look of disbelief as his car is returned to the paddock.

Holmes grabbed the fourth spot, holding off Alsup for the last few laps. The two were never more than a car length apart throughout in an exhibition of good, controlled driving. Holmes' margin at the flag was less than 0.3 seconds.

Jerry Jolly took the sixth spot, Stu Moore seventh, and Billy McConnell eighth. All three ran more or less alone during the race.

The race for ninth raged unabated for the duration. It lost one member when Chris Skoppe spun his Elden in the first turn. In itself the spin might not have been too bad, but Bagley's car was still

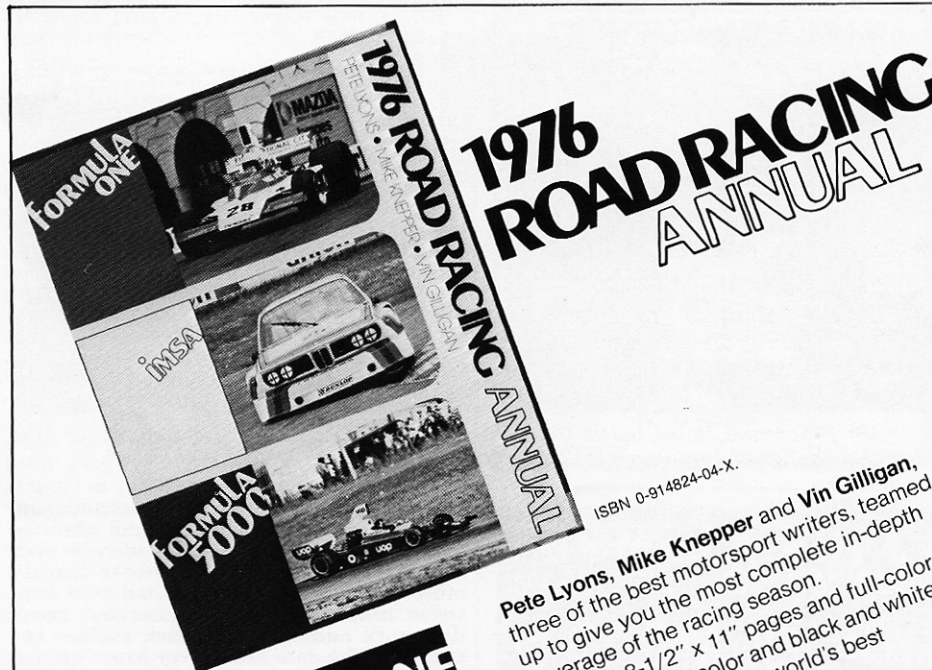
parked there, not having been moved. What should have been two minor incidents suddenly became one major one as both cars were heavily damaged. Bagley's Zink was all but destroyed, which will force him to come up with a new car if he is to be a serious threat for the remaining two races.

Harry MacDonald held his advantage over the swarming pack to finish ninth. Bill Neuhoff turned in an excellent race in his year old Royale to finish tenth. John Kalagian was 11th, followed by Marcel Talbot. John Barringer grabbed 13th, with Dom Billera right on his tail. Less than two seconds separated the six cars at the finish, a margin which remained fairly stable throughout the 23 actual laps: a good show.

The victory solidified Miller's hold on the points chase. All he needs are a

couple of top ten finishes in the last two races to clinch the 1975 Bosch Gold title regardless of what the opposition does. Melville's third place finish gave him a little breathing room in the second spot, but not enough so that he can relax. Bagley and Holmes are now tied for third, and both are just about out of the championship chase. They trail Miller by 28 points, a margin they are not likely to overcome in the remaining events.

The next race, at Watkins Glen, will see the Super Vees back as a supporting event. Their day in the spotlight was enough, and they had made the best of it. At the Glen, the Grand Prix will grab center stage and hold it for the weekend. But once again, people will have a chance to say "wow, that Grand Prix was something, but I still think the best race was put on by the Super Vees".



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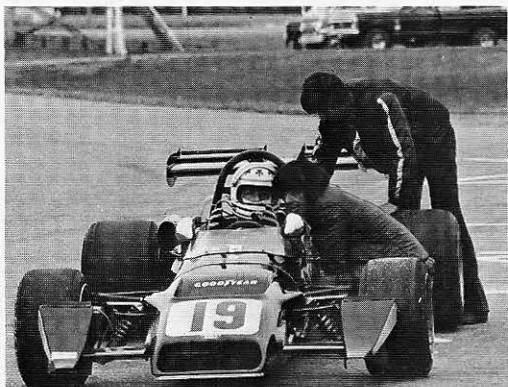
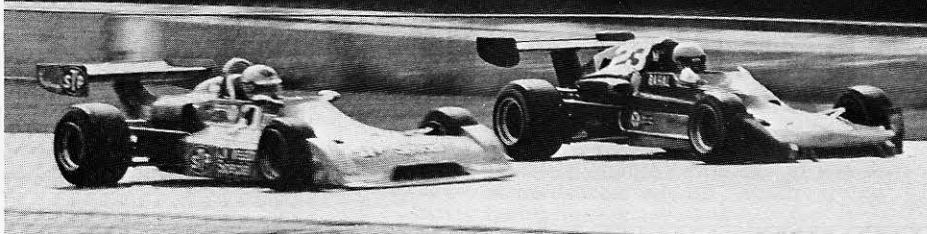
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Brainerd FORMULA ATLANTIC

By Bill Kosfeld



Marc Sprout Photos

(TOP) Brack and Rahal battle for the lead. (BOTTOM LEFT) Damien Magee and Allen McCall discuss the Tui. (BOTTOM RIGHT) Tom Gloy waits for the start.

With the cancellation of the Watkins Glen race the Formula Atlantic season finished with its U.S. debut at the September 6th and 7th weekend at Brainerd International Raceway (BIR).

Formerly known as Donnybrooke, BIR is a flat, 10-turn, 3-mile track set among the lakes and woods of this northern Minnesota resort area. The track is best known for its very long and wide front straight, which is followed by two sweeping turns — turn one's radius and banking is the same as at Indianapolis. Both turns were taken flat-out by the Atlantic drivers once they got used to it. Gilles Villeneuve exclaimed, "I would go no faster than that through a corner flat-out." The cars were mounted with 23-inch tires and geared for about 165 mph. A few of the other interesting parts of the track are turns three and ten: both right-hand second gear corners with fast fifth gear entrances, ten being the last turr prior to the long straight.

entry & qualifying

Because of its nonchampionship status and the Trois Rivieres demolition derby, BIR's entry was not quite up to the caliber of the Canadian events. Nevertheless, six of the top ten finishers in the Player's Challenge were on hand: Brack, Klausler, Forbes-Robinson, Villeneuve, Nicholson, and Rahal. In addition, an adequate number of other highly-experienced Atlantic drivers from the Canadian series was included in the impressive 28-car field.

Saturday's practice began under

threatening skies with temperatures on the cool side — conditions that were to exist all weekend. The cars were set-up with their wings very flat to take the utmost advantage of the 1.6 miles of top speed motoring available. Low-drag aerodynamics and the cool track surface resulted in the cars being very loose on the turns in the back side of the track. In spite of this situation, the machines looked very stable, both through the corners and in the heavy braking parts, most of the drivers using a very neutral handling approach to the track. Only Villeneuve was experiencing serious handling difficulties, his Skiroule March was oversteering and lifting its inside wheel through the tighter turns. Near the end of the session, Bill Brack blew his engine in a spectacular way, leaving a gaping hole in the left side of his block.

The time initially used for comparison was John Powell's 3-year-old Pro Formula B lap record of 1:38.711 (average speed of 109.410 mph). It didn't take long for that to be eclipsed as 15 cars were under the record after the first qualifying session, led by Tom Klausler's Traylor Lola with a 1:34.934 — nearly a 114 mph average. Also getting into the :34's and :35's were Elliott Forbes-Robinson, Bobby Rahal, Bill Brack, and Fred Phillips. Brack's crew accomplished their engine change in one and a half hours (still about 30 minutes over their record — they credit their Chevron as being a good car on which to change engines).

After the first qualifying session, many of the teams made further adjustments to their cars' suspensions and gear ratios. Confidence was high that times would be improved in the late-afternoon qualifying. But, alas, the casual mist that was falling at the beginning of the period quickly turned into enough of a drizzle to noti-

ceably dampen the track. Approximately half the field didn't even make an appearance, and those that did were running as much as 20 seconds off their earlier times. Fastest time in this segment was turned by Steve Durst's Valvoline Opert Chevron: a 1:51.920. The Sunday morning qualifier was shaping up to be a dandy!

On the whole, drivers seemed to take a liking to this track. Main complaint of the Canadians was the 55 mph speed limit between BIR and the border. Brack commented on the track's combination of speed and safety, and Rahal felt it was the smoothest surface he'd seen all season and with no 'Mickey Mouse' sections.

Harry MacDonald was driving the Bill Scott (the older) Racing Lola that was campaigned during the regular season by Howdy Holmes. It was MacDonald's first time in an Atlantic car and "It was fun!" Because of the increased power, wing and rubber, he felt the Atlantic was much more of a 'race' car than the Super Vee he regularly campaigns under the BSR banner in the Gold Cup. For sake of comparison, he gauged that on a scale of one to ten, with FV as one and F1 as ten, a Super Vee would be about five and the Atlantic car about seven and a half. MacDonald had considerable problems with low oil pressure that eventually resulted in an engine change. He qualified at 1:40.5, and it was apparent that he wished he could have had more time on the track. But, as he said resignedly, "That's racing."

Sunday morning dawned windy with dark and forboding low clouds and temperature in the forties. In spite of having spent most of the last five months in Canada, most folks had a definite shiver in their movements. Bill Scott was telling the natives, "I h-ha-ha-have on everything I-I own and I-I'm still c-c-cold." The only person seemingly unaffected was the indefatigable Damien Magee. With his shirt open down to here and his jacket usually loaned to the nearest female over the age of 15, he was intent on getting his McCall Tui sorted after the Trois Rivieres accident with Brack, and, er, well, you know what else!

Fifteen minutes into the last qualifying period a light sprinkle started to fall. Practically every driver took refuge in the pits and it appeared as if the times turned during Saturday's first timed session might determine the final grid. Fortunately, however, with about 30 minutes remaining, the rain stopped and the cars reappeared, circling the track in three or four large groups to take advantage of the straight's tremendous drafting potential. It was quite a show, and a tasty appetizer for the afternoon's race. With five minutes remaining in the session, it again started to drizzle, and Brack peered at the overcast, speculating about what tire decision he and his competitors would make if the race began under such on-and-off conditions — "Flip a coin!" Results of final qualifying showed Rahal on the pole with a 1:34.855, Brack only three one-hundredths of a second behind.

race

By race time the weather seemed less threatening, and all the cars were gridded with slicks. Two pace laps were taken to insure that engines and tires were properly warmed up. And then... and then they were off — 28 shiny machines leaping down the straightaway into the banked first turn where Klausler slingshot past both of the front row cars to take the lead. In a flash they were already back to

start-finish, Klausler, Rahal, Brack, EFR, Villeneuve and Bagley running like a train at the front. By the fourth lap only six-tenths of a second separated Klausler, Rahal and Brack, EFR having dropped but one second behind in fourth. On lap five Rahal moved to the front of this flying wedge, setting a lap record in the process, while the unfortunate EFR parked his gold and brown Penthouse Lola at turn eight with a blown engine. From lap five on it was a duel between Brack, the seasoned veteran, and Rahal, the 22-year-old rookie. The lead changes were many: Rahal's red Lola had the edge in top speed but Brack had an advantage in brakes; Rahal often slipped into the lead along the straight, and, as often, Brack took it right back by diving inside on the two second gear turns. By the 13th lap Klausler was two and a half seconds behind the leaders, with duels shaping up between Villeneuve and Bagley for fourth; Tom Outcault, James King and Tim Cooper for ninth; and Mike Hall, John Nicholson, Steve Durst and Bill O'Connor. These groups gradually reformed into new groups; their driving every bit as intense as the leaders. On the 23rd lap Villeneuve lost time and came past a good 2.5 seconds behind Bagley, thus beginning his struggle to regain fourth spot. On lap 26 Rahal set another track record; two laps later Brack fought back with a record of his own — 1:34.1. That lap also proved decisive as Brack's blistering pace was further enhanced when he was able to maneuver past a backmarker faster than Rahal, pulling out a margin of seven car lengths. On the second-to-last lap Brack's lead was two seconds and at the checkered his dayglo red STP Chevron was victorious by 1.8 seconds for an average speed of 113.477 mph for the 30-lap, 90-mile race. Klausler finished 11 seconds behind Rahal, and not far back Villeneuve just edged Bagley, having caught up and resuming fourth on the 27th lap. Further back, the hardest-fought race was between Hall's Lola and the McCall Tui of Nicholson. With one lap remaining they were running nose to tail, but Hall was all alone through the the last turn of the last lap to claim eleventh. Shortly, Nicholson slowly came

around to take eighteenth, the nose of his black and white car sticking up in the air. It was one heckuva race.

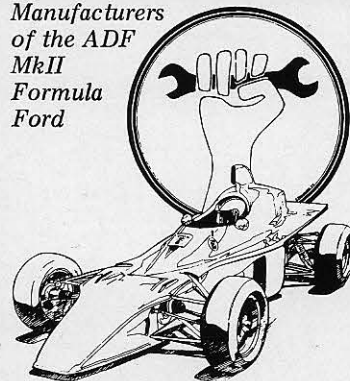
The most serious incident occurred when Herman Gugliotto lost control of his Chevron as he was guiding it back onto the track after exiting a bit wide through turn eight — the car shot across to the inside of the track and went down through a small ditch which spun the car backward as it traveled another 30 yards into the spectator fence. Its left rear wheel came to rest against the front of a beautiful, but now badly crunched, yellow Lotus Europa. Gugliotto climbed out with no injuries.

After the race EFR discovered that his tach had been registering improperly and he was revving to ten-four for those four and a half laps; his engine ended up dropping a valve. But the bad luck award should go to Fred Phillips. He qualified his white Lola exceptionally well in fifth spot, pitted after the first pace lap for an adjustment, started the race from the back of the field and had worked his way up to seventh only to be forced out on the 18th lap with electrical problems.

In all, it was a fitting conclusion to an excellent Atlantic year. Brack showing the 11,500 spectators his championship mettle and Rahal exhibiting what he has learned in his first year both as a professional and in a formula car. And all the teams showing why Atlantic is such an exciting, colorful series.

For the future, Bill Brack is trying to put something together for a South African Atlantic series, he will be back to defend his CASC championship with STP as his sponsor. Bobby Rahal will drive for BSR in the three remaining Gold Cups and next year he wants to drive both FSV and Atlantic (either Lola or March) in his quest to acquire the experience necessary to realize his dream of Formula One. EFR is going to concentrate on the West Coast F5000 races, where he feels his team is getting ever more competitive. Many, however, will return to their regular jobs or just take the winter off, "Go where the sun shines," as one mechanic put it. In the back of everyone's mind, though, is the fact that May isn't far away. ■

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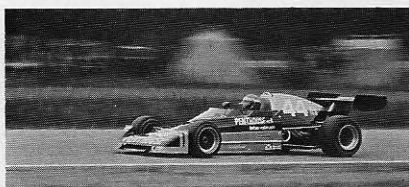
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Bill Brack STP Chevron B29 1:34.887	Bobby Rahal Crescent Valley Foods Lola T360 1:34.855
Elliott Forbes-Robinson Penthouse Lola T360 1:34.992	Tom Klausler Traylor Engineering Lola T360 1:34.934
Tom Bagley Kent Oil Chevron B29 1:35.296	Fred Phillips Bill Scott Racing Lola T360 1:35.029
Freddy Van Buren Fred Opert Racing Chevron B29 1:35.818	Gilles Villeneuve Skiroile Snowmobile March 75B 1:35.386
Tom Gloy Hanna Industries Lola T360 1:36.358	James King Raggedy Ann Racing March 752M 1:36.298
Tom Outcault March 74B 1:36.647	Bill O'Connor United Racing Ltd. Lola T360 1:36.440
Herman Gugliotto Isola Racing Chevron B29 1:36.840	Chip Mead Lambrusco Wines March 75B 1:36.824
Tim Cooper Rutledge Oil Co. March 75B 1:37.078	Michael F. Hall United Racing Ltd. Lola T360 1:37.022
Syd Demovaky B & B Racing Chevron B29 1:37.364	Damien Magee McCall Tui BH2 1:37.136
Steve Durst Valvoline Opert Racing Chevron 1:37.622	John Nicholson McCall Tui BH2 1:37.526
Lloyd Callaway Callaway Racing Chevron B27 1:38.371	Vince Muzzini Shierson Racing March 75B 1:37.905
Bill Scott Scott Racing Lola T360 1:39.910	Bob Beyer Shierson Racing March 75B 1:38.752
Thomas Sokoly March Falconer 1:40.770	Harry MacDonald Bill Scott Racing Lola T360 1:40.512
Tom Mangan Crossette FB 28 1:51.276	Rick Shea Shea Racing March 722/4 1:46.255



Results

Pepsi Formula Atlantic
Brainerd International Raceway
Brainerd, Minnesota
September 7th, 1975

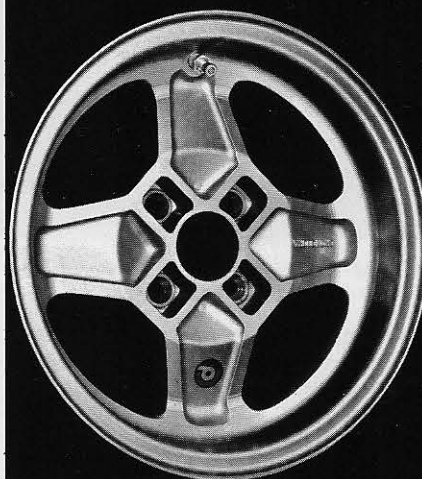
1. Bill Brack, STP Chevron B29, 47 min 33.4 sec, 30 laps; 2. Bobby Rahal, Crescent Valley Foods, 30 laps; 3. Tom Klausler, Traylor Engineering Lola T360, 30 laps; 4. Gilles Villeneuve, Skiroile Snowmobile March 75B, 30 laps; 5. Tom Bagley, Kent Oil Chevron B29, 30 laps; 6. Damien Magee, McCall Tui BH2, 30 laps; 7. Tom Gloy, Hanna Industries Lola T360, 30 laps; 8. Tom Outcault, March 74B, 30 laps; 9. James King, Raggedy Ann Racing March, 30 laps; 10. Steve Durst, Valvoline Opert Chevron B29, 30 laps; 11. Michael Hall, United Racing Ltd. Lola T360, 30 laps; 12. Bill O'Connor, United Racing Ltd. Lola T360, 30 laps; 13. Tim Cooper, Rutledge Oil Co. March 75B, 30 laps; 14. Syd Demovaky, B & B Racing Chevron B29, 30 laps; 15. John Nicholson, McCall Tui BH2, 30 laps; 16. Vince Muzzini, Shierson Racing March 75B, 29 laps; 17. Freddy Van Buren, Fred Opert Racing Chevron, 27 laps; 18. Tom Mangan, Crossette FB28, 26 laps; 19. Thomas Sokoly, March Falconer, 25 laps; 20. Bill Scott, Scott Racing Lola T360, 23 laps; 21. *Fred Phillips, Bill Scott Racing Lola T360, 18 laps; 22. Bob Beyer, Shierson Racing March 75B, 16 laps; 23. Rick Shea, Shea Racing March 722, 14 laps; 24. Herman Gugliotto, Isola Racing Chevron B29, 10 laps; 25. Lloyd Callaway, Callaway Racing Chevron, 7 laps; 26. Chip Mead, Lambrusco Wines March 75B, 5 laps; 27. Elliott Forbes-Robinson, Penthouse Lola T360, 4 laps; 28. ** Harry MacDonald, Bill Scott Racing Lola T360, 28 laps.

* Penalty of 30 seconds imposed by SOM for illegal joining of the field following the fall of the green flag and for failing to obey the orders of an official.
** Disqualified for illegal auxiliary start

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Austrian Grand Prix

Osterreichring Falls To Brambilla

Vittorio Brambilla on his way to victory.

Yet another Grand Prix has not turned out as it should. It *should* have been a scorching hot day as it always has been in the past. It *should* have been a race held over 54 laps. It *should* have been a good weekend for the Penske team with their recently-acquired March. But it was none of those things. Instead, it was spoiled by rain, cut short to just 29 laps, and won by Vittorio Brambilla, so delighted with his first Grand Prix victory that he promptly spun his March as he crossed the finish line and smashed its nose against the barriers.

That was his only mistake, fortunately occurring after he had been given the

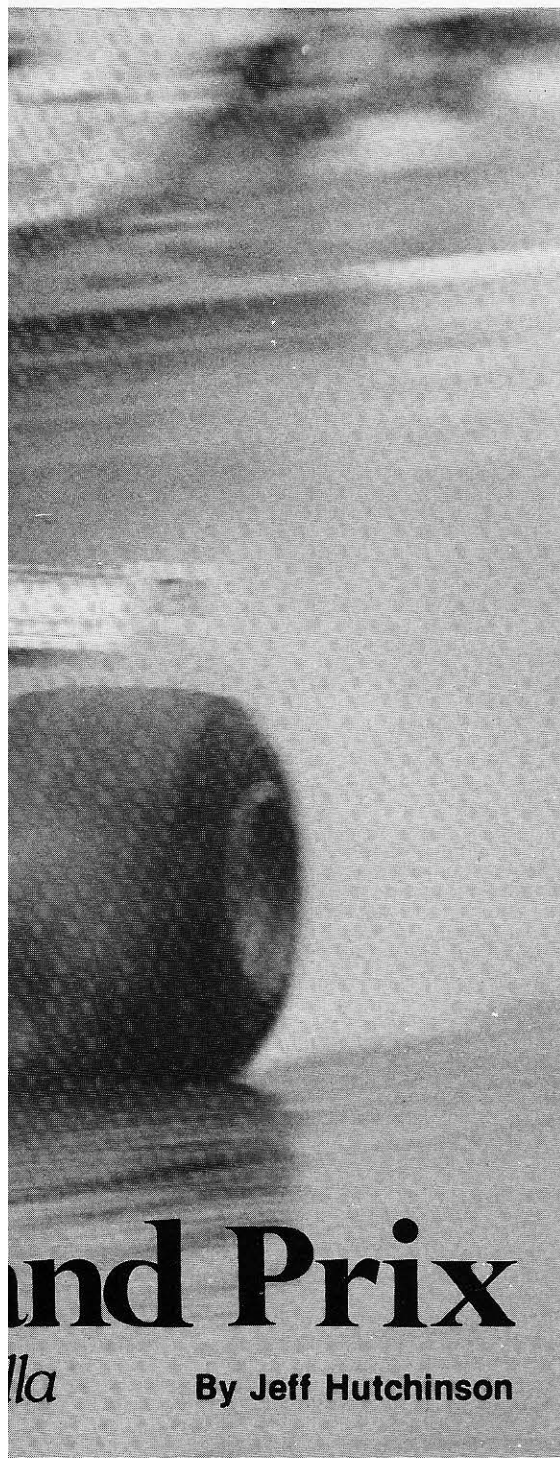
chequered flag, after a drive which would have done credit to all the drives of the best-known "rain-aces" past or present. It was a drive that took him past drivers like James Hunt, who came home second for the Hesketh team, and Niki Lauda, who after leading the opening laps of the race, struggled on the ever-worsening track to finish a lowly sixth.

With only half points given for the race, which was stopped because of a torrential rainstorm, Lauda got half a point which put him just half a point away from his first World title, now that Canada is officially "off" as far as the F1 Constructors' Association is concerned.

The race *should* have been restarted, but the incorrect use of the chequered flag to stop it deemed it officially over, as Max Mosely pointed out with his rule book under his arm after Ken Tyrrell had persuaded the organizers to continue when the rain eased off.

Tom Pryce's Shadow took third place, following a last-minute spin by Jochen Mass in his McLaren, while Ronnie Peterson passed Lauda on the last lap to take fifth place.

It was a dramatic race right from the first day of practice. Wilson Fittipaldi crashed his Copersucar and broke his hand, while, more seriously, Mark



nd Prix

By Jeff Hutchinson

Jeff Hutchinson Photo

Donohue was fatally injured when he crashed after a tyre deflated and set his March hurtling over the barriers into two track marshals. A tragic end to Mark's frustrating F1 career.

Mark's crash occurred during a pre-race warmup session. During official practice both Lotuses and Carlos Pace's Brabham also suffered high-speed accidents, fortunately with no serious injury.

entry & practice

From the 14-mile Nurburgring circuit, the Grand Prix drivers had to adjust to the much shorter 3.672 miles of the

Osterreichring. Although shorter, it is just as demanding. Built amongst the foothills of the tranquil Styrian mountains it is certainly one of the most beautiful tracks in the world, and the designer's attention to using the natural grandstands of the hills around which the circuit winds makes the circuit's motto, "The track where you can see," an accurate slogan.

There was plenty to see at this race, including some new faces and a lot of new car modifications in a bid to catch the elusive Ferraris. Before practice had actually started, the paddock was buzzing over the possibility of the Canadian Grand Prix being on or off. Mosport's Bernie Kamin and Harvey Hudes were present to discuss a change in the amount of money they were now willing to pay and to try to assuage the anger of the Formula One Constructors' Association. The meeting was scheduled for the end of practice, although by Friday, the first day, the word was that talks would only be a token gesture on behalf of the constructors and that they had made up their minds that they would not go at any price.

"If we are not going to be messed around in the future, we must show that we do not intend to be messed around now. This problem has been going on for weeks. They called our bluff and lost. We had to show that we did not intend being pushed around and for that reason we will not change our minds," said various members of the Association, who all seemed to be unanimous on the point.

With Canada "off", this race could have been the title clincher for Lauda, and right from the start of practice he intended to make sure that he was going to justify the overwhelming support of almost 200,000 Austrian and Italian Ferrari fans who had crossed the nearby Italian border.

He was quickest in the first session and then went even quicker in the second to take pole position with a 1:34.85, almost half a second quicker than his pole-winning time of last year. He had no trouble with his car but was showing considerable signs of strain caused by the hundreds of wildly enthusiastic fans that shadowed his every move.

Twenty-nine other cars arrived for this race, of which 26 were destined to start, three of the four non-starters being eliminated in a series of practice crashes.

The Osterreichring is a series of ultra-fast sweepers, most of them closely lined by catch fencing with only a couple of yards behind that to the barriers. A mistake or car failure here usually ends in a bad crash, and it was indeed crashes that were to set the tone of practice.

The first day's second session had hardly got underway before Wilson Fittipaldi had a nasty accident in his Copersucar. The bushing pulled out of the lower-left front wishbone just as he was turning into the fast Jochen Rindt corner before the pit straight. His car shot to the left and hit the barrier almost head on, wrapping its driver in several layers of catch fencing before stopping. First on the scene was Emerson Fittipaldi who did most of the work getting his brother out of the wrecked car. Wilson was then rushed to the GPDA medical unit where he was treated for shock, concussion, and a broken hand.

Ronnie Peterson had been rather luckier in the first session when a slower car forced him off his line in a fast fifth-gear corner, and he bounced his Lotus along the barriers at over 160 mph. The front and rear suspension were badly damaged, but fortunately the monocoque was alright. The second, longer wheel-

base Lotus was being run for Brian Henton at this race, but Henton was forced to sit on the fence and watch for the rest of the day while Peterson took over Henton's car. By working all night, the Lotus men made a good job of getting Peterson's car back together again for the second day's practice, but Henton's luck did not change when he slid off the road on a patch of oil and totally wrote off the other chassis, so he was out anyway.

Peterson's chassis was running revised rear suspension which altered the rear roll centre of the car, while a new, smaller banana-shaped rear wing also helped things.

The usually scorching hot weather at the Osterreichring was replaced by rain which soaked the track on Saturday. It dried out enough for only three drivers to improve their times before another rain-storm soaked the track for the whole of the second session. This left a lot of teams still floundering about, looking for the final few tenths of a second which they felt would have come with more time.

One team which hit the right combination at the right time was the Hesketh contingent who wisely decided not to risk running their new car here. James stuck to his familiar type 308 chassis, unchanged aside from repairs since the last race. "For once we seemed to do everything right just at the right time," said James, who showed the team's decision to be a good one when he set the second fastest lap of practice, just one tenth of a second slower than Lauda's Ferrari.

Third fastest time went to Emerson Fittipaldi's usual McLaren, unchanged since its last race aside from the mounting of deeper and much more professional looking "skirts" around the edge of the chassis. Emerson had no complaints with the way things were going and might well have gone even quicker had he not missed the end of the first day's practice while he stayed with his injured brother. It was during the final few laps that Hunt and several others had set their fastest times.

One of the few to go faster on Saturday was Hans Stuck in the second works March. Just as the damp track had virtually dried out, he set a 1:35.8 to put himself on the second row. "I could have gone faster, but it was still a bit slippery in some places," said Stuck, who had no chance to prove his claim in the wet final session.

Clay Regazzoni headed the third row of the grid after a trouble-free practice. Last year it had been the Brabham chassis which had proved the strongest threat to the Ferrari and which eventually won the race. This year those same cars were struggling. Carlos Pace set the fastest Brabham time, but his time of 1:35.71 was slower than Reutemann's best last year, while Reutemann himself was also having problems.

Most of it centered around the engines. Reutemann had an oil filter casting break off the block of his race car the first day, and then when he jumped into the T car he was sidelined when an oil cooler sprang a leak. The replacement engine also proved to be down on power, so it was changed on the eve of the race only for Reutemann to declare "that one is even worse" during the pre-race untimed session Sunday morning. Things were not looking good for a second Brabham victory. Pace was also complaining of a lack of power during the timed practice and elected to run his spare car after a high-speed moment when a rear hub broke on his race car. He thought the

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Austrian G.P.

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T car "was just a little better than my normal car." As it turned out, he had to use his repaired race car after the T car developed an oil leak race morning.

Patrick Depailler was the quicker of the two Tyrrell entries, setting a fourth row time. His teammate Jody Scheckter, running his second chassis in as many races, was finding the handling of his car a problem the first day. By Sunday morning it was better, but he was starting the race a row behind Depailler.

Sharing the fourth row was Brambilla in the second works March, still without the additional fins behind the rear wheels as it had raced in Germany. His car was lucky to be at this race at all after the March transporter had been written off on the way home from Germany.

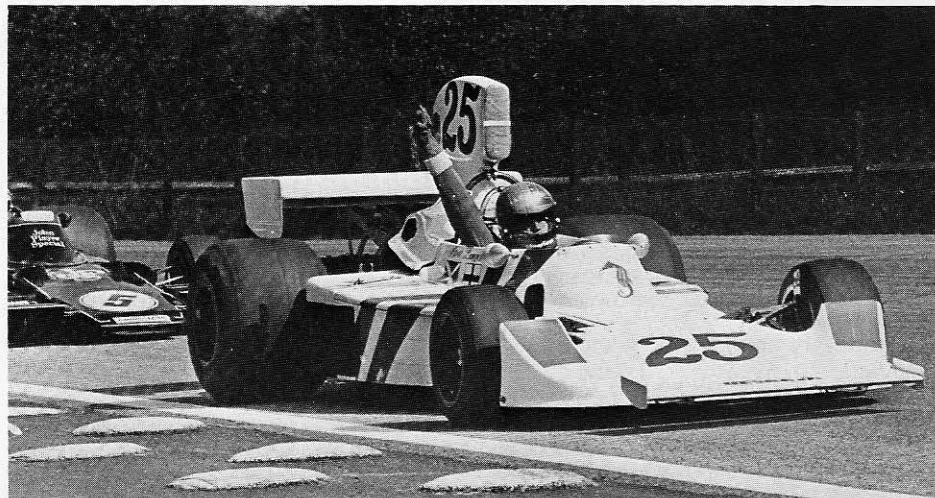
Heading the fifth row ahead of Jody Scheckter was Jochen Mass, driving the only chassis left at the McLaren factory following his two crashes in Germany. This was Emerson's 1974 car, which Emerson had bought from the McLaren factory for his own personal museum. Unlike Emerson, Mass was far from happy. "The car has an incredible understeer which nothing we do seems to cure," said Mass.

Reutemann was back on the sixth row, sharing it with Jacques Laffite, who was doing a good job with his usual Williams.

Peterson headed the seventh row with his Friday time set before the crash. Sharing the seventh row was Jean-Pierre Jarier, who finally appeared in the new Shadow Matra DN7. After a slow start, mainly because of fuel vapourisation problems during the hot first day's practice, Jarier was one of the drivers to improve his Friday time, but still a disappointing 14th on the grid. "It's a lot smoother to drive," said Jarier, although he was careful not to commit himself over which car he preferred, the Ford or the Matra. His only comment on the slow times was, "I think that the big side radiators we have to run on this chassis takes a lot away from the top speed," for the car was noticeably slower on the straight than the quickest Ford-powered cars, 25 kph slower than Emerson's McLaren and 35 kph slower than Lauda.

It seems that a partial agreement has been reached between Matra and the UOP

Brett Lunger made his F1 appearance in the second Hesketh.



Donohue's March.

Jeff Hutchinson Photos

men to run the car for the rest of the year, although a deal for the season does not look like it will come off until the Matra engine starts showing considerably better performance. Jarier ran the Matra-powered car the whole weekend.

Heading the eighth row, just a fraction slower than Jarier, was his teammate Tom Pryce, who was forced to spend most of the quick first day in his ill-handling T car after the race car sprang a fuel leak in one of its big tanks. When he got back in the race car for the second day he was still not happy, for he described the handling as "doing everything" during the almost dry third session. Like others, he complained of a lack of power.

Tony Brise also had insufficient horses and was also unhappy with the handling of his Hill, which featured much stronger radius point pick-up points after his 'Ring failure. A sick engine the first day lost him valuable time while it was changed during the first session, so he was hoping to go much better in the race.

Heading the ninth row was the unfamiliar face of Brett Lunger, making his Grand Prix debut with a second works Hesketh. Lunger has bought a ride with the Hesketh team for the remainder of

the season at a reputed \$20,000 a race, the cost borne by a consortium of American bankers and stock brokers. Whatever the cost, it must have been furthest from his mind, for he put up a good showing, which only he seemed to think was not good enough. He was the first American on the grid.

John Watson returned to the Surtees camp for this race and was racing his familiar race chassis, which had been repaired and slightly modified around the rear suspension geometry since Silverstone.

"The car is really slow down the straight and feels terrible on the corners," said Watson, who seemed to be very disenchanted with the present Surtees set-up, which is now being run on a shoe-string.

Way back on the tenth row was the Parnelli of Mario Andretti, the luckless Parnelli team losing three engines during the two days of practice. Mario was swapping from T car to race car and then back to T car again as fast as the engines could be changed. He intended to race the 02 revised chassis with outboard brakes and a different oil cooler arrangement, these now canted up 15 degrees after overheating troubles at the 'Ring. New rear brake ducts were also fitted, the air being fed from two small tubes taken out the back of the airbox.

Sharing the tenth row with Andretti should have been Mark Donohue's March 751, which he was having a lot of trouble sorting out during practice. After pre-race adjustments he tried the car during Sunday's untimed session and was the victim of the fourth serious crash of the weekend. As he turned into the 160 mph right-hander at the top of the hill after the pits, a front left tyre went flat and his March went straight on into the catch fencing and barrier. He ran along the catch fencing for almost 100 yards and then launched it over the barrier and down a grassy bank.

Once again Emerson was the first on the scene and afterwards explained how the marshals had told him not to touch the car for the driver was dead! He went down and found Mark unconscious in

his totally wrecked car which had only one wheel still attached. By the time a doctor arrived, Mark was regaining consciousness and then had to be cut from the wreck by the circuit rescue unit. He was taken to the hospital with what was thought to be no more than concussion, shock, and bruising, but, after a relapse, needed brain surgery. He never recovered. Also, two-track marshals were seriously hurt when the car jumped the barrier and hit them.

Lella Lombardi headed the eleventh row in the fourth March, while Brian Henton's Lotus, which should have shared the eleventh row with her, was also a non-starter after his crash the previous day.

Heading the twelfth row was the new Ensign, being driven at this race by none other than Chris Amon. Despite the short time available to sort the car out, he improved it considerably by making the car much stiffer at the rear end while the general handling had also been improved by a raise in the front roll centre by almost two inches. Amon was very happy with the way the car was progressing and looks like being a regular driver for the rest of this year at least.

The BRM team returned for this race, their car now fitted with the new type 200 engine which Bob Evans found still lacking in power for a quick time. The first day the team lost most of the second session when a rear oil seal blew out, while on Saturday another oil leak also delayed practice, although it was cured by race day. Rolf Stommelen returned to racing at this race with the second Hill chassis, the German feeling himself back into F1 slowly but surely, and content with his best of 1:39.56. The last car on the grid should have been Harald Ertl's Hesketh 308, which lost most of the first day's practice while the engine was changed after he had overrevved it. Ertl found two cars behind him, however, those of Roloef Wunderink, now finishing the rest of the season in the old type '74 Ensign T car, and Swiss F2 driver Jo Vonlanthen, who has hired the old Frank Williams spare chassis FW2.

The final non-qualifier was Tony Trimmer in the Maki. His weekend was yet another two days of frightening breakages, the first when new revised rear radius rod pick-up points started to pull away from the chassis and the second when the rear hub sheared, exactly as Pace's had. Trimmer had just managed to keep the car on the track, was then towed back to the paddock where the car was jacked up to check what had happened and the rear wheel fell off!

race

The weather forecasts predicting rain, after a fine start to the weather on race morning, proved to be correct. As the cars completed a brief 20-minute warm-up session, shortly before the scheduled 3:00 p.m. start, there were already large black clouds looming up over the mountains.

By the time the cars had lined up on the grid, already some 20 minutes late, rain and lightning were silhouetted in the valley less than a mile away. It was still dry, but it obviously was not going to stay that way for long, so the organisers wisely decided to send the cars back to the pits where they were all fitted with wet weather tyres.

Soon the rain was falling, and by the time the cars had completed two more warm-up laps, they were lined up ready to start on a soaking track.

An hour and a quarter after the scheduled start, the Austrian flag finally fell. Engines revved, clutches bit, but the tyres didn't. For the blink of an eye, the entire field was held in what looked to be a slow motion film until at last the spinning tyres took hold and sent the leading cars rushing up the hill in a ball of spray. Lauda had managed to get the power down just a fraction of a second before Hunt, and it was the Ferrari which had its nose ahead of the Hesketh as the two cars rushed up the hill. Almost between them was Depailler who had made a perfect start and, were it not for the cars ahead in his way, would probably have made it to the top of the hill first. Behind these three the rest of the field was enveloped in a huge ball of spray that made driving difficult in the extreme.

With the clear road ahead of the first few leading cars and the rest all feeling their way around, the first lap soon saw the 26 starters well spread out. All the cars had made it safely away at the start and by the end of the first lap they were, surprisingly, still on the road, Lauda

good with a very ominous-sounding rattle from the top end.

Lap two saw Brambilla move ahead of Emerson, but otherwise the leading cars were taking things very gently, getting the feel of the now-puddled track.

The first few laps became processional, the great plumes of spray that followed each car, the strangely lit mountains with a jet black sky behind, often split by great streaks of lightning, providing as much natural drama as the race itself.

As the race progressed it was Lauda and Hunt, separated by no more than a plume of spray, who broke away from the rest. Depailler started to fade back, a front tyre having slipped on the rim, which sent a violent vibration up to the steering as the now unbalanced wheel tried to shake itself free.

Behind the leading two cars it was Brambilla who was rapidly becoming the centre of attention. He moved ahead of Stuck on lap five and then a lap later was by Depailler. With a clear road ahead of him, he started to close the now quite large gap to the leading pair.



Lauda leads Hunt and Depailler at the start.

Jeff Hutchinson Photo

holding off Hunt, Depailler, Stuck, Fittipaldi, Brambilla, Scheckter, and Regazzoni. Reutemann and Peterson came next, while up to an incredible eleventh was Andretti.

The Parnelli did not stay there long however, for the next time around it came limoing around at the back of the field with the front of the car well bent after Mario had understeered straight off the track. His disastrous weekend was finally over. Also out of the race at the same time was the BRM of Bob Evans, not the car that he had been driving throughout practice, but the type 142 powered T car. The ignition pick-up had failed on the race car during the first attempt at starting the race, and so the BRM men craftily slipped Evans into the T car. It did not do them much good, however, for that stayed in the pits for

Scheckter's luck had run out after three laps when he felt a tyre going soft and was forced to pit for a replacement, his trouble similar to Depailler's except that his tyre had pulled off the rim momentarily, the Tyrrell rims apparently too small for the current Goodyear wet tyres.

He was back in twentieth place and a lap down when he rejoined, but he was not staying that far back for long.

Another driver pulling up fast in the wet was Ronnie Peterson. From tenth place on the first lap he was eighth the next, then seventh, then sixth, and by lap ten he was ahead of Stuck to take fourth place behind Lauda, Hunt, and Brambilla. The Italian was now right with the leading pair to make it a three-car battle for the lead.

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Austrian G.P.

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Peterson had quite a gap to close by this stage, but it was good to see how well he was getting the Lotus to handle on the wet track; he looked just as he did in the old days — in the dry.

Chances of a repeat Brabham victory were halved by this stage when Carlos Pace made the first of several stops to try to dry out wet electrics, while the Matra-Shadow ended its first race by being pushed out of the pits to the dead car park with failing fuel pressure, which had returned on race morning despite extra ducking to the metering unit which was thought to be the problem.

Stuck's race also came to an end about this time when his March crashed heavily as he turned into the Bosch curve. "As I touched the brakes either a tyre went flat or something happened to the front suspension," said Stuck, for the car turned sharp right and took off two wheels against the barrier. An ambulance was sent out to pick up Stuck and it almost made Hunt another customer. "I came around a corner and nearly collected it," said James. "Another second earlier and they would have had me sitting in the back of it." Stuck arrived back and promptly jumped out, completely unhurt.

Still, the pressure was on Lauda, who was finding it harder and harder to control his fish-tailing Ferrari as the rain poured down heavier than ever. Hunt finally saw his chance when the Ferrari slid wide, then he was through into the lead, with Vittorio taking the same opportunity to slip into second place. Once ahead, the Hesketh driver got a touch of the same treatment he had been giving Lauda, for the orange March was eating his spray and just looking for the chance to get by.

Peterson was still in fourth and was slowly closing the gap that had opened up in the opening laps, while, equally far back, Jochen Mass had pulled by his teammate's McLaren as did Tom Pryce a couple of laps later. Unlike Mass's, Fittipaldi's car was left on dry settings, and he was obviously having a lot of difficulty as the rain got worse.

Depailler's pit stop for a fresh wheel elevated Regazzoni to a distant eighth, while a long way back Watson was hanging on to ninth place.

As the race approached the twenty-lap point, the rain was falling harder than ever, and then on lap 19 it was Brambilla who appeared from the gloom in the lead. Hunt came by already a distant second place, pointing to his engine, which the attentive mechanics could hear was running on seven cylinders.

By this time Hunt's lead over Lauda was comfortable despite his misfiring engine, although it did allow Brambilla to move into an equally comfortable lead.

Peterson looked all set to take third place from Lauda, but his fine run was temporarily halted when he was forced into the pits for a quick stop to change a misted visor. So spread out was the field by this stage that he lost only two places, to Mass and Pryce. Mass took over where Peterson left off and a lap later Mass's McLaren and Pryce's Shadow moved ahead of the Ferrari for third place; by now Lauda could hardly keep his car in a straight line, even on the straight.

But the action had shifted to the pit lane, Denny Hulme and Luca

Montezemola of Ferrari rushing up and down trying to get the organisers to stop the race. The rain was so bad that drivers could see little ahead and nothing behind.

Mass's third place lasted only until lap 28 when he spun the McLaren letting Pryce ahead, although he recovered quickly enough to retain fourth place.

By this time the track conditions were virtually impossible. On lap 29 the organisers hung out the chequered flag, a decision which they later came to regret.

Brambilla took the flag to win his first ever Grand Prix, a win which proved too much for his Italian temperament. He threw his hands high in the air as he crossed the line and gave his March a big blast of throttle in front of the pits. A bit too much, for the next thing he knew the car swapped ends and he was heading sideways up the hill straight towards the Armo barrier.

Fortunately it was only a light brush, Brambilla's jubilation somewhat tempered when he had to limp around on his cool-off lap with the nose of his March looking very second-hand. James Hunt came in second, followed up by Pryce and Mass, while fifth, after taking Lauda on the very last lap, was Ronnie Peterson, his last-lap effort snatching away the half point margin that Lauda needed to confirm his world title at his home track. Because the race was stopped before two-thirds distance, only half points were awarded thus Lauda ended up with just one-half point. He was left to wait until Monza where a single point, or Reutemann failing to win, would assure him of the title.

Behind Lauda, Regazzoni finished a distant seventh, the last car to remain unlappped by Brambilla. Eighth place went to Jody Scheckter, who did not give up right to the end, for he moved ahead of Fittipaldi on the very last lap. Watson

came home a distant tenth.

While everybody was congratulating Brambilla on his "win," Ken Tyrrell was up at the control tower arguing with the organisers that the race should be re-started. There was a pregnant pause to the proceedings, mechanics stopped packing up their tools, and we all waited for the decision. Eventually it came: the race was over. Max Mosely had pointed out the FIA ruling that races are finished with the chequered flag and temporarily halted by the chequered flag plus a black flag.

"I feel frustrated and cheated," said Ken Tyrrell after it was all over. "It was a good race, and when the rain eased it should have carried on. We have only had half a race because the Clerk of the Course does not know the proper flag signals. If he did, we would be racing now instead of standing and discussing the point."

Despite the atrocious weather conditions, eighteen cars were eventually classified as finishers. Stuck's March, the Parnelli, the BRM, the Shadow, and Pace's Brabham were all too far behind to be classified. Also out of the race with wet electrics was Vonlanthen's Williams, while Laffite retired three laps before the race was officially stopped "because it was completely crazy to drive in those conditions," a view which his mechanics and team manager did not share.

The final retirement was the third Hesketh of Harald Ertl, who was well down after two stops to clean his visor, but failed to reach the finish line on the final lap when his engine stopped because of water-soaked electrics.

It was yet another race ruined by the weather, a race ended before it should have been, a race that saw some fine "racing" made all the better by Brambilla's fine driving and his dramatic finish to the weekend. ■

AUSTRIAN GP GRID

James Hunt Hesketh 308/2 1:34.97	Niki Lauda Ferrari 312T-022 1:34.85	Emerson Fittipaldi McLaren M23/9 1:35.21
Hans Stuck March 751-4 1:35.58	Clay Regazzoni Ferrari 312T-024 1:35.41	Patrick Depailler Tyrrell 007-4 1:35.78
Carlos Pace Brabham BT44B-4 1:35.71	Vittorio Brambilla March 751-2 1:35.60	Jody Scheckter Tyrrell 007/6 1:36.14
Jochen Mass McLaren M23/6 1:36.12	Jacques Laffite Williams FW4 1:37.60	Carlos Reutemann Brabham BT44B-1 1:36.43
Jean-Pierre Jarier Shadow-Matra DN7-1A 1:37.62	Ronnie Peterson Lotus 72E-9 1:37.81	Tom Pryce Shadow DN5-3A 1:37.64
Tony Brise Hill GH4 1:37.69	John Watson Surtees TS16-05-4 1:37.96	Brett Lunger Hesketh 308-3 1:37.87
Mark Donohue* March 751-5 1:38.19	Mario Andretti Parnelli VPJ-02 1:37.97	
Brian Henton* Lotus 72E-8 1:38.27	Lella Lombardi March 751-3 1:38.43	
Bob Evans BRM P201-2 1:39.53	Harald Ertl Hesketh 308-1 1:40.72	Chris Amon Ensign N175-MN04 1:38.75
Jo Vanlanthen Williams FW2 1:42.80	Rolf Stommelen Hill GH3 1:39.56	Rolf Wunderlin Ensign N174-MN02 1:42.58

*Did not start after crashing in practice.

WORLD CHAMPIONSHIP (Round 12)

Lauda, 51½ pts; Reutemann, 34 pts; Fittipaldi, 33 pts; Hunt, 28 pts; Pace, 24 pts; Scheckter, 19 pts; Regazzoni, 16 pts; Mass, 16 pts; Depailler, 12 pts; Pryce, 7 pts; Brambilla, 6½ pts; Laffite, 6 pts; Andretti, 5 pts; Donohue, 4 pts; Peterson, 4 pts; Ickx, 3 pts; Jarier, 1½ pts; Brise, 1 pt; Van Lennep, 1 pt; Lombardi, ½ pt.



Results

Austrian Grand Prix
Osterreichring, August 17th, 1975
54 Laps, 198.337 Miles
(Stopped after 29 Laps)

- Vittorio Brambilla, March-Ford 751, 57 min 59.69 sec, 173.3 kph
- James Hunt, Hesketh-Ford 308, 58 min 23.72 sec
- Tom Pryce, Shadow-Ford DN5, 58 min 31.54 sec
- Jochen Mass, McLaren M23, 59 min 5.35 sec
- Ronnie Peterson, Lotus-Ford 72E, 59 min 20.02 sec
- Niki Lauda, Ferrari 312T, 59 min 26.97 sec
- Clay Regazzoni, Ferrari 312T, 59 min 35.76 sec
- Jody Scheckter, Tyrrell-Ford 007, 28 laps
- Emerson Fittipaldi, McLaren M23, 28 laps
- John Watson, Surtees-Ford TS16, 28 laps
- Patrick Depailler, Tyrrell-Ford 007, 28 laps
- Chris Amon, Ensign-Ford N175, 28 laps
- Brett Lunger, Hesketh 308, 28 laps
- Carlos Reutemann, Brabham BT44B, 28 laps
- Tony Brise, Hill GH4, 28 laps
- Rolf Stommelen, Hill GH3, 27 laps
- Lella Lombardi, March 751, 26 laps
- Rolf Wunderlin, Ensign N174, 25 laps

Retirements:

Harald Ertl (Hesketh-308) electrics lap 28; Jacques Laffite (Williams FW4) considered track conditions too bad lap 21; Carlos Pace (Brabham BT44B) ignition; Jo Vanlanthen (Williams FW2) ignition; Jean-Pierre Jarier (Matra Shadow DN7) fuel pressure lap 11; Hans Stuck (March 751) crash lap 11; Bob Evans (BRM P201) engine lap 2; Mario Andretti (Parnelli VPJ-4) accident lap 2.

Fastest Lap:

Vittorio Brambilla, March 751, 1:53.9, 186.82 kph.

"FORZA FERRARI" IN MONZA

By Jeff Hutchinson

"This is the greatest day in Ferrari's history," exclaimed a delighted Luca Montezemola, Ferrari's team manager. Not one of the thousands of Italian fans pushing and shoving around the Ferrari garage area would have disagreed with him.

Thanks to Clay Regazzoni the Italian team had just won their home Grand Prix, clinched the Constructor's Championship for the first time in 21 years with their fifth 1975 win, and seen their star driver Niki Lauda win the World Championship title by coming home in third place.

It was a brilliant tactical victory right from the very start of practice. Fitted with a 'special' high torque engine Niki Lauda had led the two Ferraris onto the front row of the grid in practice with a time almost a full second quicker than the nearest Ford-powered car. For the race Clay got a similar engine and led

from start to finish to win his first Grand Prix of the year by almost 17 seconds, setting fastest lap and a new lap record in the process. Lauda "played it safe" and used a "normal" engine to take third place and the World Championship. It might well have been a Ferrari one-two at the finish, but a broken shock absorber on Lauda's car in the closing stages let Emerson Fittipaldi through into second place after a race-long battle with the new Hesketh of James Hunt, while sixth went to the UOP Shadow of Tom Pryce, who was the only other driver to remain unslapped.

It wasn't a particularly exciting race, not simply because of the Ferrari's vast superiority but mainly because of a second lap multi-car shunt at the first of the controversial Monza chicanes. The crash either delayed or eliminated most of the front runners and broke the race wide apart. At least it didn't rain, although it almost did, and even without the accident things would probably not have been much different.

With the season now totally establish-

ed as the Year of the Ferrari, the final round at Watkins Glen will seem a bit of an anti-climax, but with nothing at stake other than a fistful of dollars it could also provide one of the most exciting races of the year.

entry & practice

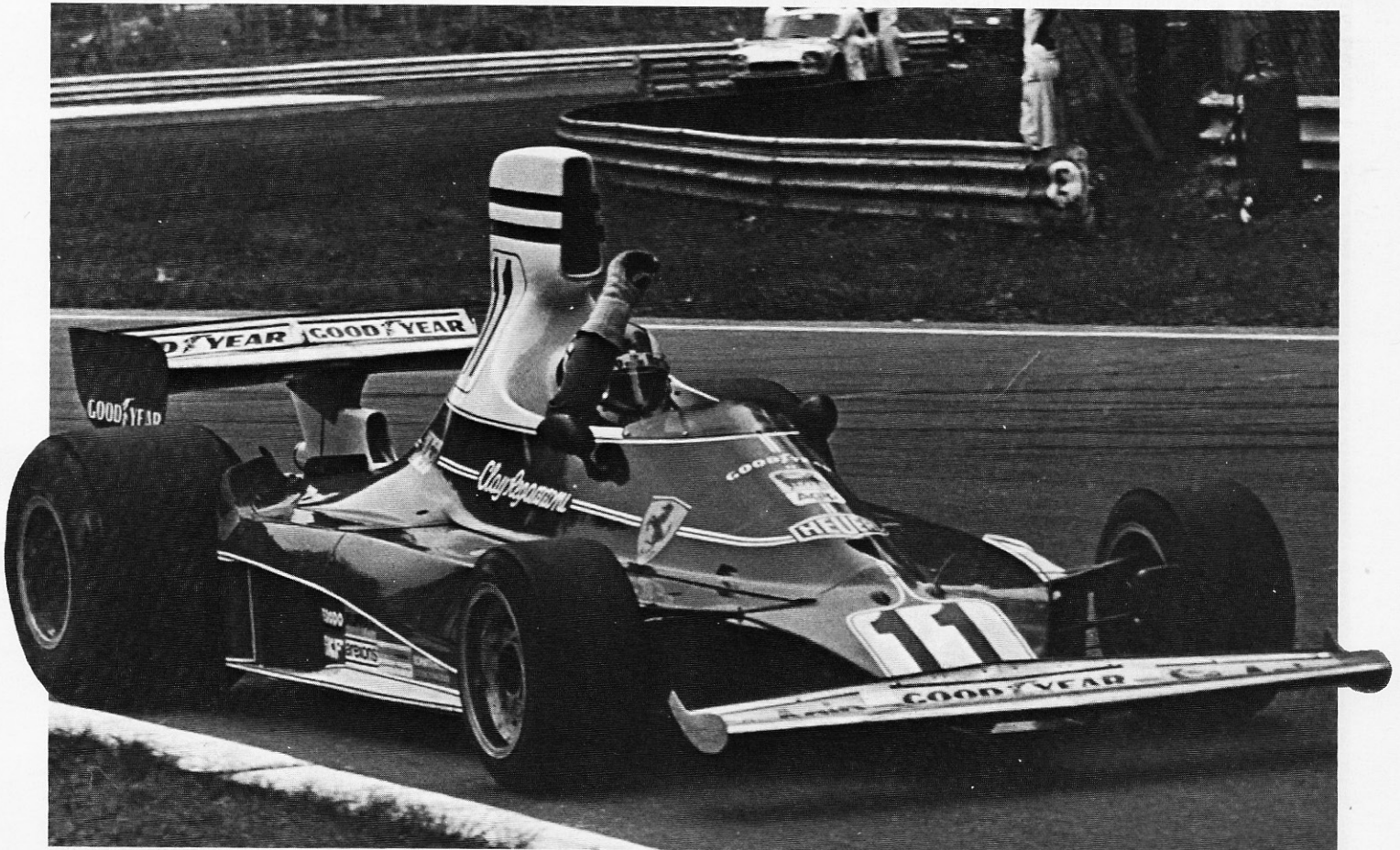
If you put an open jar of honey in the middle of a field on a hot summer's day, within minutes it's surrounded by a swarm of bees. Rolling a Ferrari out of its transporter at Monza has the same effect. From nowhere swarms of Italians pour through, under and over fences, until the bright red Ferraris are almost lost under a seas of people. To touch a Formula One Ferrari is an experience which no true Italian motor racing enthusiast can live without. The result is a continuous state of chaos which even a small army of Italian police fail to control. They are almost as enthusiastic as the fans they are paid to keep back!

As the two days of practice progressed, the situation slowly worsened,

continued ►

(BELOW) Regga takes a victory lap.

Jeff Hutchinson Photo



Right from the start of practice it was the two Ferraris which dominated: Niki Lauda got below his 1974 pole position time of 1:33.16 during the very first session. In the second session on Friday he went even quicker; then on Saturday morning he went still faster, finally taking pole position with a best of 1:32.24. During the final session he sat on the pit wall not even bothering to practice. He only went out at the very end when the quickest of the 28 car field started to get within a second of his best time. His nearest opposition came from the sister car of Clay Regazzoni who, despite an engine failure when the oil pressure disappeared on Saturday morning, still managed a best of 1:32.75 in the T car during the final session.

The "Fire Engine's" advantage had the opposition demoralized almost before the weekend had begun, for although many of the Ford-powered cars could match the top speed of the Ferraris on the long fast Monza straights and curves, there was no way they could keep up coming out of the two chicanes on either side of the circuit.

"Their initial acceleration is so good they have got a fifteen yard lead right away," said Jochen Mass, one of the quickest of the Ford runners.

By Saturday afternoon it certainly looked as though there would be nothing capable of catching the two Ferraris unless it was a wet race or they had mechanical troubles.

There was one point during Friday's practice where the McLaren team did not have a single car for their two drivers Mass and Emerson Fittipaldi. Both Emerson and Jochen had blown their motors during the first session, and Emerson then took out the T car and promptly broke a front upright against the high curbing which marks the first

chicane just after the pits. "The curbing is so high that if you misjudge the corner the chances are that something will get broken or bent," said Jody Scheckter later, after he had a moment at the same place.

But things came right for the Marlboro men on the second day as during a mutual "towing" session during the first part of Friday's practice Emerson pulled himself up to the third fastest time to head the second row. Mass tried taking a tow off Emerson during the final session, but things did not work out. In desperation Mass went out for a fast time on his own and turned in a very creditable 1:33.29, but it was just two hundredths of a second short of Scheckter's best time in the Tyrrell which claimed the coveted second row spot. "I spent the last 20 minutes of practice just driving slowly around and waiting to get a tow," explained Mass, "but every time a car came past me it was the BRM or the Copersucar or something like that I had to stop for more fuel, and then I went out again right behind Scheckter, and I thought this would be it, but the next time we came around the chequered flag was out. Just two bloody hundredths and I would have been up on the second row with Emerson."

So Scheckter held his second row spot with a best of 1:33.27 which he had set in the final laps of practice after a "better than usual" weekend. "My car's going quite well," smiled Jody for the first time in a long while, although his brush with the curb in the second Friday practice meant a quick re-tracking job in the pits to realign one of the front wheels.

Sharing the third row of the grid with Mass was Tony Brise who set a last-session best of 1:33.34. It was Brise's first ever visit to Monza, but right from the start he established himself amongst the top six runners, and he stayed with them all weekend despite one nasty bouncing session over the curbs which left the right side of his Hill chassis looking bent.

Everybody had expected the two works Brabhams to be fast here: Carlos Reutemann had shared the front row of the grid with Lauda in 1974 with a best of 1:33.27. In the first session on Friday

he was third fastest and looked like being the main Ferrari challenge, but by the end of the two day's practice he was a disappointing seventh quickest with a time slower than his last year's best. The engine was good and the handling was no worse than usual, but Carlos was just not getting the times, his best being a 1:33.44. He might well have gone a little faster, but when he was trying for a fast lap, a spin at the Parabolica curve damaged the nose, and by the time a new one could be fitted he managed only a couple of laps before practice ended. It was the last of several spins during the weekend, indicating just how hard he was trying.

Next to Reutemann was James Hunt having his second outing and first Championship Grand Prix in the new Hesketh 308C. Following the handling problems at Dijon the rear track of the car had been widened by half an inch according to the designer Harvey Postelwaite and widened "a couple of inches" according to team manager Bubbles Horsley. They were being very tight-lipped about the changes and deliberately evasive. "It's a competitive business, and I am not going to tell everybody what we have done and help the other teams with their chassis developments," said Harvey.

James had found the handling a definite improvement, but his chances of a quick time right at the end were spoiled by overheating front brakes. When a more thorough search was made after practice, the reason was found to be an almost totally blocked pair of brake ducts which had gotten stuffed full of dead insects! "They get squashed, the heads come off and jam up the gauze filter we have over the end of the take-off pipe. Now we have to find a bit of wire mesh that's going to be big enough to let the heads through and not any stones," said Harvey.

Vittorio Brambilla came next with a best of 1:33.9 in his usual March 751, a time which he could not better in the final session after setting that time with a tow in the morning.

Sharing the fifth row with Brambilla was the second Brabham of Carlos Pace. He had managed a best of 1:34.17 during the final session in his wrongly geared T car. His race car developed a water leak in the block during the Saturday morning session, and he was forced to switch to the T car for the final hour of practice.

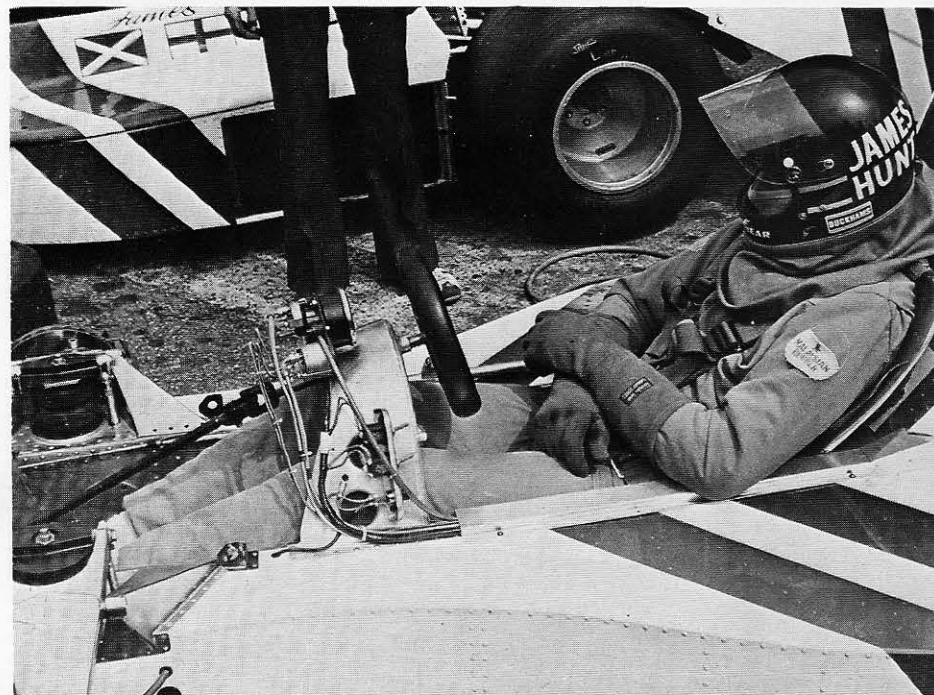
Ronnie Peterson, winner of the last two Italian Grands Prix, did not look likely to repeat his victory for a third time after managing a best of only 1:34.22, despite few dramas during practice other than those caused by himself while driving as hard as he ever has.

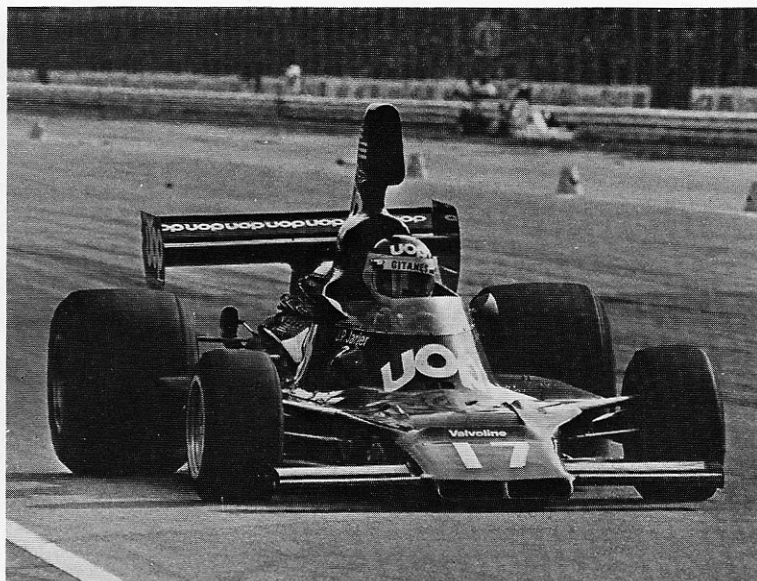
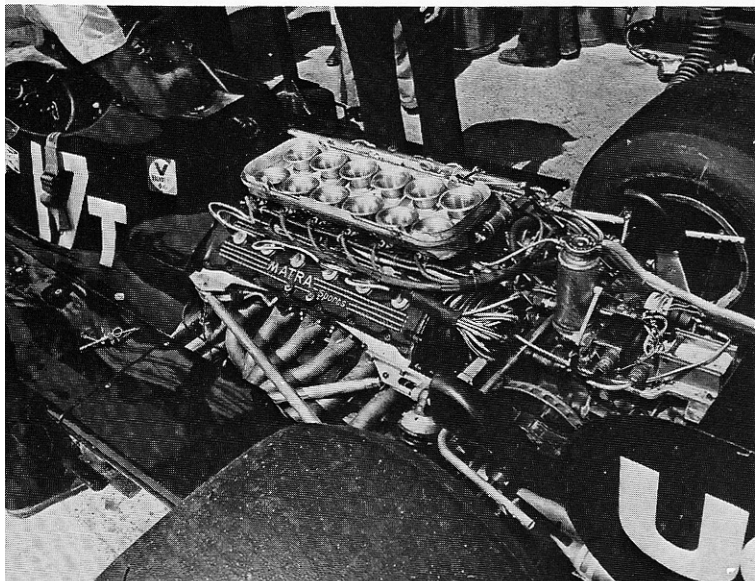
Patrick Depailler shared the sixth row with Peterson, having started off the first day strongly but missing most of the second day after blowing up an engine. "The piston she came bang out of the side at the Curva Grande" said Patrick, who went on to explain that he had deposited all his oil around the theoretically fast inside line. "But the track is so bumpy inside you can go much quicker in the middle of the road. I was making a lot of time here, but when all the oil came out on the inside, it meant that everybody else found my fast line. For that I am sad," explained Patrick. His blown engine meant doing a few laps in Scheckter's T car, but that didn't suit the much smaller proportions of the Frenchman, and he sat out the final session waiting for his fresh engine to be fitted.

Heading the seventh row was the Shadow-Matra of Jean-Pierre Jarier which

Hunt waits as adjustments are made to the new Hesketh 308C.

Jeff Hutchinson Photo





Jean-Pierre Jarier gave the new Matra-Shadow its first race appearance.

Jeff Hutchinson Photos

was still having fuel pressure problems. At the long Parabolica corner the Matra motor would not pick up the fuel properly, so a last-minute system of extra fuel pumps was installed to cure the problem.

Tom Pryce made it an all Shadow seventh row with a best of 1:34.71 in his usual Cosworth-powered DN5 chassis, the Welshman still not happy with his brakes the first day; the problem was eventually cured by replacing all the calipers and discs. When the brakes were finally right for the final session, the engine lost a couple of hundred rpm and some oil pressure; so Pryce never did get going as quickly as he thought he could have.

Heading the eighth row was the Parnelli of Mario Andretti, just one hundredth of a second slower than Pryce, and like the Shadow driver he experienced brake problems but not until the very end of practice. The soft pedal was traced to a faulty master cylinder; otherwise it was a routine run for the American.

Beside Andretti sat Hans Stuck in a brand new chassis built to replace his damaged Austrian car, and now in the same narrow front and rear track trim that Brambilla has been running since Silverstone, some three inches narrower than the original chassis. Stuck was finding his new car a real problem the first day and for most of the second day as well. The lanky German finally got the handling to his satisfaction only to have the engine blow up in the final session. He set his best time of 1:35.29 just before it blew.

Heading the seventh row was the privately owned Hesketh 308B of Harald Ertl, problems with his transporter being the reason why his car was not seen at all until Saturday. Despite only half the available time to get things sorted out Ertl soon got down to a creditable 1:35.43, his car in exactly the same trim as it had been in Austria.

Sharing the ninth row was the Williams of Jacques Laffite with a best of 1:35.48.

Chris Amon was finding the cornering of the Ensign just as he liked it, but unfortunately the Ensign was very slow on the straight; so he could not better

1:35.56 which was only a fraction faster than the BRM P201 of Bob Evans, who after setting a best of 1:35.61 told much the same tale as Amon.

Brett Lunger did not better a disappointing 1:36.11 to head the eleventh row of the grid in his works-run Hesketh 308B. Italian F3 Monaco winner Renzo Zorzi, who had arrived with a case full of money and bought himself a drive in the second Williams entry, was only fractionally slower than Lunger at 1:36.19. For his first ever time in an F1 car it was a creditable performance.

Well back on the eighth row was the second Hill of Rolf Stommelen, his still painful leg being part of the reason for his slow time compared with his teammate Brise, although the German was also complaining that the chassis felt terrible. Brise tried the car for a couple of laps and confirmed Rolf's views, a bad case of chassis flexing thought to be the reason. His best was a 1:36.44. On the outside of

the twelfth row was Lella Lombardi, her usual March taking her around to a best of 1:37.06.

The final row of the 26-car grid was headed by Jim Crawford in his second outing in a JPS team Lotus72. He does not look very likely to be seen again in this car after a disappointing 1:37.14, his only complaints being that he found the handling of this long wheelbase car much harder to drive than the short wheelbase version like Ronnie's which he had driven at Silverstone. Last place on the grid went to Arturo Merzario, replacing Wilson Fittipaldi. Wilson was there to watch over his repaired Copersucar, his hand in plaster up to the elbow. "Arturo was making every adjustment to the opposite of what I would have thought," said Wilson, "but he is the driver, and we do as he asks." Perhaps with a best of 1:37.33 they should have done the opposite.

continued ▶



Tony Brise leads Ronnie Peterson during practice.

MONZA continued

The two cars which failed to qualify were the second (old type) Ensign of Roelof Wunderink, who got down to a best of 1:37.64 before spinning off and damaging a water pipe and the nose section during the vital final few minutes, and the Maki of Tony Trimmer. The Maki ran well throughout practice, and there were no serious problems other than a very down-on-power engine. "The car is not too bad in the corners, but on the straight it's hopeless." A change of injection trumpets helped a little towards the end, but a last minute puncture and then a wrong diameter tyre fitted to replace it resulting in a disappointing best of 1:39.44.

The big question at the end of practice was whether or not Ferrari would use their qualifying engines for the race. Apparently some special engines with better torque characteristics had been

starting time the drivers were saying that it would be impossible to hold the race at all!! Fortunately the rain had stopped by mid-day, and by the time the cars were sent out for their warmup lap for the 3 p.m. start, the track was almost dry, and the warm sun was shining down once more.

The Monza circuit has two chicanes, the first just a few yards after the start and much tighter than the second, and it was decided that for the first lap the cars would bypass the first chicane and then use it for the rest of the race. This meant that for the first lap it was a long, wide, fast straight leading into the fast Curva Grande righthander, by which time most of the cars should be sufficiently spread out to negotiate the second chicane without clobbering each other.

As the flag fell, it was the two Ferraris which led the field, Regazzoni's car pulling away from Lauda by a couple of lengths; Mass had made a perfect start and was almost between them by the time the cars got to the first corner.

Despite the straight line start there was a minor drama when Crawford was bumped from behind. This immediately

Regazzoni braked into the chicane followed by Lauda's Ferrari. Scheckter then braked, and a puff of blue smoke came up from locked front wheels. Within a fraction of a second he had eased off the brakes and unlocked the wheels, but by now it was far too late for him to make the tight entrance into the chicane. He straightened up the car and slid straight on up the escape road. Mass, put off by this move, also went in too fast, tried to make the corner and firmly bashed the front suspension of his car against the curb. The suspension bent on impact, and although Mass managed to make it through the corner, his race was over after one more lap.

This drama had the effect of a chain reaction on the pursuing pack, and suddenly cars were going in all directions. As the following cars had all braked hard, contact was inevitable. Suddenly cars were bouncing over the curbs and each other and were shooting up the same escape road which Jody had hurriedly decided to vacate. Peterson and Brise came together which effectively put Brise out with a smashed nose and damaged suspension, although he was able to drive back to the pits. Peterson somehow managed to rev his engine up to 11,000 rpm (unbeknownst to his team he had switched off the rev-limiter) and continued for only half a lap before parking with a blown engine. Ertl's Hesketh bounced high into the air over the back of Stuck's March, both cars continuing although Stuck was destined to retire a few laps later with damaged suspension, while Ertl was forced to stop at the pits and change a tyre a few laps later after it had started to leak air from a bent rim.

Stommelen's car was another that ended up with a punctured tyre and damaged suspension, and he was put out after four laps, but the most-damaged car was Mario Andretti's Parnelli which never got any further than the chicane after having the front right hand corner badly bent.

Suddenly we were left with only half a motor race, the two Ferraris now nose to tail and almost seven seconds ahead of the "survivors" behind, the latter group being led by Reutemann who had Fittipaldi and Hunt right behind. Then a gap to Depailler, Pryce and Pace running close together and followed by Laffite, Stuck, Scheckter and Ertl. Amon was struggling to keep up with the rest because of a misfiring engine.

The usual Monza slipstreaming packs had been reduced to a well-spaced procession — and there was more to come.

On lap three Scheckter touched a curb at the second chicane and bent a steering arm, but he only lost a lap after a quick stop for repairs carried out by a mechanic's heavy right boot! Lap seven saw Pace's Brabham roll to a stop with a broken throttle linkage while on lap eight Laffite was also out of the race when his Williams jammed itself in third gear.

With ten laps gone Regazzoni still led Lauda by a few lengths, the Ferraris now ten seconds clear of Reutemann, who was having minor braking problems but was still able to keep Fittipaldi at bay for the time being. Depailler had moved up well and was in fifth place ahead of Hunt, this second group of cars providing the only real race, for less than five seconds covered this group. Pryce was a further five seconds back in seventh place. The Welshman had had his car converted to long wheelbase specifications on Saturday night, a gamble which seemed to be paying off for he was fast closing on the group ahead. A further ten seconds back

Jeff Hutchinson Photo



Brise, Andretti, Depailler and Pace lead the mid-field runners on the opening lap.

built for this very important race for the Ferrari team, and Niki had used one in practice. It was decided that Niki would get a 'standard' engine for the race in the interest of reliability while Clay would get the special one just in case he was needed to go off in chase of a non-Ferrari leader.

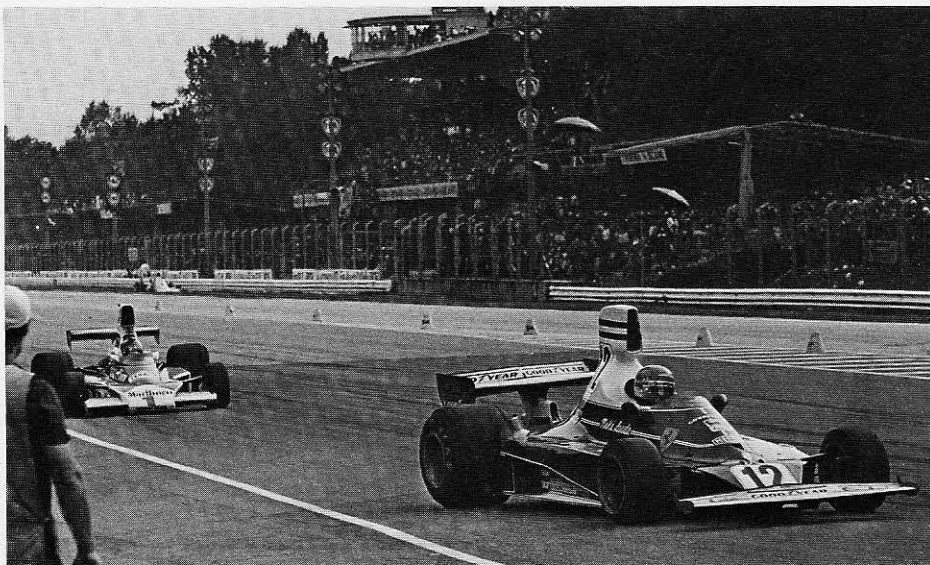
race

The crowds poured into Monza Park on race morning under threatening skies and the eventual downpour. All the cars went out on wet tyres for the warmup but within a few minutes even these were not enough to cope with a virtually flooded track.

Stories came back to the pits from drivers saying that the noses of their cars had submarined in the puddles and showered them with water. Stuck lost the splitter off the front of his March after it had been torn off by the force of the water! Unless the weather improved by

deflated a tyre, and he limped around at the tail of the field. The BRM team's luck ran out as well, for Evans only ran 50 yards before the ignition pick-up switch mounted on the bottom of the engine came loose and his race was over, his car parked on exactly the same spot as the BRM of Jean-Pierre Beltoise the previous year which had stopped when a loose clutch bolt wiped off exactly the same part! Also lagging at the back of the field was Brambilla's March which would not go into first gear, forcing Vittorio to pull away in second. The resultant extra strain on the clutch saw him out of the race at the end of the first lap as well.

As the field came around back to the pits at the end of the first lap, a cheer went up from the thousands of excited fans as Regazzoni's Ferrari came into view a few yards ahead of Lauda. Now it was Scheckter through into third place with Mass fourth, and the rest all tightly strung behind in one giant, screaming, multi-coloured snake.



Fittipaldi closes in on Lauda.

Jeff Hutchinson Photo

came Stuck, who was destined to retire on lap 16 because of suspension damage sustained in the second lap incident.

Although the Ferraris were well ahead of the next car, an interesting situation developed as they came upon Ertl's Hesketh and Scheckter's Tyrrell, both now lapping almost as quickly as the Ferraris after their respective pit stops. For several laps there was a good dice as the two Ferrari drivers struggled to get by Scheckter and then Ertl, who was driving really well and spent two laps sandwiched between Regazzoni and Lauda.

Lap 16 saw Depailler drop well back down the field after a spin at the first chicane, while a couple of laps previously Fittipaldi had finally managed to get by Reutemann for third place. His McLaren immediately pulled clear in pursuit of the Ferraris which by this time were 16 seconds clear, Lauda still within a couple of seconds of Regazzoni but making no attempt to try and catch his teammate.

Pryce, despite "cooking my brakes trying to close the gap", had closed on Hunt and Reutemann while Depailler was now a distant seventh and the last car still on the same lap as the leaders.

As the race moved on into the second half the main point of interest turned to the stopwatches timing the gap between Fittipaldi and Lauda. Slowly the second placed Ferrari was falling away from Regazzoni, and inch by inch the McLaren was gaining ground. As the end neared, Fittipaldi started to close even more rapidly until, six laps from the finish, the McLaren pulled alongside Lauda under braking for the first chicane, and the Ferrari driver backed off and let him through.

Was he playing it extra safe or was he in trouble? The answer came from Lauda after the race: "The car was starting to oversteer badly, and we found that a shock absorber had broken, but I was not going to try too hard to hold off Emerson and risk losing the Championship," he explained.

Emerson still had 18 seconds between himself and Regazzoni, who was not about to let the Brazilian get anywhere near taking his first Grand Prix victory of the year away from him. Just to show he meant business he set fastest lap of the race the very next lap, and when the flag came out after 52 laps, he was still a comfortable 17 seconds ahead.

Emerson took second place after a fine drive and in doing so moved ahead of Reutemann into second place in the points standings, while Lauda was as excited as the winner when he finally crossed the line third and secured his World Championship title.

Carlos Reutemann managed to hold on to his fourth place, Hunt pressing hard in the closing laps but finding, much to his alarm, that the aerodynamics of his new Hesketh were seriously upset as soon as he got into the slipstream of the Brabham.

He took fifth place however, having lost it to Pryce at one stage only to regain it again when Pryce tried to outrun Ertl (who had held off this group for most of the race) and could not quite make it. The resultant fumbling for gears let Hunt through again while Pryce had to be content with sixth place, the Shadow now the last car still on the same lap as the winner.

Depailler had been lapped shortly

before the end and took seventh spot, while Ertl had been passed by Scheckter for eighth and finished a strong ninth, these three cars a lap behind the leaders.

Tenth went to the Hesketh of Brett Lunger who lost a lap following a spin at the chicane while another two laps back Arturo Merzario brought the Copersucar home eleventh after a pit stop to change a punctured tyre and another to try and cure a faulty fuel pump which was causing the car to misfire for most of the race. Also four laps behind the winner, Chris Amon was classified 12th, the New Zealander having made two stops to cure early misfiring problems which were eventually traced to a water leak onto the plug leads. After that the car ran well to the finish. Crawford came in six laps down in 13th after a miserable race with poor brakes. The final finisher was the Williams of Zorzi which added another lap to its five lap deficit after a pit stop to change a punctured tyre.

The only other retirements were the Lavazza March of Lella Lombardi, who experienced her first big accident when the brakes disappeared going into the fast Lesmo corner. She hit the barrier and badly smashed the car. She was fortunate to walk away. The Shadow Matra team ended its race in a less dramatic way, parked in the pits with a broken fuel pump shaft, although up to his retirement Jarier had been no more than a mid-field runner.

And so the 46th Italian Grand Prix ended in its usual way, thousands of fans climbing the ten foot high spectator fences, surrounding the winner and turning the whole circuit into a riot scene as they rushed down the track to the winner's circle, the pits, the paddock and anywhere else they might be able to catch a glimpse of a racing car, driver or a place where free stickers were being handed out.

Two hours later the scene had hardly changed. A mounted police escort was needed to ferry Regazzoni and the new World Champion Niki Lauda out of the Ferrari garages and off to safety. It was a super day for Ferrari, and one of the greatest days any Grand Prix team has ever had.

ITALIAN GP GRID

Niki Lauda Ferrari 312T(023) 1:32.24	Emerson Fittipaldi McLaren M23/10 1:33.08	Jody Scheckter Tyrrell 007/9 1:33.27
Jochen Mass McLaren M23/6 1:33.29	Tony Brise Hill GH1/4 1:33.34	James Hunt Hesketh 308C/1 1:33.73
Vittorio Brambilla March 751/3 1:33.90	Carlos Pace Brabham BT44B/4 1:34.17	Patrick Depailler Tyrrell 007/4 1:34.36
Jean-Pierre Jarier Shadow DN7/1A 1:34.61	Ronnie Peterson Lotus 72/9 1:34.22	Tom Pryce Shadow DNS/2A 1:34.71
Harald Ertl Hesketh 308/1 1:35.43	Mario Andretti Parnelli VPJ4/01 1:34.72	Hans Stuck March 751/6 1:35.29
Brett Lunger Hesketh 308/3 1:36.11	Chris Amon Ensign N175/MN04 1:35.56	Jacques Laffite Williams FW04 1:35.48
Jim Crawford Lotus 72/5 1:37.14	Arturo Merzario Copersucar FD/03 1:37.33	Bob Evans BRM P201/05 1:35.61
Reserves: Roelof Wunderink (Ensign N174/MN01) 1:37.64 Tony Trimmer (Maki F101/02) 1:39.44	Renzo Zorzi Williams FW/02 1:36.19	Lella Lombardi March 751/1 1:37.06

Results

Italian Grand Prix
Monza, Italy
September 7th, 1975
52 Laps

1. Clay Regazzoni, Ferrari 312T, 1 hr 22 min 42.6 sec, 218.034 kph
2. Emerson Fittipaldi, McLaren-Ford M23, 1 hr 22 min 59.2 sec
3. Niki Lauda, Ferrari 312T, 1 hr 23 min 05.8 sec
4. Carlos Reutemann, Brabham BT44B, 1 hr 23 min 37.7 sec
5. James Hunt, Hesketh-Ford 308C, 1 hr 23 min 29.7 sec
6. Tom Pryce, Shadow-Ford DNS, 1 hr 23 min 58.5 sec
7. Patrick Depailler, Tyrrell-Ford 007, 51 laps
8. Jody Scheckter, Tyrrell-Ford 007, 51 laps
9. Harald Ertl, Hesketh-Ford 308B, 51 laps
10. Brett Lunger, Hesketh-Ford 308B, 50 laps
11. Arturo Merzario, Copersucar-Ford FD, 48 laps
12. Chris Amon, Ensign-Ford N175, 48 laps
13. Jim Crawford, Lotus-Ford 72, 46 laps
14. Renzo Zorzi, Williams-Ford FW, 46 laps

Retirements:

Bob Evans (BRM P201) lap 9, ignition; Vittorio Brambilla (March-Ford 751) lap 1, clutch; Ronnie Peterson (Lotus-Ford 72) lap 2, engine; Tony Brise (Hill-Ford GH1) lap 2, accident; Mario Andretti (Parnelli-Ford VPJ4) lap 2, accident; Jochen Mass (McLaren-Ford M23) lap 3, suspension damage; Rolf Stommelen (Hill-Ford GH1) lap 4, suspension damage; Carlos Pace (Brabham-Ford BT44B) lap 7, broken throttle linkage; Jacques Laffite (Williams-Ford FW) lap 8, gearbox; Hans Stuck (March-Ford 751) lap 16, suspension damage; Lella Lombardi (March-Ford 751) lap 22, accident; Jean-Pierre Jarier (Shadow-Matra DN7) lap 33, fuel pump.

Fastest Lap:

Clay Regazzoni, Ferrari 312T 1:35.1, 223.501 kph (new record)

WORLD CHAMPIONSHIP (Round 13)

Lauda, 55½ pts; Fittipaldi, 39 pts; Reutemann, 37 pts; Hunt, 30 pts; Regazzoni, 25 pts; Pace, 24 pts; Scheckter, 19 pts; Mass, 16 pts; Depailler, 12 pts; Pryce, 8 pts; Brambilla, 6½ pts; Laffite, 6 pts; Andretti, 5 pts; Donohue, 4 pts; Peterson, 4 pts; Ickx, 3 pts; Jones, 2 pts; Jarier, 1½ pts; Brise, 1 pt; Van Lennep, 1 pt; Lombardi, ½ pt.

WORLD CHAMPIONS



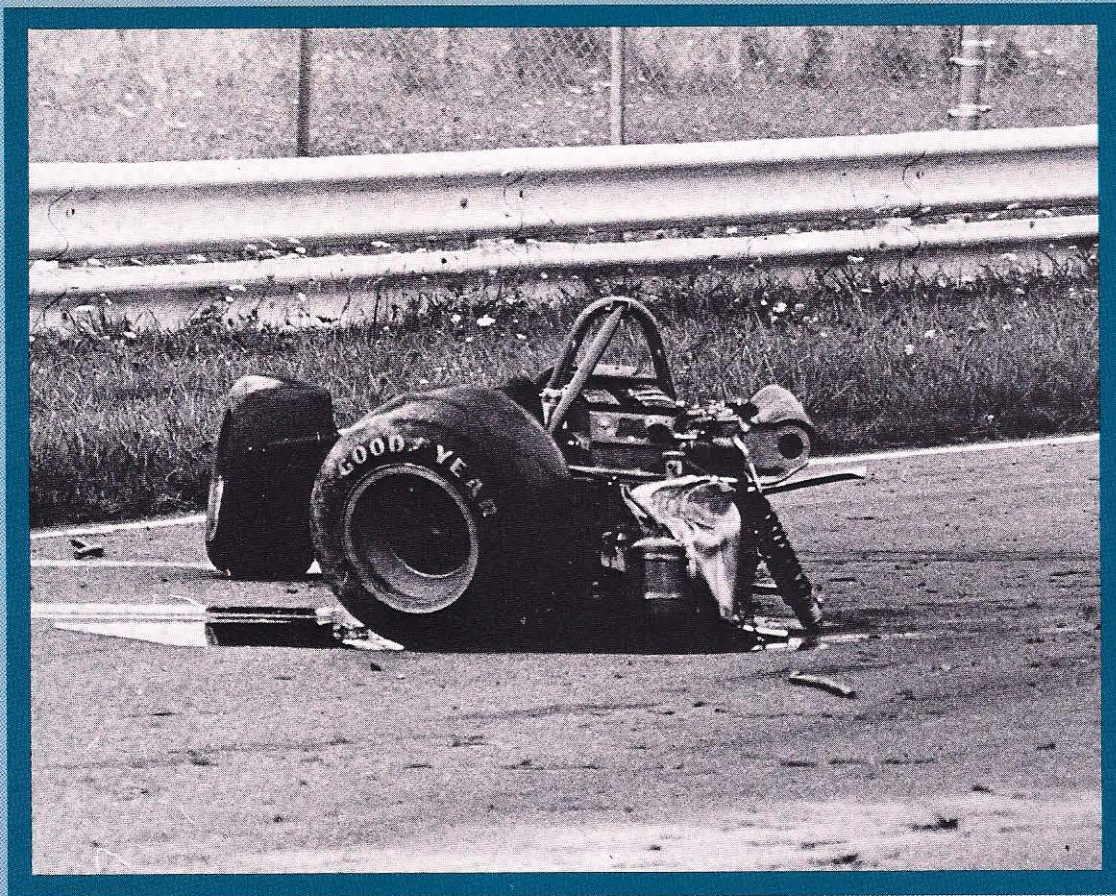
PHOTOGRAPHY BY ROBERT LLOYD

NIKI LAUDA & FERRARI

Niki Lauda is now the racing driver he always believed he could be.

The shy, boyish-looking Austrian proved himself by winning five Grand Prix races which included Monaco, Belgium, Sweden, France and United States to capture the 1975 World Driving Championship.

At age 26 and in only five years of top class racing Niki Lauda has risen to the absolute pinnacle of his profession. He owes his success not only to his driving talent but also to his extraordinary determination. So does Ferrari: after 21 years of disappointment, Niki Lauda has re-earned them the coveted World Manufacturers Championship title.



The former Lotus 61 of Tim Coconis.

Paul Demong Photo

A Bad Case of Blue Fever

Watkins Glen National, August 9th & 10th 1975

By Pete Kapcio

Traditionally the August Glen Nationals are viewed as the season's "hump race" by any Northeast Division driver seeking a year-end trip to Atlanta. This late in the year the points race in Formulas Vee and Ford usually reach a momentary deadlock, and any points earned at the Glen are pivotal; drivers need them badly either to keep pace or move ahead in the standings.

Last year, for example, more than 80 Fords went through tech to fight for a spot on the 64-car grid. But this year the usual hectic, desperate atmosphere was replaced by a somewhat surreal, more somber one.

Blue Fever had struck. Only 40 Fords and 23 Vees showed up for the race.

You see, Watkins Glen is a funny kind of place, and it does funny things to drivers' heads. If you live in the Northeast, chances are you once drove a drivers' school or regional here. Remember the initial effect Watkins Glen had on you? As soon as you saw it, the immensity of the place and its superb facilities

probably overwhelmed you; the track reeks of professionalism. No doubt about it, the Glen is first-class all the way. Brand-new concrete-floored garages. Paved paddock. Covered pits stretching off into the distance for a quarter-mile or more . . . the Glen has *all* the trappings. And then there was your first lap around — only the most nonchalant could ever escape the feeling of awe that comes with following in Clark's and Brabham's and Stewart's tracks around a *real* Grand Prix course.

And make no mistake; this *is* a real Formula One course. There you sit, in your lilliputian Formula Ford, swallowed up by the enormity of it all.

But it doesn't last long.

Even the most gung-ho, he-man drivers are soon shaken by a claustrophobic, caged-in feeling. It's caused by the need to constantly force yourself into keeping the car somewhere between the Glen's deadly, unforgiving, electric blue guardrails. Anchored firmly in the ground by six-inch steel I-beams, they simply will

not move, no matter how hard you whack them with a small formula car. Lining the course in its entirety — actually on the pavement in some places — you use the dents and scrapes in the steel for your aiming points, clipping points and exits. Nine times out of ten the most casual mistake becomes a total write-off. A real thrill.

Tom Stephani, the Chicago-area Zink FV dealer, ignored Blue Fever and entered the Glen anyway. He'd never driven it before, so he really couldn't comprehend this strange disease. Not until after the first practice, that is.

"It's like driving in a big, blue tube," said Stephani. "The guys who stayed home are the ones with brains. I came for points, but this is ridiculous."

If rail-shy drivers needed any other excuses to stay home, plenty could be found. One of the best seemed to be money. Everybody — meaning far more than the usual number — was complaining about how little of it was left in their

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Blue Fever

continued

bank accounts. Many Formula Ford regulars from previous years, like Emil Assentato, found that after preparing their cars for the season, stocking up on tires and buying the now-mandatory Supermotor, they actually had very few cash American dollars left to go racing with. "I figure I can do three whole races this year, and this is my second," Assentato grinned. "If I don't crash." Two sets of tires per race, today's more expensive engines, and more frequent rebuilds, on top of this year's big hike in travel expenses, are taking their toll on average competitors. So, if anyone was looking for a race to skip, the Glen qualified as a prime candidate. There's no such thing as a "small" crash at the Glen.

The final blow came the week before the race itself. The organizers sent a letter notifying entrants that they wouldn't be driving the full 3.2-mile Grand Prix circuit as originally planned. The Grand Prix Corporation, owners of the hilltop circuit, was being forced by the Grand Prix Drivers' Association and the FIA to undertake an extensive, last-minute program of guardrail relocation and/or removal. Extra catch fencing and additional runoff areas were hastily being added to the circuit in hopes of preventing a GPDA strike. Since even F1 drivers aren't immune to Blue Fever, some thought it possible for the October USGP to pass into memory unless something was done. As a result, at the last minute, the Nationals had to be moved back to the "old," 2.4-mile short course, allowing work to continue uninterrupted along the new part of the circuit.

The timing was unfortunate. Amateur racers only get a crack at the full 3.2-mile course once a year. With its eleven turns, a perfectly smooth roadway three cars wide, plus all the other good race-track stuff, the long course is sufficiently challenging to make you forget that ominous blue wall for a little while. So, with the short course news in hand, the no-shows and scratches were numerous.

Without its new "Anvil" section, the Glen's short course degenerates into a Mickey-Mouse, four-turn race course: a 180 degree right-hander, a 90 degree left, and two 90 degree rights. In a Formula Ford, average speeds easily top 100. The esses over the hill (Stewart called them "one of the world's ten most dangerous turns" in a GP car) are nothing more than a flat-out wiggle. And that, in effect, leaves you with a seemingly endless back straight well over one mile long. It's boring and it's dull . . . deadly dull. But it makes for the premier horsepower race of the year.

That's Watkins Glen.
And that's Blue Fever.

Formula Vee

The Formula Vees went out to qualify Saturday morning and quickly established a pattern that would prove true for all the rest of formula car qualifying. The bright cloudless sky, a temperature in the 70's, and relatively low humidity all combined to produce an extremely fast track in the early morning sessions. Anybody who tried hard early on was usually rewarded with a good grid position which held for the race. The existing FV lap record which dated back to the '73 Nationals, took a terrific drubbing with the

first seven cars on the grid well under it. National Champion Bill Cruse put his Mazuro Motors Lynx on the pole with a 1:33.8, with John VanDecar (1:33.9) and Tom Stephani (1:34-flat) right behind him. Perry Buzzell was the only driver to better his morning qualifying time, his half-second improvement in the second afternoon session moving him into fifth spot for the race. It was a considerable achievement. The warmer, muggier afternoon sessions on an oily track were unproductive for nearly everyone; Cruse was a full two seconds slower.

With the qualifying times lumped into easily definable groups, Sunday's race was predictable in terms of who would be racing with whom. On the first lap, Cruse, VanDecar and Stephani quickly formed a tight little three-car knot and slipstreamed their way to an immediate five-car-length lead over the next tight little six-car knot.

The three leaders constantly swapped positions, slipstreaming and outbraking on the back, front, and pit straights, making it impossible to determine the owner of the lead at any given moment. By the ninth lap, working the draft together, they had opened up a four-second gap over Jerry Pattersen in fourth, Craig Clawson in fifth, and Wally Reetz in sixth.

On the tenth lap Stephani's nose lightly touched VanDecar's rear wheel as they came down the front straight. The Lynx's entire frontsection from the windscreen forward was violently ripped off the car. The dismembered bodywork shot high up in the air, floated aloft in the turbulence for a moment, and came back to earth by scoring a direct hit on Clawson several cars back. He raised his hands in perfect volleyball technique to fend off the sailing fibreglass and succeeded in breaking its fall — and his finger — and sending the nosecone on another trip upwards. The remaining shards of fibreglass went bouncing back through the pack of cars following, reportedly knocking off somebody's master switch in the process.

Stephani tried driving his 11th lap leaning forward and holding several pieces of flapping fibreglass down with one hand, while steering, shifting, and gesturing wildly with the other. It didn't work. Stephani got the meatball despite his valiant efforts just as the Autodynamics of Wally Reetz passed him into third place. For his troubles, Stephani was credited with a new lap record, nearly two full seconds under the old mark.

This left Cruse and VanDecar well out front, all alone, with nobody to worry about except each other. With 11 laps complete, Cruse repassed VanDecar's Caldwell under braking into the "90", Reetz now a good distance back. Jerry Pattersen temporarily led an eight-car fight for fourth, and the game of 'musical positions' continued. On the 12th lap Carl Anderson, capping his splendid charge from 15th on the grid, scrambled into fourth, only to give it up to Jim Havell on the 13th.

On the 16th tour VanDecar snatched the lead back from Cruse. It looked too easy, and it soon became obvious what Cruse had done. Slowing slightly, Cruse had set VanDecar up for the last lap. From that point on, no matter how much VanDecar slowed, Cruse refused to pass. A textbook example of the "last lap sucker play".

Coming down the short front straight into the pair of left-right turns before the pits on the last lap, Cruse stayed right in the draft until the last possible second,

then dived by in a perfect Grade-A-number-1 late-braking maneuver. Once into the turns, there was no way VanDecar could get back into the lead before the flag without physically crashing Cruse. VanDecar saw it coming, knew it was coming, and yet was powerless to prevent it.

So it finished, Reetz running all alone in third. Fourth was finally resolved with Havell leading a four-car pack to the flag Hudick in fifth, Bob Cunningham sixth, and Anderson seventh. If you had measured the distance between these four cars, it wouldn't have totaled the length of a Fiat 500.

But was it really over? Of course not—with points being so hard to get. Cruse, whose engine has been protested and declared legal following his last four wins, nevertheless got it again. Even though Cunningham's signature was on the protest, it seemed safe to assume the protest money came out of six or seven pockets.

Immediately after the race VanDecar appeared resigned, stoic: "He suckered me all right. He's done it to me twice before. I really wanted to be second on the last lap, but I blew it."

When the protest was announced, most of the competitors obviously knew it was coming. VanDecar, for one, was convinced that Cruse's motor was illegal, and with considerable venom voiced the opinion that the four previous SCCA teardowns had been shoddy, incomplete affairs — in short, "a joke". VanDecar was especially angry, since every single one of his National wins this season have been protested and are still pending appeal! As of August 10th, VanDecar didn't have a National point to his name.

The officials were certainly working hard enough to make this teardown look meaningful. Word came back from the Tech Center that everyone involved could expect to remain there until midnight at the very least. Cruse's only comment: "I'm not worried. I honestly think VanDecar has even more horses than I do. The only time I could get by him was during braking."

And the obviously disappointed Stephani?

"I don't care. All I want to do is drive Ed Zink's new car at the runoffs. This is my last year of racing anyway. It's too damn expensive. Hell, a new Vee costs almost as much as a Ford."

Little solace from a Vee dealer.

Formula Ford

When FF qualifying started, two of the top six NEDiv points leaders were officially listed as "missing." Second-placed Dan Torpy (18 points) was nowhere in sight, probably preparing to make a stand on his home ground, Summit Point, the next weekend. And around the paddock rumors of Tom Davey's impending retirement were flying hot and heavy. Davey had started the season handsomely with a convincing Memorial Day win at Bryar. Since then he's crashed heavily at Nelson Ledges and the week prior to the Glen had damaged another new Lola at Charlotte. Tom was reportedly quite disgusted with having yet another season go bad after looking so good in the beginning. Depending on whom you asked, his retirement might be temporary ("if he gets his head in shape") or it might be permanent ("he's sick and tired of it all"). At any rate, Davey was leaving his National points undefended.

This meant Rick Bell, first with 19; Bruce MacInnes, third with 15; Chris

Gleason, fourth with 14; and David Loring, sixth with 10 points, were left to slug it out among themselves.

Bell and Loring had earlier contested a virtual dead heat at the Lime Rock Nationals, the decision seemingly going to Bell (it's still under protest). At Lime Rock both had been in brand-new cars, Bell now extremely pleased with his Crossle 30F, and Loring in the prototype FCD-15, an extensive update of the fabled Caldwell D-9 chassis now being manufactured by Fast Company. At Lime Rock, Bell had used some trick new British Dunlops in qualifying, gotten the pole, then capped his weekend by breaking the FF lap record set by Bruce MacInnes better than three years ago.

MacInnes, fresh from a Charlotte victory the week before where his Zink Z-10 had narrowly defeated Steve Lathrop's similar Z-10, was truly "up" for the race. Claiming to have the ultimate weapon — a fully-sorted car — MacInnes only half-jokingly stated, "I'm ready to tear up the comeback trail." MacInnes produced Dragon Slayer Racing's team mascot, Superchicken, as proof of sure victory. The plucky fowl was assigned the job of riding Bruce's rollbar during the race and pecking him once "to put the hammer down and twice to hit the brakes."

"Stupid bird can't count past one," explained MacInnes.

It all looked good on paper; pick your favorite frontrunner and watch him win. But alas, it was not to be. The Great God of the Runoffs and CenDiv refugee Weitzenhof soon revealed other plans for our cast of characters. After the first qualifying session, Peter Moody's two-year-old lap record of 1:23.5 had been beaten into submission, and the grid looked like it had been chosen at random. Bruce Feldman stood on top of the pile with a repeat of his 1974 performance. Only this time Fred Stevenson wasn't in front of him; Feldman owned the pole with a 1:21.6 — and Weitzenhof, very hungry for some points, was next closest with a 1:22.6. Surprise of the day was Emil Assentato, his 1:22.9 and third spot on the grid proving his Stimola engine was certainly not very tired from its one previous race.

MacInnes qualified fourth, Gleason fifth. As in the FV qualifying session, the fastest times were set early—fortunately for Assentato, who had the center section break out of a steel wheel in the first session—and unfortunately for Bell, who had a motor mount snap in half the instant he put his car in gear and let out the clutch.

Assentato spent the rest of Saturday welding a rear wishbone sawed in half by the centerless wheel, and adding weight to his Crossle 25F, compensating for the lighter Minilites borrowed from Joe Stimola. Bell eventually got going in the afternoon session and managed 10th best on the greasy track. Only Mike Strawbridge broke the morning/afternoon syndrome, running a full second quicker in the afternoon to land in sixth grid position.

Meanwhile, Blue Fever struck Gordon Medenica's Titan, causing it to thump the guardrail in the now-notorious lefthander.

Race day. Three races and a lunch break have already been run. The fourth, for small sedans, was waiting on the grid. Dave Weitzenhof was hunched over, intently listening to his van's radio.

"Listen! Did you hear that? Lightning!"

And, sure enough — proving once again that, contrary to popular opinion, Ford drivers are not The Chosen Ones — a

bank of dark, obviously soggy clouds moved in over the hilltop with alarming speed. Lightning flashed. The wind picked up. Rain splattered down. By then the canny Weitzenhof had already mounted his van rejoicing at the rain. "I love it! I love the rain!"

Just a few paddock spaces away, MacInnes and his formidable fowl were echoing the same thought.

And naturally, the SCCA, contrary to all normal procedure, deliberately delayed start of the small sedan race for 45 minutes to give those competitors time to mount rain tires.

And, naturally, in the meantime the rain stopped and the track dried.

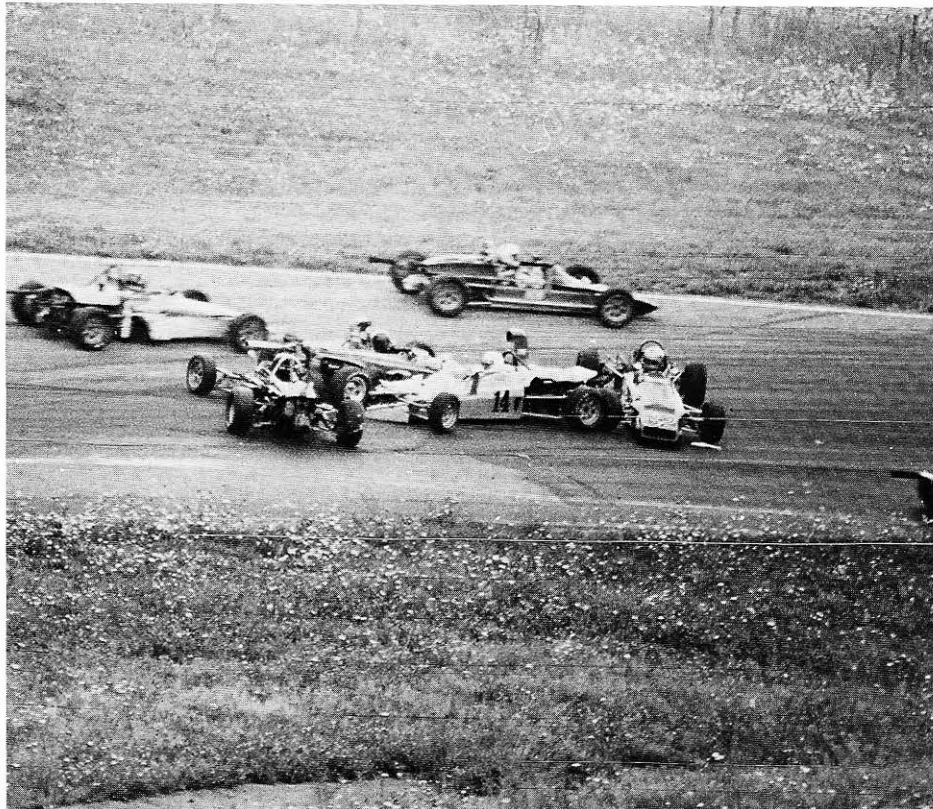
Later, on the false grid for his own race, the canny Weitzenhof could be spotted removing his trick Firestones, rushing to make the start.

Brian Goodwin's Lola finished the lap with his crushed nosecone scraping along squashed under the front of his chassis; he finally visited the pits to have it removed.

They were still sorting out the mess when the leaders came through to start their second lap. MacInnes in front, Weitzenhof, next, and Feldman third, not a breath of air between them. Out of the noise, you heard it clear as a bell: an urgent, fearless, victorious... "Cluck!"

Then MacInnes disappeared.

The race quickly settled down. Feldman and Weitzenhof were 1-2 after the 10th lap, and from that point on the lead-swapping was over. John Schneider, driving with extreme smoothness and a clear head, had shot up from 23rd on the grid through the debris left behind from the first-lap shoving match into a solid



A perfectly executed Sicilian four way deadlock.

Paul Demong Photo

When the flag fell, Weitzenhof streaked into the lead and, just to be extra-sure the first corner was really his, held off braking until he saw corner workers start to scatter. Going into the turn, he had a three car-length lead. But he got crossed up going through and exited with MacInnes and Feldman so close on his tail that his draft was sucking chicken feathers forward.

Directly behind, the real excitement started, making the corner workers glad they started running early. Strawbridge, who had banzaied the start, got punted by Assentato to trigger one of those famous, first-lap chain reactions. In a blink, 14 cars were involved — Gleason, Loring, Bell, to name a few. Nosecones, mirrors, and huge quantities of dust filled the air. At one time better than half the field appeared to be driving on the dirt to avoid the melee; only a few cars actually got by on the paved part. But humor triumphed and damage was minimal. Just four cars were ultimately left disabled at the scene.

third place. Ten seconds behind him John Gimbel's rebodied Stimola Meryln, Sam Romano's Zink, Doug Titus' Crossle 25F, and John Christian's Lola were duking it out for fourth. On the 12th lap it was Gimbel; the 14th, Titus; the 15th, Romano; and finally, on the 18th, Gimbel again, holding off Romano in two braking contests to keep fourth at the flag. Titus, a Canadian on vacation from the Bulova series, was ultimately disqualified for being nearly 50 pounds underweight.

Canadian rules allow for 881 pounds for all Fords regardless of engine, and he hadn't added any ballast for his foray south of the border.

Up ahead, Feldman had broken the slipstream in traffic, leaving Weitzenhof three seconds back at the checkered. Feldman simply repeated his runaway 1974 performance, and without Stevenson running away in front of him this year, scored a flawless nine points.

Weitzenhof? He was all smiles. "Once

continued ▶

Blue Fever continued

he broke the draft, it was all over. I missed second gear once, and he's got more torque than my Quicksilver coming out of corners.

"I figure I need a first, a second and a third to make Atlanta. I was more than happy to settle for a safe second."

One down, two to go.

And the Old Chicken Plucker himself? I spotted him walking around the paddock clutching a broken rod end in his hand. . .his rear suspension had come apart going up the back straight.

Waving the broken joint in my face, MacInnes shouted "I had it, Pete! I had the race! Look at this thing! I don't understand. It's NMB's second-best grade. Do you believe it?"

"Cluck," came the mournful reply.

"Stupid chicken," muttered Mr. MacInnes, stalking off.

A Dreary Ending to a Dreary Affair.

Formula SCCA

Following the usual lengthy cleanup after the Ford race, Formula SCCA took over the grid. Tim Coconis' herculean efforts with an aging Lotus 61 had given him the pole, 1.1 seconds ahead of such luminaries as Bill O'Conner, Tom Outcault, and Ken Duclos.

And on the first lap of the race the guardrail reached out and bit him. Badly. Coconis and his Graphics International

Lotus gave the Glen guardrail one tremendous hit, which sent the car careening backwards across the track for a second try at the sturdy barriers, quickly reducing the once-pristine car to a ball of trash.

It was the kind of stuff Blue Fever thrives on.

O'Conner, who was directly behind the red Lotus, said simply, "He lost it." Coconis appeared to have been trying just a little too hard to stay in front of the onrushing O'Conner. His car spun, striking the inside rail first, then shot across to hit the outside, and ended its travels right in the middle of the track a perfect target that, fortunately, nobody hit.

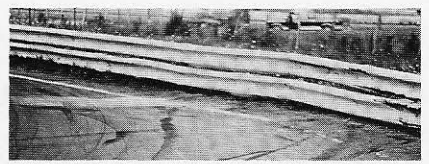
It's doubtful that anyone could have recognized what kind of car the wreckage had once been. Coconis was out of the car and over the rail in a flash, where he collapsed. After a trip to the hospital, he was pronounced basically alright.

O'Conner has officially given up on the Player's Championship, so he was here for points. Feeling his engine start to go bad on the second lap, he quickly made a decision to park it before things got expensive.

And the remainder of the race simply wound out to its inevitable conclusion, Outcault finishing with a 49.8-second margin over Duclos and a new lap record. Few positions were swapped; the only changes came with retirements. John Barringer took an easy win in FSV along with his new lap record, and his nine points catapulted him into a three-way tie for second in the NEDiv FSV standings. Dirk Wrightson emerged the victor in FC.

But it was appropriate: a disappointing race ended a disappointing weekend.

Blue Fever had struck. ■



Results

Watkins Glen National
August 9th & 10th 1975

FORMULA VEE

1. Bill Cruz, Lynx; 2. John VanDekar, Caldwell; 3. Wallace Reetz, Autodynamics; 4. James Havell, Autodynamics; 5. Mike Hudick, Lynx; 6. Bob Cunningham, Zink; 7. Carl Anderson, Lynx.

* Race under protest — Official results still not available by press time

FORMULA FORD

1. Bruce Feldman, Lola; 2. Dave Weitzenhof, Zink Z10; 3. John Schneider, Merlyn; 4. John Gabel, Merlyn; 5. Sam Romano, Zink; 6. Doug Titus, Crosle 25F; 7. John Christian, Lola; 8. Greg Bincrowsky, Crosle; 9. Mike Field, Durasurf/Ford; 10. Mike Strawbridge, Hawke DL12; 11. Bill Nesbitt, Crosle; 12. Robert Cavanaugh, Hawke DL12; 13. Allen Caldwell, Lola T342; 14. Michael Argestinger, Elden Mk10; 15. Tom Gaffney, Titan; 16. Oms Kimbrough, Lola; 17. William Valentine, Royale; 18. Howard Kelly, Crosle; 19. Dwight Egoft, Merlyn; 20. Brian Goodwin, Lola T342; 21. Frank Troxell, Royale RP2; 22. Mike Secret, Merlyn Mk11A; 23. Charles Moran, Royale; 24. Peter Klein, Lotus 69; 25. Roy Hoffman, Brabham; 26. Donald Burris, Titan Mk6; 27. Harold Puchacz, Vespuch; 28. Mickey Kozlov, Royale; 29. Alfred Santuzzi, Elden; 30. Peter Moody, D. Mit Super Nova; 31. Bruce MacInnes, Zink Z10; 32. David Loring, FCD15; 33. Emil Assentato, Crosle; 34. Chris Gleason, Lola T342; 35. Rick Bell, Crosle 10F; 36. David Hoover, Hawke; 37. Mike Sheeley, AER Lola T341; 38. Michael Kennedy, Elden Mk10B; 39. Paul MacDonald, Lola T342; 40. Gordon Medenica, Titan Mk6B.

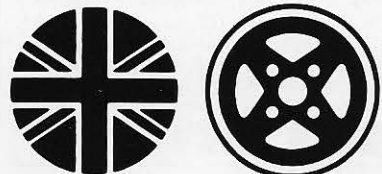
* Not running at the finish

** Car number 7 disqualified. All cars position 7 onwards will move up one position.

FORMULA SCCA

1. Tom Outcault, March 74B FB; 2. Ken Duclos, Brabham BT40 FB; 3. Michael Rand, Brabham FB; 4. John Kowalski, Brabham FB; 5. Bob Reen, March FB; 6. Joseph Freeman, Brabham FB; 7. Pete Gates, Brabham BT29 FB; 8. Victor Gagliani, Lotus FB; 9. John Barringer, Royale FSV; 10. Dirk Wrightson, Brabham FC; 11. Bob Duge, Royale FSV; 12. Vic Pottinger, Banshee Lola FSV; 13. Peter Bower, Brabham FC; 14. Carl Whitney, Brabham BT29 FC; 15. Richard Powell, Brabham FC; 16. Bob Houston, Royale PSV; 17. Donald Wirth, Brabham BT38 FC; 18. Jeff Gay, Brabham BT29 FB; 19. Larry Snover, Brabham FC; 20. Joe Ostrowski, March FB; 21. Bill O'Conner, Lola T360 FB; 22. Eric Kerman, Sudlovox March FB; 23. Tim Coconis, Graphics International Lotus FB; 24. George Atkins, Brabham FB; 25. Gene Stanton, Crosle FA; 26. Michael Lilley, Tecno FB.

REVOLUTION WHEELS

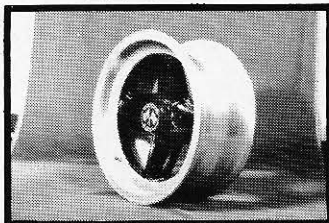


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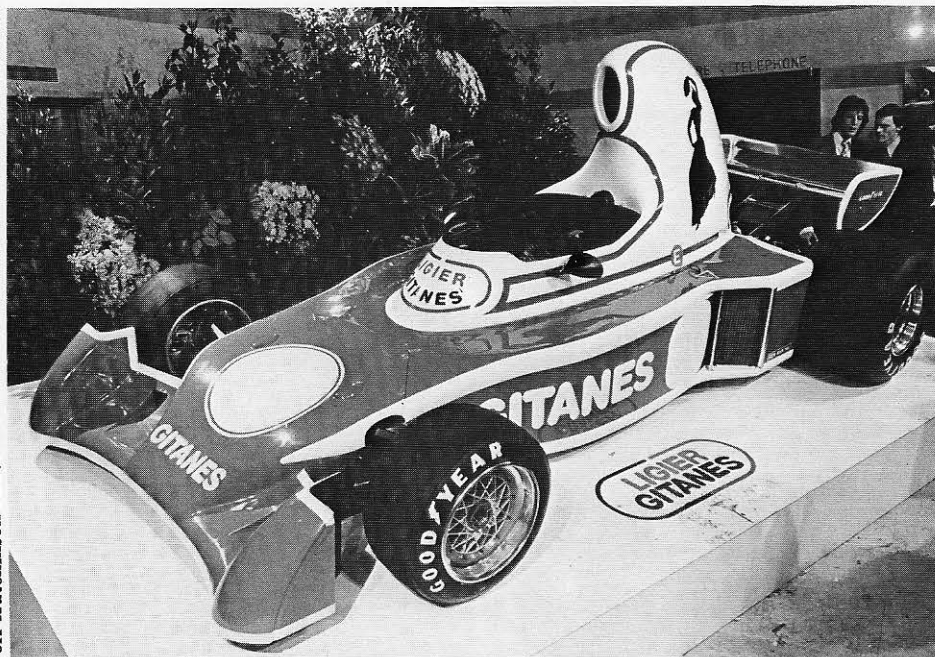
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10 x 13 - \$155.00, 12 x 13 \$178.00, 14 x 13 - \$210.00

All Formula wheels have cantilever (9/16" tall) flanges

Street wheels now in stock 6 x 13 \$70.00, 6 x 14 - \$75.00

Jeff Hutchinson Photo



GITANES-LIGIER-MATRA

The French Connection

Squashed shoulder to shoulder in the small foyer of the headquarters of the Regie Tabac Francaise on the banks of the Seine, sweating under a bank of powerful spotlights and with eyes watering from the thick blue clouds of the sponsor's products, the new Ligier-Matra JS5 Formula One car was ceremoniously unveiled before the French press.

It was a moment in which no amount of physical discomfort could dampen the burning patriotism of every Frenchman present. After three barren years since the withdrawal of the Matra-Simca driven by Chris Amon, they have not had an all-French F1 car to cheer home to victory.

Now they have. It is painted French blue and even has a French racing driver at the wheel. He may not be the fastest F1 driver or even the fastest French F1 driver, but the important thing is that he is French, and he is well known.

For a patriotic effort the new Ligier-Matra certainly gets full points, but it remains to be seen how many World Championship points it will have collected by the end of the 1976 Grand Prix season. Compared to the other new F1 cars recently announced the Ligier looks enormous, although in fact its wheelbase and track dimensions are not a lot different from the majority of other cars. It's the bodywork which creates the impression of great bulk.

It was designed and developed by M. Robert Choulet of Maison Eiffel, an aerodynamic design company founded by the famous French engineer/aerodynamicist Charles Deutsch, who developed the bodywork for the long tailed Porsche 917. The most striking feature of the shape of the car is the huge airbox which towers above the driver's head and envelops the entire back end of the car almost up to the rear wheels. All that can be seen of the engine is the distributor

sticking out the back of the cover. The airbox will, of course, have to disappear by the Spanish Grand Prix in May when the new 1976 regulations come into operation.

The car also has an interesting concave-shaped nose section with fixed integral moulded wings/wheel spats. In the form shown there was no possibility for front wing adjustment!

The chassis, designed by Matra sports car designer Paul Carellet, is also on the big side. It is very deep, and at the rear the car is extremely wide where the sides flare out in front of the rear wheels to carry the two water radiators and the oil radiator. Despite the very heavy look of the car it is in fact extremely light and right down to the 575 kilos weight limit. The standard of workmanship is exceptionally good throughout and reflects the aerospace heritage of its Matra designers and fabricators.

Carellet has relied on the simple suspension used on his World Championship winning sports cars. At the rear, suspension is by twin parallel lower links and single top link with two parallel radius rods running forward to the back of the chassis.

A triangulated tubular steel support frame mounted off the engine and differential casing carry the top mounting of the Koni spring-shock units, the anti-roll bar mounting and the top link mounting. The Hewland TL2-T200 gearbox is used. The two rear disc brakes are mounted in-board and huge 30cm Matra ventilated discs are used in conjunction with Girling calipers.

The front suspension consists of a large fabricated top link coupled to in-board spring-shock units, while a simple tubular wishbone is used at the bottom. Mounting points for the front suspension are taken directly off the front of the

monocoque and a small steel tubular frame mounted to the front of the bulkhead. The brake/clutch fluid reservoir is neatly combined in the front right hand side of the monocoque. Smaller 24.6 cm outboard front brakes are fitted, cooling coming from two large tubes connected to ducts on the nose section.

Seven 'Superflexit' fuel cells are used, three on either side of the cockpit and one behind the driver, all seven totalling 215 liters.

The problem concerning the fuel consumption difficulties of the V12 Matra engine fitted in the UOP Shadow at Watkins Glen were very firmly answered by Matra's chief engine designer M. George Martin. "The Shadow people said it was impossible for my engine to finish the race at Watkins Glen with the fuel consumption figures they got during the first day's testing, but they were wrong. They did four tests; the first showed a figure of 82 liters/100 kms, the second and third tests showed 62/100 kms, and the fourth showed a figure of 44 liters/100 kms. Certainly the first and the last figure of 82 liters/100 km, the second and third tests showed 62/100 km and the fourth showed a figure of 44 liters/100 km. Certainly the first and the last

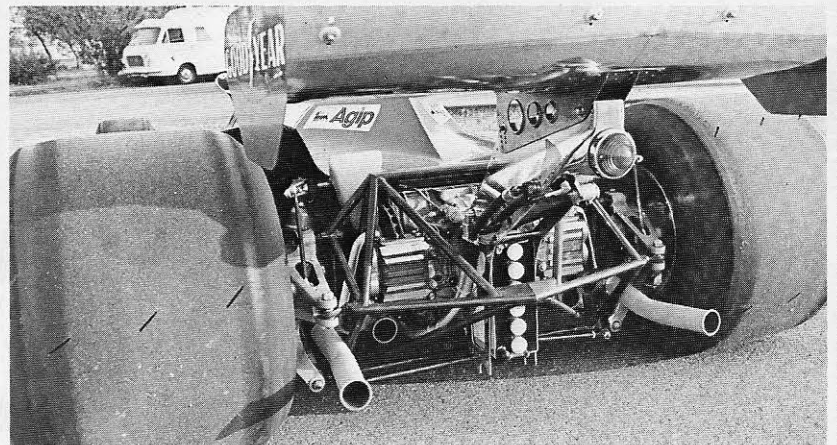
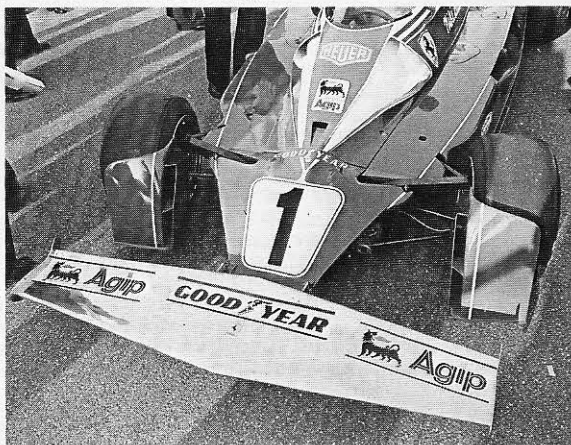
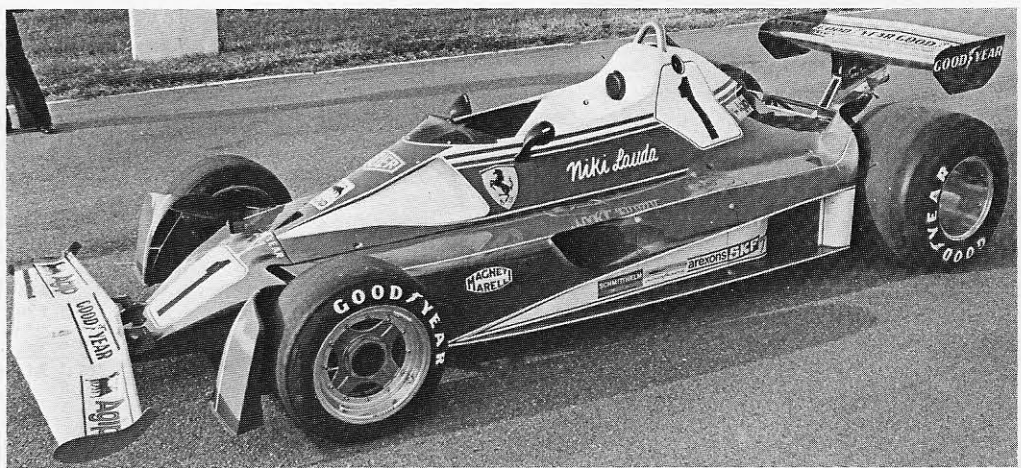
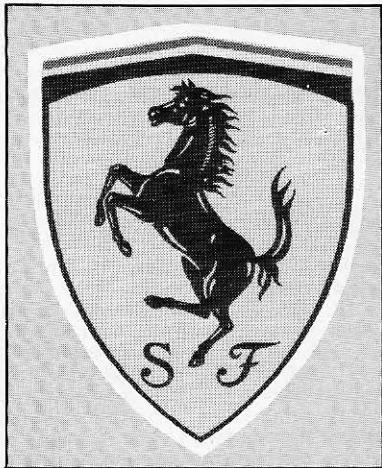
"In 1972 with the same engine in the Matra chassis we recorded a figure of 53 liters/100 km and the engine then was producing 475 bhp. Now the Matra engine is giving 495 bhp, and with the Ligier the figure must not be much more than 56 liters/100 km with only 20 more bhp than in 1972. We can run up to as much as 62.5 liters/100 km which is still allowing for the last 10 or 15 liters of fuel to remain in the tanks. The problem with the Shadow was the fuel system — it would never pick up the fuel properly. It was very silly to have run the engine in front of the public without having done enough testing to cure the problem. We will carry out enough testing with Ligier so that when my engine races in public, it will show them how good it really is!"

Hopefully for the French and for anybody else who likes to see the different cars at the front of F1 racing, he will be right. We shall have to wait until November 5th when the first testing begins at Paul Ricard before we know just how the car is likely to perform on the track. Jean-Pierre Beltoise and Jacques Laffite will be sharing the testing. Jean-Pierre Jarier said, "Definitely not me."

It was interesting to see that there was very little Matra marking on the car other than the words 'Matra' written in small inch letters on either side of the engine cover. The car also shows no signs of fuel/oil sponsorship. "We are hoping to get a deal with Shell," said Guy Ligier, who seems to be little more than a name behind what is very much a Matra-oriented project. ■



Wheelbase	102.67 in
Front track	60.47 in
Rear track	62.99 in
Weight	1269.32 lbs
Wheels:	
Front	13 X 10
Rear	13 X 18 or 19



Jeff Hutchinson Photos

Ferrari 312T/2

Having dominated the 1975 World Championship from the word go, nobody expected Ferrari to significantly change the 312T chassis. But, when the new 312T/2 was rolled out onto Ferrari's Fiorano test track for the first time, the press invited to Enzo Ferrari's annual press conference were in for almost as big a surprise as they had at the unveiling of the six-wheeled Tyrrell Project 34.

The 312T/2 is, it turns out, almost completely new. "About the only things we can use from this year's car are the hubs and steering wheel," said Niki Lauda's chief mechanic, Emano Cuoghi. Emano should know since he helped to build it. The car is the brainchild of designer Mauro Forghieri, who has made some radical changes to this direct descendant of the 312B3.

The most immediate visual difference is that of a much smaller, more compact car. The new shape was achieved by a considerable reduction in both front and rear tracks. The new '76 regulations, with which the new Ferrari fully complies, have also added to the compact look with the elimination of the airbox and the lowering of the rear wing.

The highest point of the car is now the top of the rollbar, (102 cm) which sticks up through a slot in the new body top section. The rear body tapers down

from the roll bar in a smooth pear-shape and ends just in front of the rear wing assembly. Two long ducts, beginning above the driver's feet and ending on either side of the cockpit just below the windscreen, carry the necessary air through the double skinned cockpit sides back to the engine injection trumpets.

This new top section has already been tested on one of last year's chassis, and so far it seems to work, although it remains to be seen how it will stand up to the hot conditions in South Africa and South America. The small tapered nose section carries a full width front wing like last year's car, but behind the wing the old cumbersome looking front brake ducts have been replaced by a pair of moulded wind deflectors covering almost the entire frontal area of the two front tyres. Integrated with these 'spats' are the brake ducts for the two outboard front brakes mounted similarly to last year's car.

Water and oil radiators remain in the same position as the 312T with the same sleek ducting on each of the side panels.

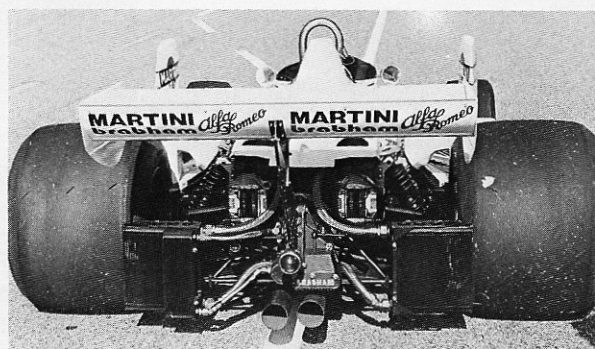
The most sensational change on the new chassis is the De Dion type rear suspension layout. Using this gives one of the automobile's original suspension layouts a new lease on life in the con-

text of modern racing. The overall rear track is reduced by 10 cm over last year's chassis, and to compensate the front track has also been reduced by a similar amount. Although the basic front suspension system is the same as last year, the geometry has been considerably altered.

"We do not know if the De Dion suspension will be used next year," said Clay Regazzoni. "It has been adopted to make the car easier to drive and put the power down better on the road," he added. One of the major problems for all the cars this year has been keeping enough rubber on the road while cornering to make full use of the power. With this system the rear wheels theoretically always stay flat on the track and hopefully will overcome this problem. For a circuit like Monaco, for example, it should be ideal.

Like the new Lotus, a feature of the Ferrari is a highly 'revisable' suspension layout. Forghieri proudly claims that the entire rear suspension layout can be put back to this year's more conventional type in just 60 minutes should the track conditions call for it. The familiar transverse gearbox has been cast with the necessary mounting points to allow for this.

Similarly, the front suspension and wheelbase, which in current form is three cm longer than last year's car, can be altered just as easily by varying the angle of the two top rocker arms as was tried in Monaco last year. At present they are swept back, but when moved at right angles to the chassis, the wheelbase is increased by around 15 cm.



Jeff Hutchinson Photos

brabham bt45

The new monocoque chassis is considerably lighter and stronger than its predecessor. Instead of the steel bracing inside used on the 312T, the new chassis is now all aluminum, and the three fuel cells have been moved even nearer to the center of the car to improve weight distribution — a point which Forghieri considers very important as fuel loads change during the race.

Overall weight of the car with oil and water is claimed to be right at the limit of 575 kilograms.

The power figure claimed from the familiar flat-12 cylinder engine is 500 bhp at 12,200 rpm. "The same as this year," said Niki.

Testing the new car will begin immediately at Fiorano, and whether or not the car will be used in South America will depend on these tests.

With a proven engine and gearbox, and now with improved aerodynamics, weight and, hopefully, suspension system, it looks as though Ferrari is all set to stay as far ahead in 1976 as they were in 1975.

Ferrari

Overall length	169.92 in
Overall width	75.98 in
Overall height	40.15 in
Front track	55.31 in
Rear track	56.29 in
Wheelbase	100.78 in
Overall weight including oil and water	1269.32 lbs

Although advance pictures of the new Alfa Romeo flat-12 powered Brabham BT45 had been released a week earlier, the official Martini-Brabham-Alfa Romeo tie up announcement was made with a showing of the car at the Alfa Romeo Balocco test track the day after the new Ferrari announcement.

Carlos Reutemann and Carlos Pace each did a few slow demonstration laps with the car, and Gordon Murray, the car's talented South African designer, was on hand to answer technical questions.

These were centered mainly around the problems caused by switching from a Ford Cosworth DFV engine to the flat 12 Alfa Romeo unit, for the suspension principals of the new car are very similar to this year's car as is the shape back to the cockpit section.

"The main problem has been the fact that the new engine is ten inches longer than a DFV, so the monocoque chassis has been considerably lengthened," explained Murray. "This just involved re-designing the back end, but what worries me more than anything is the increased weight factor of the new engine. The engine alone weighs an additional 60 lbs while the exhaust system is probably another 15 lbs heavier than a DFV system; so in all we are starting with a 75 pound weight disadvantage which I hope the extra power of the Alfa engine will be enough to overcome and make the whole project worthwhile," he added.

Another unknown factor with the new Alfa engine is that of fuel consumption. "I have allowed for an extra four gallons per race, and on the figures we have worked out from Alfa's sports car pro-

gram with the same engine that should be enough, but the difference between sports car consumption figures and Formula One can be quite high, so that's another unknown factor," shrugged Murray.

The initial testing is being done with a Hewland gearbox, and if all goes well, an Alfa Romeo transmission could be fitted at a later date. A second car is already being built, and if tests prove satisfactory, the team will take both Alfa powered cars to South America in January. "We will either take this year's Ford cars or both the new Alfa powered cars, not one of each, for we could not manage all the spares necessary for two different cars," explained Murray.

Undoubtedly the Alfa Romeo project with Brabham is little more than an economic evaluation exercise for the Alfa men who will most certainly build an all Alfa Romeo chassis for their engine should it prove competitive in the Brabham. When asked about this the President of Alfa Romeo simply replied, "You will have to ask me that question next year."

MARTINI brabham

Wheelbase	97 in
Front Track	56 in
Rear Track	60 in
Weight	1291.39 lbs
Power	500 bhp at 11,500 rpm



F/Ford winner Marty Loft

Ross Morris Photo



F/SCCA winner Glen Brown



F/Vee winner Brent Milner

Murray Isman Photos

Westwood Nationals

By Murray Isman

Formula Ford

Marty Loft continued his complete domination of Formula Ford racing at the Westwood Racing Circuit when the picturesque track in British Columbia hosted its second joint SCCA/CASC National event of the season on August 9th and 10th. After qualifying on the pole with a time under the class record at the 1.8-mile track, Loft engaged in an early battle with fellow northwesterner Arnie Loyning. Running strong, Loft slipped away from the pack on the 14th of 25 laps to win going away, scoring a four-second victory over Californian Bill Pugh, who drove a sensible race to collect six points in the tough Northern Pacific Division.

Loyning dropped to sixth spot after a spin with eight laps to run, and NorPac runner-up Tom Wiechmann dropped out with a jammed throttle after making his way up to second place at half distance.

entry & practice

Loft was once again very much the man to beat at this meeting, being the defending Pepsi Pro champion and having won the only previous National race held on this challenging course in May. On top of that, Loft held the Formula Ford track record at 1:10.0 (92.6 mph), set in the May National, which erased the 1:11.4 mark which he had set in the '72 Pepsi race.

A slippery track in the first qualifying session on Saturday prevented any quick

lapping, and the surprise of the session was the pole winning time of 1:11.13 set by Bill Pugh in the BP Special Dulon. Pugh was enjoying his most successful outing in this interim car, which he is using while his own trick racer is in the construction stages. Loft was in next, heading a very tight bunch with a respectable 1:11.31, and was followed by Loyning at 1:11.38, Rick Ricketts' Dulon at 1:11.40, Jack Scher's Crossle at 1:11.52, and Dale Elmer's ADF at 1:11.59. Don Robertson, who towed his Lola T342 all the way from Calgary, Alberta to earn points in the Prairie Division of CASC, was the fastest Canadian with a 1:12.00 clocking.

The FF crowd were greeted Sunday morning with almost ideal track conditions for their second qualifying session, and Loft immediately bettered his earlier time. Driving the Hanna Car Washes Crossle around the track he knows so well, Loft dropped his times from mid 10s to low 10s, then put together a flyer late in the session, turning a tremendous 1:09.85 without the help of anyone. That time easily claimed the pole, as Loyning could only get down to 1:10.44 with his relatively new Lola T342. Pugh improved to 1:10.76 but suddenly found himself on the second row next to Ricketts, who improved to 1:10.96.

Wiechmann, who flies a commercial jetliner on weekdays to support his weekend habit, was caught by a strike which left him stranded in Japan. However, last minute changes had Wiechmann at the track with his car on Sunday after a late night tow from the Seattle area the night before. Despite an obvious case of jetlag, Wiechmann quickly got down to work in his immaculate ADF Mk II recording a 1:11.00 for fifth fastest. Teammate Elmer was up next with a 1:11.14

in his ADF, while the fourth row consisted of Scher's Crossle on 1:11.50 and Dan Marvin in his Titan Mk 6, which recorded an identical time. Robertson's first session time put him in ninth place on the 18-car grid, and James Kalie, who had several moments under braking with his latest Dunlop slicks, was in next with a 1:12.10.

Although it was a small field for a National race, all the division front runners were present, and it boiled down to a question of whether anyone was capable of matching Loft's rapid pace.

race

Loft didn't disappoint the crowd of over 2000, making a clean start to lead into the first corner and, as the field quickly filed into a single queue on the narrow circuit, it was Loft, followed by Loyning, Ricketts, Pugh, and the ADF duo of Wiechmann and Elmer.

By the end of the second lap, Loft and Loyning had already broken away from the rest to stage their own battle, and Wiechmann got by Ricketts at the hairpin and set out after Pugh. For the next three laps Loft and Loyning traded the lead, and, having disposed of Pugh on lap 4, Wiechmann started closing on the leaders with every tour of the mountainside layout. By the fifth lap Pugh led Elmer for fourth spot, then it was Ricketts, Marvin, and Scher in a bunch, with Robertson and Kalie rounding out the top ten.

Loft regained the lead for good on the seventh lap although Loyning was right on the Crossle's gearbox, and two laps later Wiechmann made it a three-way contest up front. Ricketts progressively slipped down the charts to eighth place by the seventh lap, moving Elmer and Marvin

up a notch in the process. By the tenth lap Loft, Loyning, Wiechmann and Pugh were running nose-to-tail; Elmer was alone in fifth; but a short distance back was a scrap for sixth between Marvin, Scher, and Ricketts.

Wiechmann turned the race's fastest lap of 1:10.41 on the 13th lap as he spurred ahead of Loyning's Lola but retired at the hairpin the next time around when the throttle linkage broke. The ADF driver's misfortune allowed Loft to break away from the pack, leaving a close dice for second spot between Loyning and Pugh, while Marvin and Scher had left Ricketts in the distance and had caught up to Elmer's ADF.

Loyning lost his chance for a high placing on the 17th lap, spinning at the hairpin as he and Pugh approached the venerable Alexis of Burke Lundy, who also looped in the confusion. That left Pugh alone in a comfortable second, five seconds down from Loft, and Elmer moved up to third, thanks to some cautious driving in traffic. Loyning then fell to fifth behind Marvin's Titan and dropped to sixth when Ricketts scrambled by with two laps to go. Marvin pulled right up on Elmer in the closing stages, having never been far behind the AD for the entire 25 laps, but Elmer put Jim Burnett's new Dulon between them on the final lap to secure the third place finish, his best to date.

Behind Marvin, Ricketts, and Loyning, Kalie's Dunlop-shod Lola came home in seventh, and Vancouver's Bob McGregor was the top Canadian with an eighth place finish, scoring maximum points in the CASC tabloid for the race. Dean Roberts in Titan Mk 6 was the only other un-lapped finisher in ninth spot, and Robertson finished up a lap down in tenth, earning second place points amongst the seven CASC-licensed drivers.

The softspoken Loft, who had little to say after the race save for "things worked great," maintained his lead in the NorPac Division with 39 points, while Wiechmann remains in second with 28. Ricketts' two-point performance increased his total to 19, while Pugh and Loyning are the only others in contention with 12 and 11 points respectively.

Formula Vee

Brent Milner shared Loft's record of two Westwood National wins this season, as the NorPac division leader easily out-classed a small field of FV racers at Westwood in the opening race of the day.

After qualifying on the pole with a time of 1:23.15 (the record was 1:24.0), Milner opened a huge lead which he held to the finish, although his valve adjustment went way out at half distance, forcing the winner to reduce his record-breaking pace. On the sixth lap he had cranked an amazing 1:23.07 (78.0 mph). Stan Townes ran second for five laps until he pitted to make front suspension changes which consumed two laps and relegated the Zink driver to last place among the finishers.

The highlight of the race was the contest for second spot between Dennis Andrade in a Zeitler, 19-year-old Canadian Mike Ores in a Bobsy, and Mel Kemper in a Lynx. Kemper had the upper hand until the 20th lap when he collided with Andrade at the hairpin, losing his nosecone. Andrade beat out Ores for second spot but was a whopping 37 seconds behind Milner who had over a minute to work with at one point.

A flat tire resulting from Kemper's bumping match with Andrade dropped him to sixth behind Jim Burnett's Caldwell and Al Ores' Kelly in a race-long duel with two laps to go. Al (father of Mike Ores) waited until the last lap to make his move and nipped Burnett at the finish. As the Ores team was running for CASC points only (the younger member leads the B.C. region at this point in the season), the Reichmarks of Fred Eagan and Don Barnhart salvaged the final two placings for SCCA points with their on-the-road seventh and eighth place finishes.

Formula SCCA

J.D. Briggs' immaculate Lola T332 and Jon Norman's clean Lotus 69C shared the spotlight in qualifying. Briggs taking the pole with a Sub-Formula A record time of 1:04.90. Interestingly, Norman's time of 1:05.26 would have been good for only 26th on the Player's Pacific grid in June. Glenn Brown's ex-Brennan McLaren M10B and Jim Mullins' M10 with a sportscar nose occupied the second row with times in the mid 7s, and Dick Workman's Lola T330/2 could manage only sixth best with a 1:08.23 after numerous spins and malfunctions in practice and qualifying.

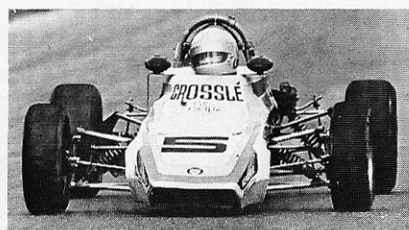
Brown made a good start to take the initial lead ahead of Workman's Lola, Norman's Cosworth BDA-powered Lotus, and Ron Householder's, ex-Lader Brabham BT40.

Briggs had a costly cylinder head fail-

ure in his qualifying bid and was unable to start after going so well on Saturday.

Workman took over the lead on the third lap and put some room between himself and Brown, while Householder went for a ride on the outside of corner three, dropping to last place. Brown caught up to the leader on the 11th lap and sneaked past on the 12th, only to be repassed by an anxious Workman to a new Formula A record of 1:05.44, breaking Eppie Wietzes' five-year-old mark of 1:05.6, set in a Canadian championship event. Workman continued to lead until the 16th lap, when a combination of a faulty distributor and balky shift linkage slowed him, allowing Brown to take the lead for good. Norman got by for second overall on the next lap and dogged Brown's bigger McLaren right up until the end. Norman turned the race's fastest lap at 1:05.43 on the 21st lap, but Brown powered to a two-second margin on the final lap.

Workman managed to hang on for third overall and second in Formula A, and Mullins finished in fourth after running in that slot ever since the third lap. Bill Hill finished a lap down in fifth with his Brabham to take second in Formula B; Erich Schmidt was a further lap down with his Austro-Kaimann Super Vee; and Formula C winner Mike Gilbert was yet another lap down with his Lotus 41. ■



Westwood Nationals
Coquitlam, British Columbia
August 10th, 1975

OFFICIAL RESULTS FF

1. Marty Loft, Hannu Car Washes Crosle 30F; 2. Bill Pugh, B.P. Special Dulon LD4; 3. Dale Elmer, Elmer's Pancake House ADF Mk II; 4. Dan Marvin, Titan Mk6; 5. Rick Ricketts, International Racing Stables Dulon M17; 6. Amie Loyning, Pierre's Motors Racing Lola T342; 7. James Kalie, Lola T340; 8. Bob McGregor, Abington Motors KRB/Titan Mk6; 9. Dean Roberts, Titan Mk6; 10. Don Robertson, Lola T342.

OFFICIAL RESULTS FV

1. Brent Milner, IAP Vole-Works LYNX; 2. Dennis Andrade, Zeitler; 3. Michael Ores, Berts Automotive Bobsy; 4. Al Ores, Berts Automotive Kelly; 5. Jim Burnett, Caldwell; 6. Mel Kemper, Lynx; 7. Fred Eagan, Reichmark; 8. Don Barnhart, Reichmark; 9. Stan Townes, Zink.

OFFICIAL RESULTS SCCA

1. Glenn Brown, McLaren M10B FA; 2. Jon Norman, Bostrom-Bergen Lotus 69C-BDA FB; 3. Dick Workman, Workman Motors Lola T332 FA; 4. Jim Mullins, McLaren M10B FA; 5. Bill Hill, Brabham BT29 FB; 6. Erich Schmidt, Westminster VW-Audi Austro-Kaimann FSV; 7. Mike Gilbert, Lotus 41 FC; 8. Terry Annis, Brabham BT18 FC.

* Entered under CASC license, ineligible for SCCA points.



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VITTORIO!

Trois Rivieres F-Atlantic

By Chris Waddell

“You’ll have to excuse me if I’m a little short this weekend, but I want so badly for this Brambilla thing to go well.”

It’s not often that the winner of the most recent Grand Prix comes to North America to race your Formula Atlantic car, and a couple of hours after Doug Shierson made the above comment it appeared that it had all been a failure.

Vittorio Brambilla came walking back from the first corner, helmet in hand. He had crashed his March 75B-Cosworth, and as Shierson and business partner Joe Grimaldi came running down the pits to meet him, things did not look good.

An inspection of the car found the left rear corner ripped off and the left front damaged. But far more serious was the large crease in the monocoque just in front of the instrument panel on the left side and the complementary ripples on the aluminum panel above the driver’s feet on the right side. The Shierson mechanics, joined by Ray Wardell, formerly of March Engineering, launched into the job of trying to get the car ready while Brambilla explained to all in French that he had just been too wide on the exit of the corner and had hit the concrete wall.

Early the next morning they finished, and the car was ready to race. After a warmup session the Italian said the car was “perfect,” but the comment of a Shierson mechanic might have been more appropriate for the occasion. “I guess he can drive anything,” the wrench muttered in admiration.

That comment proved more accurate than one would have guessed, for indeed the Italian could drive anything, as he went out, challenged Jean-Pierre Jarier for the lead for much of the Grand Prix Molson Trois Rivieres, and when Jarier made a mistake with five laps to go, was

there to take the lead and score an impressive victory. It had been a real team triumph.

Jarier recovered to take second in his Fred Opert-run Gitanes Chevron B29-Hart, followed by French teammates, Jean-Pierre Jaussaud and Jose Dolhem. The European invaders, brought over by the race organizers to enliven the entry, had dominated the results. But things had been a bit more equitably split in qualifying.

Tyrrell driver Patrick Depailler sat on the pole, joined on the front row by Jarier, just a tenth of a second slower than the 1:05.3 Depailler turned in his Ramada Inns Ecurie Canada-prepared March 75B-Hart. The two drivers were clearly the fastest on the track, but Patrick appeared to be working harder than his Shadow countryman, for the red March on many occasions would appear to almost tick its rear wheel against the concrete walls that line much of the 1.3 mile circuit through the streets of the exhibition grounds of the St. Lawrence River city of Trois Rivieres. Depailler had a complaint about his engine having no power coming out of corners, but Jarier was in heaven, thrilled with his first drive in a Chevron. “If I’d known that they handled so well, I would have tried one in F2 long ago.”

Countering the foreign front row were the Skiroule March 75B-Swindon of Gilles Villeneuve and the Traylor Lola T360-Whitehurst of Tom Klausler who shared the second row. Gilles’ best of 1:05.9 was a tenth better than Klausler, who was looking for his third-straight Trois Rivieres victory.

Frenchman Jose Dolhem, in his first race since he broke his back skiing in February, was fifth best at 1:06.1 in the second Gitanes Chevron, and Bobby Rahal drove his Lola T360-McCoy to the next position, just one tenth better than the Lola T360-BSR of seventh-quickest Howdy Holmes.

Super Vee racers held both halves of the fourth row. Tom Bagley, in only his second Atlantic race, had the Kent Oil Chevron B27-Hart in eighth at 1:06.7. “I don’t think I’m having trouble getting up for this race,” commented Brack, “but there is nothing wrong with the car.”

Further back were Jean-Pierre Jaussaud in the third Gitanes Chevron in 13th, ahead of the Tui BH2-Nicholson of Damien Magee and the Penthouse Lola T360-BSR driven by Elliott Forbes-Robinson. Jaussaud might have been higher had he not missed the last session while his mechanic stripped the back half of the car looking for a mysterious vibration. Nothing was found, but on race morning the car ran perfectly.

EFR was in serious handling trouble: the brown Lola would understeer entering corners and switch to oversteer on the exit. Nothing the Bill Scott team tried could improve the vicious handling, and by the end of the day Elliott had resigned

Vittorio Brambilla, winner of this year's Austrian Grand Prix, scored an impressive victory at Trois Rivieres.



himself to coping with it as best he could in the race.

Everyone was allowed a race-morning warmup, which Depailler and Jarier passed up, and then five laps were allowed immediately prior to gridding the 32-car field for the start. Depailler did these laps and came into the pits with a noise coming from his engine. Engine man Dave Morris had a quick listen and confirmed the Ecurie Canada team's fears. "One of the rod bearings is about to go," said a grim-faced Morris. "It might last a couple of laps but that's about it."

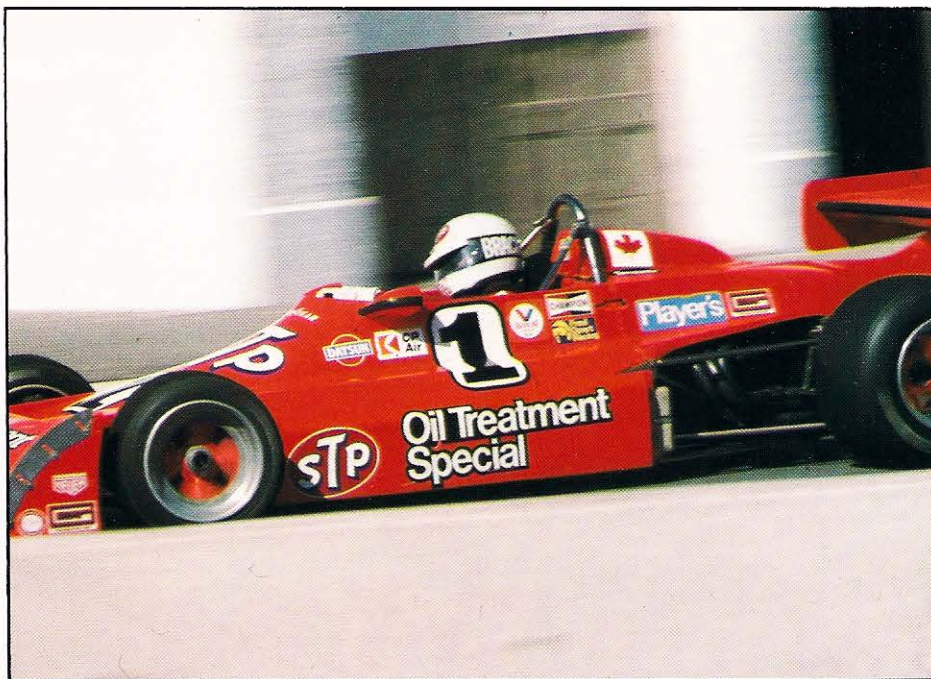
Depailler's red March was pushed onto the grid along with everyone else, but some fierce discussions were underway behind the scenes. The drivers sat in their cars and waited and waited and waited for what must have been close to an hour. Then the news came that Depailler would drive the March 75B-Williams that Tim Cooper had failed to qualify. The small Frenchman was fitted into the car and did an exploratory lap while the rest of the field still sat on the grid. Returning from the lap, the organizers motioned him into pole position.

On seeing this, Bill Brack jumped from his car and, with Fred Opert, charged to the front of the grid to inform the organizers that if Depailler started the other car from pole, they would leave their cars on the track and wouldn't start them. With one more lap around the circuit in the unfamiliar car, Patrick took up a place at the back of the grid.

With the pole spot open, the field did three pace laps, and then Jarier shot into the lead, followed by Villeneuve and Klausler, with Brambilla charging up the inside to grab fourth. Dolhem was fifth in front of Rahal, Bagley, Brack, Jensen, Magee, Holmes, Mead, Cobb, and EFR before there was a slight break in the long train of cars.

Jarier was off on his own and wasting no time in building up an advantage that had reached 3.9 seconds over Villeneuve after half a dozen laps. Then Brambilla, deciding that all was indeed well with his repaired March, found a way past Klausler on lap eight; the Italian and Klausler moved by Villeneuve dropping him to fourth on lap nine. The Canadian was having brake problems; the rear master

Bobby Rahal guides his Lola past Jaussaud's Opert Chevron.



Brack DNFed after he and Damien Magee came together.

Chris Waddell Photos

cylinder was the wrong size, and he had been unable to find a correct one in a canvass of the garage. Rahal was also past Villeneuve by lap 10, but there was now something blocking part of the track in corner one.

After chasing Brack for several laps, Damien Magee tried to scramble past the Canadian champion entering the first corner on lap 10. He didn't make it and both cars spun, were damaged, and retired. Magee was sitting in his disabled car in the middle of the track, causing the starter to display a steady yellow flag to support the waved yellow in the first corner. At this point flagmen in the last corner decided that they would also show a yellow, and they, illogically, alternately waved it and held it steady. Suddenly a red flag appeared at the last corner. Everyone slowed with arms raised as they rounded the corner, preparing to stop, when they saw the starter, who had no idea of what was taking place at the corner before his position, waved them

on again. Drivers stuck their cars in gear and charged off, only to find the next time around that the corner preceding the last one had also decided to show a red flag, and everything ground to a halt with chaos reigning.

Cars were lined up single file in the order they had completed 12 laps. Jarier led Brambilla, Klausler, Villeneuve, Rahal, Dolhem, Mead, Bagley, Jaussaud, Bruce Nicholson's Tui BH2-Nicholson, EFR, and the Schweppes/Castrol March of Bertil Roos, who had started way back in 19th after handling and brake problems interrupted his practice.

At the restart it was clearly a two-car race, as Jarier and Brambilla began to open up. The Frenchman was in control, but the March F1 driver was staying between one and five seconds behind the powder blue Chevron, ready to strike should Jarier make an error.

Behind these two at the half way mark in the 60 lap race came Villeneuve's March, holding off Dolhem and Jaussaud, with Roos, Bagley, the Quaker State Lola T360-Nicholson of Dave Walker, and the Chevron B29-Hart of Hector Rebaque up next.

But the tight circuit, with its heavy demands on brakes, had begun to take its toll. Klausler had dropped out after 25 laps with no electric to the fuel pump. EFR had quit with handling problems and an engine that would miss in left handers, while one lap later teammate Holmes had a cam belt break while running eighth. Chip Mead had gone out on the first lap of the restart and arrived at the end of the first straight to be blinded by a cloud of dust stirred up as Bobby Rahal took the escape road with a broken throttle spring. Rahal returned to run until the crown wheel and pinion broke on lap 27, but Mead had missed his braking point and hit the wall trying to scramble around the corner. Jensen was another to go on lap 13, hitting the corner two wall when his throttle stuck open. And oh, yes, Depailler had quit way back on the fourth lap. "The ratios are wrong and the engine won't run in left hand corners," he noted.

continued ▶



It was Jarier's race until he made a mistake.

Marc Sproule Photos

Trois Rivières

continued

Just after half distance brake problems again struck Villeneuve, who had been having a good race, he dropped to fifth, then came back to fourth, only to retire on lap 47 when he found himself with no rear brakes entering the second corner. He just nicked the wall with the right front suspension, but it was broken and he was out.

Jarier looked set to take the win when he came up on the duo of Peter Ferguson's Samsonite Chevron B29-Hart and Nicholson on lap 56. He tried to pass both of them before the corner at the end of the second straight and then reconsidered, locking up his brakes. But he still hit Ferguson, knocking the Canadian off the course and removing the nose from his Chevron. In the 30 seconds it took to get going again, Brambilla was easily through and on his way to the win.

Jarier had to settle for second ahead of Jausaud and a very tired Dolhem, who slowed greatly in the last couple of laps with a very sore neck. Hector Rebaque had a strong race to finish fifth, ahead of Roos, who in certain moments had shown flashes of his early season form. But the bad luck award went to Tom Bagley who ran out of gas with two laps remaining.

Brambilla cruised into the pits and jumped out of the car, running down the pit lane to embrace an emotionally drained Shierson. For the March team it had been that kind of weekend. ■

TROIS RIVIERES STARTING GRID

Jean-Pierre Jarier Gitanes Chevron B29-Hart 1:05.4	Patrick Depailler Ramada Inns March 75B-Hart 1:05.3
Tom Klausler Traylor Lola T360-Whitehurst 1:06.0	Gilles Villeneuve Skiroule March 75B-Swindon 1:05.9
Bobby Rahal Lola T360-McCoy 1:06.3	Jose Dolhem Gitanes Chevron B29-Hart 1:06.1
Tom Bagley Kent Oil Chevron B27-Hart 1:06.5	Howdy Holmes Lola T360-BSR 1:06.4
Bill Brack STP Chevron B29-Hart 1:06.7	Vittorio Brambilla March 75B-Cosworth 1:06.6
Chip Mead Lambusco March 75B-Cosworth 1:06.9	Bruce Jensen Exotic Plants Chevron B29-Hart 1:06.9
Damien Magee Tui BH2-Nicholson 1:06.9	Jean-Pierre Jausaud Gitanes Chevron B29-Hart 1:06.9
Price Cobb March 75B-Race Shop 1:07.0	Elliott Forbes-Robinson Penthouse Lola T360-BSR 1:07.0
Cliff Hansen March 75B-Cosworth 1:07.2	Dave Walker Quaker State Lola T360-Nicholson 1:07.1
Hector Rebaque Chevron B29-Hart 1:07.3	Bertil Roos Schweppes/Castrol March 75B-Hart 1:07.2
Syd Demovsky Chevron B29-Whitehurst 1:07.7	Tom Pumpelly March 75B-Cosworth 1:07.7
Craig Hill Gabriel March 75B-Hart 1:08.1	James King March 73B-Traylor 1:07.9
John Nicholson Tui BH2-Nicholson 1:08.3	Seb Barone Chevron B29-Hart 1:08.1
Reg Scullion Dicom March 74B-Hart 1:08.7	Peter Ferguson Samsonite Chevron B29-Hart 1:08.6
Jacques Desjardins Lola T360-Nicholson 1:08.9	Frank Delvecchio March 73B-Cosworth 1:08.9
Charlie Gibson March 712/73B-Cosworth Winner of qualifying race	David Westgate Lola T360-Hart 1:09.3



An all-nighter for Brambilla's crew

Results

Grand Prix Molson Trois Rivières
Trois Rivières, Quebec
August 31st
60 laps, 78 miles

1. Vittorio Brambilla, March 75B-Cosworth, 1 hr 30 min 09.596 sec, 60 laps; 2. Jean-Pierre Jarier, Gitanes Chevron B29-Hart, 59 laps; 3. Jean-Pierre Jausaud, Gitanes Chevron B29-Hart, 60 laps; 4. Jose Dolhem, Gitanes Chevron B29-Hart, 59 laps; 5. Hector Rebaque, Chevron B29-Hart, 59 laps; 6. Bertil Roos, Schweppes/Castrol March 75B-Hart, 59 laps; 7. Dave Walker, Quaker State Lola T360-Nicholson, 59 laps; 8. John Nicholson, Tui BH2-Nicholson, 58 laps; 9. Seb Barone, Chevron B29-Hart, 58 laps; 10. Syd Demovsky, Chevron B29-Hart, 58 laps; 11. Tom Bagley, Kent Oil Chevron B27-Hart, 58 laps; 12. Peter Ferguson, Samsonite Chevron B29-Hart, 53 laps; 13. Tom Pumpelly, NTW March 75B-Cosworth, 52 laps; 14. Price Cobb, March 75B-Race Shop, 50 laps; 15. Gilles Villeneuve, Skiroule March 75B-Swindon, 46 laps; 16. Frank Delvecchio, March 73B-Cosworth, 36 laps; 17. James King, March 73B-Traylor, 31 laps; 18. Bobby Rahal, Lola T360-McCoy, 28 laps; 19. Tom Klausler, Traylor Lola T360-Whitehurst, 25 laps; 20. David Westgate, Lola T360-Hart, 24 laps; 21. Howdy Holmes, Lola T360-BSR, 21 laps; 22. Elliott Forbes-Robinson, Penthouse Lola T360-BSR, 20 laps; 23. Bruce Jensen, Exotic Plants Chevron B29-Hart, 13 laps; 24. Charlie Gibson, March 712/73B-Cosworth, 13 laps; 25. Craig Hill, Gabriel March 75B-Hart, 12 laps; 26. Chip Mead, Lambusco March 75B-Cosworth, 12 laps; 27. Bill Brack, STP Chevron B29-Hart, 9 laps; 28. Damien Magee, Tui BH2-Nicholson, 9 laps; 29. Reg Scullion, Dicom March 74B-Hart, 7 laps; 30. Patrick Depailler, Ramada Inns March 75B-Williams, 4 laps; 31. Jacques Desjardins, Lola T360-Nicholson, 2 laps; 32. Cliff Hansen, March 75B-Cosworth, DNS.

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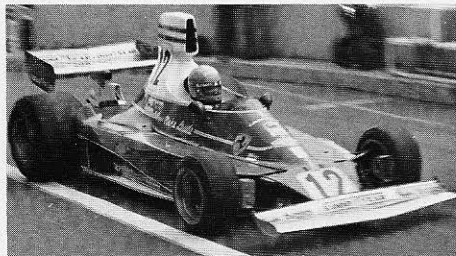
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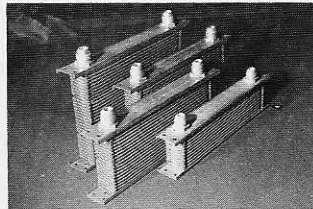
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