

# Regazzoni Wins Italian GP

By Pete Lyons

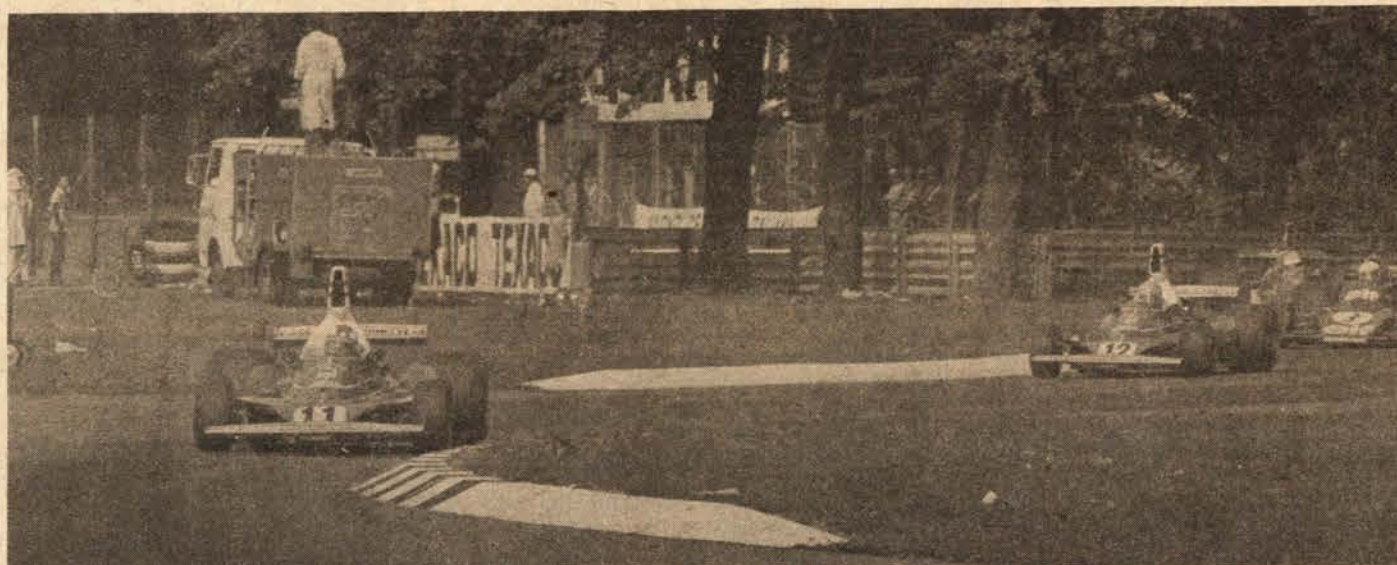
What a terrible novel this would make. There's this kid, see, and he wants to be a race driver. You've heard that before. He's growing up in, oh, let's see, Austria sounds nice, picturesque, different sort of country, and in Austria he doesn't have a lot of money of his own and nobody is knocking on his door to give him any. Yes, you've definitely heard this one before.

But young Horatio Alger here refuses to get down about it and he takes himself to a bank and he takes out a loan. Then he goes along to a Formula One team (call it March) and slaps down the cash and of course they can't resist it and put him into their spare car.

Zap, instant Grand Prix driver. This skinny, wispy little guy with buck teeth. Would you write this sort of drivel?

Wait, it gets worse. A few years go by and it turns out he was right about himself and he joins BRM and starts to demonstrate real talent and presently he gets hired by Ferrari. Yeah, really, and as team leader at that. And he starts winning races. In his second year with them he wins four races, more than anybody else and twice as many as the guy who's World Champion.

He really deserves to be World Champion himself, everybody says so. That is, the team is good and the car is really good and he's been driving it very well. But the numbers have been coming



Clay Regazzoni (11) leads teammate Niki Lauda (12) in the early stages of the Italian GP; both came away winners when Regga won the race and Lauda finished third to become World Champion.

Chris Mullen

up funny.

He comes down to the last part of the season and he goes to race in his own country, the Austrian GP in front of a hundred thousand of his beer-happy fans, and if there was ever a race he should win this is it. But something goes wrong with the weather that day and the race has to be stopped and Local Hero only comes out of it with a half a point.

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## AUTOWEEK®

Vol. 25, No. 38

September 20, 1975

## deTomaso Buys Maserati

HOLLYWOOD, Calif.—Alessandro deTomaso, the Argentine born industrialist best known in the United States for his connections with the Pantera (imported by Lincoln-Mercury until this year), held a luncheon-press conference to officially announce to the United States his acquisition of Maserati.

The Italian government is a partner in the venture with deTomaso, who also owns Moto Guzzi and Benelli (motorcycle firms). Italy will hold 70% of the company and deTomaso holds 30% with an option to buy the outstanding shares from the government agency at any time.

Future plans for Maserati include maintaining the three current models

(Bora, Merak, and Khamsin) and the addition of sedan (but not the Quattroporte II as deTomaso thinks it impractical) and possibly another sports car.

"I only know one way to run a company," stated Mr. deTomaso at lunch, "at that is my way." There will be some minor changes in company management but no wholesale restructuring is planned.

## Sneva Wins MIS

By Jim MacQueen

BROOKLYN, Mich.—The last time you saw young Tom Sneva on television, he was learning aerobatics and fire-eating while demolishing his McLaren on the second turn wall at Indianapolis Motor Speedway in an accident many Indy 500 drivers said was the most frightening they had ever seen. The next time you see him on the tube will be when ABC gets around to showing you the Michigan Grand Prix, a 150-mile USAC Championship Trail round at Michigan International Speedway last Saturday. Watch close for the sky blue Norton Spirit. Sneva won the race.

Some of those hard-learned Indy lessons must have been a part of Sneva's victory—like fire breathing for instance. Racing Roger Penske's car on Penske's race track, Sneva finally became the red hot charger people have been expecting him to be. This short sprint may well have been the best Champ Car race in the last decade, with four cars only one mistake away from the winner's circle and just five laps to go. But of the four, only Tom was flawless to the flag and his McLaren-Offy was just a couple of ticks of the stopwatch ahead of Johnny Rutherford's Gatorade factory McLaren.

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## Petty At Dover

By Al Pearce

DOVER, Del.—Benny Parsons was seething mad in a quiet, reserved way that marks most of his emotions. Not one to raise a stink or make a fuss over just anything, this time it seemed he was going to be heard for a change.

Dick Brooks scrubbed off the dirt and grime of 500 miles and tried to rinse away the disappointment of a freakish second-place finish in a race he could have won. He could neither hide that disappointment nor would he keep silent about what had just happened.

And the 28,000 who slowly filed out of the Dover Downs International Speedway here on September 14 did so not knowing that they were leaving behind a bona fide controversy, one involving Richard Petty—winner of the Delaware 500 NASCAR Grand National race—the two men who finished just behind him—Brooks and Parsons—and veteran backrunner Buddy Arrington.

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## LATE NEWS

● Chrysler UK is working with Lola and Specialised Mouldings (makers of fiberglass bodies for McLaren, Lola, and several other firms) on a prototype "third world" car; project name is ABX.

● Lella Lombardi will be in the second Williams at the USGP, bringing her Lavazza sponsorship with her; Ian Ashley is still not able to drive.

● Mike Mosley has retired from racing at the request of his family; Bobby Unser replaced him at Michigan in a one-time ride (and wrote the car off on the last lap of the race) and Al Unser will apparently drive the backup Sugaripie car at Trenton.

○ There may be a European round of the IROC next year, possibly at Silverstone in the spring.

● IMSA will no longer accept "funny" bodywork on Porsche Carreras beginning with the Nov. 30 Daytona race—the basic FIA body is all that will be accepted from then on.

● Plymouth's Arrow, the Mitsubishi Celeste fastback coupe renamed for the U.S., should be on sale by mid-January.

● Luca Montezemolo may be moving on to greater things within the Fiat/Ferrari/Lancia organization and his successor as Ferrari F-1 team manager may be Daniele Audetto, now with the Lancia rally team.

## Jensen Into Receivership

WEST BROMWICH, England—Jensen Motors, the British auto building firm taken over by San Francisco's Kjell Qvale in 1970, cited four factors as it went into receivership this week.

Credited for the firm's failure were: general inflation and recession; strict emission-control standards in key markets; oil price increases; and labor problems. The labor problems were the most disturbing to Qvale, who attempted to bring some sort of rationale to the company's relationship between labor and management.

He said the company's labor problems were "apparently typical of those in the country as a whole, in which a vociferous minority have achieved some success in disrupting the efforts of a basically hardworking team." Wage increase demands, despite declining sales was given as an example.

John A. Griffiths, a London accountant, was appointed as receiver of the company whose production of cars dropped from 100 Jensen-Healeys a week to 24 and which laid off 600 workers in the past year. Jensen also produces the Jensen Interceptor luxury/GT car and the Jensen GT, a sports wagon version of the Jensen-Healey roadster. Early reception of the Jensen GT was excellent but profits of the corporation had dwindled to where Qvale was putting his own money into Jensen to keep it alive.

Currently listing debts at \$9.5 million with assets of \$8.8 million, Jensen will probably continue production of cars

until a solution is found.

Qvale was a pioneer in the foreign car market in the U.S. and his British Motor Car Distributors in San Francisco is the leading imported car dealer in the country and distributes cars throughout the West Coast. He has been active in racing for many years and in 1971 made a bid to take over financially troubled Rolls-Royce.

## BRITISH LEYLAND SPONSORS NATIONAL SOLO II CHAMPS

British Leyland Motors Inc., has announced that it will sponsor the 3rd annual SCCA National Solo II Championships to be held at Salina, Kansas, Oct. 11-12. After a lapse of one year, BL will conduct, with the assistance of the Kansas Region, SCCA, the Identical Car Championship in which all national class champions will have another run at the course in a Triumph TR-7. The over all winner will receive the British Leyland trophy, last awarded in 1973.

TR racing action saw 2nd places for Ted Schumacher and Lyle Carpenter at Nelson Ledges, Sept. 7. Both drive Spitfires, Ted's in FP, Lyle's in GP.

Steve Kubin was a place finisher at Mid-America on Sept. 7 with his FP Spitfire 1500.

**Congratulations!**

British Leyland Competition Dept.

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## Helping Petty?

# Arrington's Spin Brings Controversy

Continued From Page 1

The word "Collusion" would soon be heard. "Teamwork," too, would come into it. "Payoff" would get into the act, as would "rip-off," "robbed" and a lot of four-letter words not fit for a family publication.

Parsons and Brooks, along with their crews and fans, felt they had been robbed late in the 500-miler at the one-mile DDIS. Racing door-to-door for what each expected would be another long-awaited win, with just 15 laps to go, both ended up finishing behind Petty after Arrington brought out a controversial caution flag that allowed Petty to make up half-a-lap in the waning moments.

Down by almost 13 seconds and rapidly running out of time, Petty made up that difference under yellow, then zoomed by the disheartened Parsons and Brooks with nine laps to go. He won by a comfortable margin of several seconds after once being behind by seven laps.

Brooks and Parsons claimed that Arrington—a long-time close friend of the Petty clan and a regular customer of their over-the-counter racing parts outlet in Level Cross, N.C.—had intentionally brought out the yellow so that Richard would make up the distance he was down with 15 laps to go. "There's no way Petty would've won without the caution flag," Parsons said. "It was going to be Brooks or myself first and Petty no better than third. But the flag was all he needed. He got it, too."

A brief look back into the younger, less refined days of NASCAR would reveal that factory teams often paid back-runners to spin out or otherwise cause a caution when the factory driver needed a break. "I've gotten many a \$500 payoff and a set of tires for spinning out and bringing on a flag," veteran Earl Brooks admitted here Sunday. "They'd pay you as quick as hand you a glass of water. The tires were for the set you ruined in spinning. People used to do it all the time back then."

It looked for all the world like that's exactly what Arrington did this time, too.

With 19 laps to go and Petty hopelessly behind both Parsons and Brooks, Arrington suddenly pulled down off the high-banked third turn and skidded to a stop on the apron. He sat there for four laps, partially hidden from the flagstand's view by the campers and



Petty cousin Dale Inman (right) and the Petty crew gazed on in wonderment as the race took its bizarre turn in the late going.



Dick Brooks (90) and Benny Parsons (72) both thought they had Dover in the bag, but that was before Buddy Arrington's spin brought out a yellow and let Richard Petty catch up enough to grab the win for himself.

that area.

Arrington then re-started his Plymouth and pulled into his pit area for just a moment. When he got back onto the track, 15 laps were left to run and Petty was not much closer to the front-running cars than he had been.

Going into the third turn the next time around, Arrington stopped next to the retaining wall, high up on the track and out of harm's way. He didn't make contact with the wall and nobody saw any smoke or skidding to indicate he had spun out. In clear view of flagman Johnny Bruner, Jr., the yellow flag was waved for the stalled car and Petty had the race all but won.

"I had steering trouble," Arrington said later. "I don't care what anybody thinks. I didn't sit up there and take a chance on getting hit to bring out a flag. The upper control arm was bent double and I couldn't steer. I was going to come in the next lap anyway."

"Sure, I've always gotten along well with the Pettys. But, they'd never ask me to do anything like that for them. I just couldn't steer that's all. I'm sorry Brooks and Parsons are mad at me, but if they live long enough they'll get over it."

Brooks and Parsons—each surprise winners of 500-mile races in their careers—weren't in any mood to be forgiving or forgetful. "He didn't spin out the first time when he sat on the apron four laps and he didn't have any trouble the time he ran up to the wall and sat there," Brooks said. "He tried to get the caution out earlier, but he pulled too far off the track and the flagman couldn't see him. He made sure they saw him the second time."

A couple of photographers for a Northeastern racing pictorial were on a photo tower in the area when Arrington was doing his thing. Both said Arrington neither spun down off the track the first time or rammed the wall the second. Both asked that their names not be used, but NASCAR and Autoweek have the names available upon request.

"The first time Arrington just turned down off the track and slammed on brakes," one said. "He didn't bring smoke to the tires and he never lost control. It looked like he knew exactly what he was doing. He kept looking around for a caution, but pulled off when he didn't get it."

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## Work On Winter Tires Starts Long Before Snow Flies

By Bob Irvin

DETROIT.—Long before the first snow falls, the tire companies started work on the next season's production run of several million winter tires.

Winter tires will not be as popular this year as they were last year. And the studded winter tires will decline in popularity too.

However, this is to be expected because overall replacement tire sales are down, not just winter tiresales.

Firestone says tire industry shipments of new snow tires this season should total about 16 million. Goodyear estimates winter tires this season at about 15.5 million, with about 20% of these studded.

Last year winter tire sales totaled 17.9 million. The peak was 1972 when they reached 19 million.

Two reasons are given for the decline. The economy has been down, as everyone knows, so people aren't buying tires anymore than they are cars in the numbers of other years.

Replacement tire sales this year are expected to total 133 million, down from 135 million last year and a peak of 147 million in 1972.

So winter tires can be expected to share in the overall decline.

The second reason for the winter tire decline is the growing use of radials on cars. Radial ply tires generally provide more traction than bias ply or bias belted tires.

For example, General Motors has stressed the traction qualities of the radial tires installed on its cars—tires that are built to GM's specifications. Thus, some people with these and other types of radials on their new cars are putting off buying special winter tires.

In any case, there is always a question of how many to build. Firestone says winter tire production usually starts well in advance of the season to allow enough time for shipment to dealers.

Mario A. De Federico, Firestone executive vice-president, says "trying to determine how many snow tires to make is no easy task because the weather has a significant influence on sales." One other influence in recent years has been the ban on old-style studded snow tires on some areas of North America, first in Ontario, then Minnesota, then other states like Michigan.

Utah had a one-year ban but it was rescinded. Wisconsin has a ban this year and Michigan has made use of the studded

tires virtually impossible. The lawmakers in Lansing have required the individual seller of studded tires to provide proof that the studs used in his tires have a pavement wear rate considerably less than the wear rate of studs used a few years ago.

It was the way the studs wore pavements that led to the ban. While new type studs have been under development, the most promising alternative may be winter tires that provide the same performance without studs.

The secret behind the new idea is a rubber that remains flexible and pliable even on ice in sub-freezing temperatures. Engineers say the greater degree of softness causes the tire to adhere to every minute irregularity on road surfaces and provide the traction.

Goodyear last year introduced a tire with this feature. It sold 23,500 in test marketing them in four areas—Milwaukee, Buffalo, Minneapolis and Charleston, W. Va. This year Goodyear will probably sell about 500,000 of them in northern areas of the country. This year most of the other major tire manufacturers also have their versions of the ice tire.

Goodyear says tests it conducted last winter proved its F32 tire to be equal to or

surpass regular winter tires, even those equipped with metal studs, including traction on snow and traction and handling on ice.

All of the new studless tires are made of radial construction. Goodyear says radial construction has the necessary inherent long treadlife to offset the increased wear of the softer tread rubber. Goodyear engineers say that by combining the new rubber with radial construction, the tire will have treadlife comparable with any winter radial.

Studded tires accounted for 40% of 1970 winter tire sales, their best year. Then came the attacks on the studs and this year the rate will be cut in half, to about 20%, according to Goodyear. With more cars being equipped with radials, the market for winter radials is growing. This year about 20% of the winter tires will be radials versus 14% last year.

The tire industry warns not to put bias or bias-belted winter tires on your new car if it has radials. They say having radials on the front and bias or bias ply winter tires on the back could lead to serious handling problems.

The new studless radials, incidentally, sell in the \$63 to \$89 price range. Bias or bias belted winter tires sell in the \$24 to \$47 price range.



# Parsons And Brooks: "We Wuz Robbed!"

Continued From Preceding Page

The other photographer described the second incident. "He drove up into the highest lane next to the wall and stopped. He didn't draw smoke that time, either. No spin, no smoke, no other traffic forcing him up there and no contact with the wall. When he finally got the yellow, he pulled off and went on."

The moment Parsons and Brooks climbed from their cars—Petty was over in victory lane celebrating with his crew—they spoke with NASCAR officials Lin Kuchler and Bill Gazaway. A few moments later the two officials, plus a couple of NASCAR inspectors, gathered with Arrington by his car, which had been removed from the garage area proper and was sitting isolated in a remote area of the garage—parking complex.

Kuchler and Gazaway and their inspectors spent long moments peering under the hood of the No. 67 Plymouth in the area of the left front suspension structure. They asked Arrington several questions which brought angry replies. "It wouldn't steer," Arrington was heard to shout. "What do you think I was doing up there?"

A few loud exchanges later, an inspector got into the car and steered it as Gazaway, Kuchler and another inspector pushed the car several times across the lot. The test completed, Arrington and his crew pushed their car onto a Petty-blue trailer that was being hauled by a Petty-blue-and-red, STP-decorated tow truck identical to the one the Petty team uses. Side-by-side, the trucks were twins except for the Virginia tags on the Arrington truck and the North Carolina tags on Petty's. A novice would have assumed the trucks belonged to the same team.

Kuchler and Gazaway would say only that they were looking into what caused the final caution. The final results, they emphasized would not change. "We had a



Cale Yarborough's crew does a quick tire change while a crewman for another racer waits, gas can in hand, for his man to make stop.

race and Richard Petty won it," Kuchler said. "He made up half-a-lap on a late caution. All of that will stand because there is no way to tell who would have won without the caution."

"We felt we should check to see why the No. 67 car was not steerable. We wanted to see why it went to the wall. We're going to have a meeting and talk it over. Something will be released on it as soon as we make a decision."

Bill France, Jr., the president of NASCAR, showed up a few moments later and went into the officials' trailer. In addition to the three NASCAR officials, both of the news photographers were called in for their version of the incident. None of the five would make a statement when they emerged.

Parsons and Brooks were not as quiet. By now the entire garage area knew that something was amiss and knowing heads were nodding when the word "set-up" was used. "I didn't say it openly," Parsons said quietly, "but we've been had. You saw it, the fans saw it and the rest of these drivers saw it. But what can we do about it? Nothing, that's what. It's a pain in the ass to lose one like that, especially when I was going to win it."

Brooks was more open. "He didn't spin and he didn't lose control and his steering was fine," he said. "I'll take that car right now (Arrington's Plymouth) and if I can't drive it faster right now than he drove it all day I'll give him the money I won for second. But there isn't a bleeping thing Benny or I can do about it."

Then Brooks let his dry humor take over. "Maybe he pulled down on the apron because he was scared," he said. "Or maybe he pulled up near the wall and stopped because he needed that nice tow truck paid for. I saw him park it on the grass and I saw him stop in the top lane. Sometimes it takes two to win a race."

James Hylton, who finished seventh, agreed with Parsons and Brooks. "I can't say if he did it on purpose or not," Hylton said, "But he certainly didn't spin off the

## WINSTON CUP GRAND NATIONAL DELAWARE 500, DOVER DOWNS INTERNATIONAL SPEEDWAY, DOVER, DELAWARE, SEPT. 14, 1975 RESULTS

1-Richard Petty, 500 laps or 500 miles in 4:29:22 for an average speed of 111.372mph; 2-Dick Brooks, 500; 3-Benny Parsons, 500; 4-Cale Yarborough, 497; 5-Bruce Hill, 496; 6-Richard Childress, 483; 7-James Hylton, 482; 8-J.D. McDuffie, 482; 9-Dean Dalton, 474; 10-D.K. Ulrich, 469; 11-Ed Negre, 469; 12-Rick Newsom, 464; 13-Jabe Thomas, 461; 14-Walter Ballard, 460; 15-Randy Tissot, 459; 16-Frank Warren, 454; 17-David Sisco, 443; 18-Buddy Arrington, 439; 19-Henley Grey, 401; 20-Lennie Pond, 376; 21-Terry Bivens, 366; 22-Bruce Jacoby, 328; 23-Bill Hollar, 327; 24-Elmo Langley, 326; 25-Bruce Canavan, 322; 26-David Pearson, 320; 27-Darrell Waltrip, 319; 28-Bobby Allison, 280; 29-Cecil Gordon, 198; 30-Dave Marcis, 156; 31-Coo Coo Marlin, 136; 32-Joe Mihalic, 122; 33-Buddy Baker, 109; 34-Earl Brooks, 88; 35-Tom Gale, 43; 36-Joe Frasson, 25; 37-Dick May, 8.

track the first time and he didn't hit the wall the second time. He just drove up there and stopped until the yellow came out."

Arrington was 61 laps down at the end of the 500-lap race. He won \$1050 for his 18th-place finish. What's a few laps between friends, especially when "friend" wins \$15,000 because of the caution and he would have won \$6500 without it?

Nobody was claiming the Pettys went down and told Arrington's crew to tell their man to spin out or bring out a caution. But a lot of those 28,000 might have thought differently when they saw Arrington's car on the back of a Petty tow truck if they had stayed around for a while instead of rushing out when they saw their hero take the checkered flag and head once again for victory lane.

## Muzzin Holds Early Lead To Win Brainerd Formula Ford Race

BRAINERD, Minn.—Vince Muzzin grabbed the lead on lap two and stayed there for 13 more circuits to beat a thin field of Formula Fords at Brainerd International Raceway September 7.

The event, a \$4,000 45-mile prelim to BIR's Formula Atlantic and Trans Am races, drew only 18 cars, in sharp contrast to a simultaneous Road America regional, where 60 Formula Fords turned up.

Muzzin, who pocketed \$500 for his work, had to fight his way past pole-sitter Dick Koehler to win. Koehler managed to stay within striking distance most of the way, but couldn't find the extra horsepower or two he needed to regain the lead.

Behind the top two, a race-long dogfight went on for third place, which was

eventually grabbed by Steve Montgomery, who worked his way up from the 14th grid position in a spirited

### LAND O'LAKES REGION SCCA FORMULA FORD RACE, BRAINERD INTERNATIONAL RACEWAY, BRAINERD, MINNESOTA, SEPTEMBER 7, 1975

#### RESULTS

1-Vince Muzzin, Lola T340, 15 laps of 3.0 mile course in 27 minutes, 22.2 seconds for an average speed of 98.648mph; 2-Richard Koehler, Lola T340, 15 laps in 27:26.8; 3-Stephen Montgomery, Lola T340; 4-Craig Taylor, Crossle MK20F; 5-Mike McFarland, Lola T202; 6-Dan Johnson, Lola T340; 7-Dale Wilhite, Crossle; 8-Gary Loewen, Lola T340; 9-Gary Glojek, Tital Mk6C; 10-Scott Hutchison, Merlyn MK25; 11-Al Zwicky, Zink Z10; 12-Steven Mignone, Merlyn MK25; 13-Jerry Orr, Lola T204; 14-David Hornocker, Crossle 20F; 15-Orv Banasik, Merlyn; 16-Mark Dillon, Merlyn M11A; 17-Lance Leonelli, Crossle 25F; 18-Arne Swartz, Lola, DNS.

performance.

All three of the top finishers drove Lola T340s.

## 'World's Longest Rally' Announced In Phoenix

PHOENIX, Ariz.—Billed as the longest automobile rally in the world, the 7100-mile North American Bicentennial Rally 6000 has been announced by Lou Fabig, a former race car driver who originated the event.

Scheduled to run from Phoenix to Montreal and back from July 11 to 26, 1976, the event has a guaranteed minimum of \$10,000 in prize money.

Fabig drove 8500 miles earlier this year to lay out the rally and procure tickets to the Canadian Olympic Games for all contestants. Some 100 to 150 driver-navigator teams are expected to enter the event, which is open to any licensed driver.

Further information on the rally can be obtained by writing Rally, Box 7539, Phoenix, Arizona 85011.

## BMW Records Another Record Sales Month

MONTVALE, N.J.—BMW has posted its third consecutive record breaking sale month in August. BMW of North America, importer of the German cars, reports that 2286 cars were delivered in August, some 25% better than July and 64.5% than the same month last year.

To date, BMW sales are up 23.2% from 1974.

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