

Long Beach GP To Redman

By Jon Thompson

LONG BEACH, Calif.—England's Brian Redman clinched his second straight SCCA/USAC Formula 5000 Championship here Sept. 28 by patiently watching the early race leaders wear their cars out and then cruising home in first place after they had fallen by the wayside.

An estimated 65,000 fans watched as Mario Andretti and young Graham Hill-protege Tony Brise pulled out a tremendous lead in the early going of the event's main, 100-mile race. Then Andretti's car slowed and coasted to a stop with transmission problems and it looked a sure thing for Brise—until, a lap later, his car was sidelined with a broken left rear half shaft, leaving Redman and his Boraxo-sponsored Hall/Haas Lola T332 to take the win, followed by Vern Schuppan in a revised Gurney Eagle and Canadian Eppie Wietzes in his much modified Lola T400.

That the event happened at all perhaps should be classified as a minor miracle. As late as the first morning of practice, which had been turned into a qualifying session at the request of the drivers, the course was still far from readiness (see related story).

The problem seemed to hinge around the time and difficulties involved in erecting the final set of barriers that would turn Long Beach's city streets into a full-fledged race track. Part of the agreement between the city and the Long Beach Grand Prix Assn. (LBGPA) was that at the end of each day's activities the streets be restored to city traffic, but because of difficulties with the barriers city manager John Mansell nullified this portion of the contract and the city had itself a race track, intact for the entire weekend.

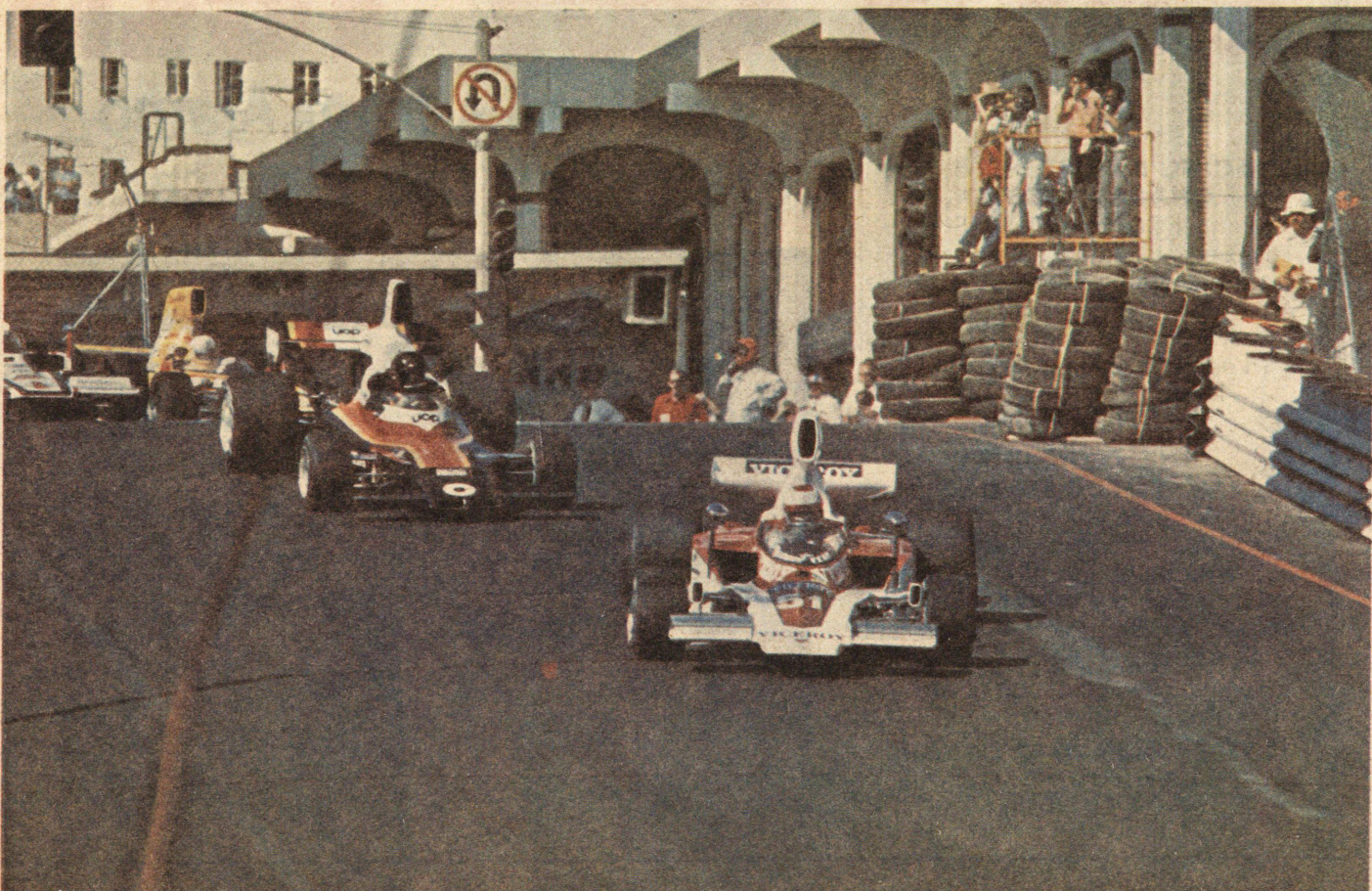
Which was just fine for the 44 racers gathered, the largest field seen this year in F-5000 racing. Most allowed as how they needed all the time on the track they could get, since it was virtually an unknown quantity, both from a driver's viewpoint and from the viewpoint of the team managers, who had a minimum of time in which to sort the cars out for the track's peculiar nature.

The peculiarity of that nature was shaped around a series of related facts: first, depending on who one talked to, there were as few as three types of road surfaces (Dan Gurney) or as many as five (Mario Andretti). Those surfaces included freeway concrete and mixtures of fresh and well-used blacktop and it meant among other things, that the choice of tire compounds would be conducted, at least in the opening rounds, pretty much by guesswork.

Secondly, there was the problem involving brakes. The track consists of an 1800-foot front straight, an five-eighths-mile back straight, seven 90-degree corners, two hairpins, a chicane and a moderately slow sweeper on the exit of one of the 90-degree bends. Nearly all these are such that they must be negotiated at relatively low speeds, but instead of being linked, each is fed by a straight section of track. Some of these straight sections were admittedly quite short, but when you've got in excess of 500bhp in a 1350-lb car, it doesn't take much time to build up a whole lot of speed. The brakes, then, got a tremendous workout as the cars would drag-race between corners, brake hard to get down to cornering speed, then accelerate away at full chat on the drag race for the next corner.

Thirdly, gear ratios: Most of the tracks on the F-5000 circuit do not have the speed variations that Long Beach does; many of the drivers noted that they found themselves wanting second gear through nearly all the bends, and a few would have liked to use first through some of them. But, lamented John Morton, in a Lola T332 instead of his T400 for the first time this year, the necessary gear sets were

Continued On Page 15



Al Unser (52) gets a bit sideways in the second heat attempting to stay ahead of Jackie Oliver's Shadow (0) with eventual feature winner Brian Redman (1) and Graham McRae in the background.

Jim Chambers

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LATE NEWS

- Chrysler has officially confirmed work on a front-wheel drive, four-cylinder transverse engine 2000lb minicar, and it will be built entirely in the U.S.
- McLaren will have a new Indy car/engine combination for next year and a new F-1 car; the Indy car will probably use a turbo Cosworth and the GP car will be the M26 and all new.
- BMW will not go to the Mexico City 1000km race but will go to the IMSA Daytona finale to try for the IMSA Camel GT manufacturers cup; Sam Posey and Hans Stuck will drive.
- Mario Andretti indicated at Long Beach that he will concentrate heavily on F-1 next year and may skip the USAC 500-milers and run only a couple of F-5000 races.
- Peter Gregg has said that he will actively resist IMSA's attempt to have him change the bodywork on his Carrera.
- A possible contender in Camel GT racing next year may be a turbocharged Lancia Stratos, now running rallies in Europe.

Marcis Gets His First GN Victory At Martinsville

By Al Pearce

MARTINSVILLE, Va.—It was a bad day all around for the beer-drinking man and his bleached-blond wife in the blue and white pick-up truck on the infield of the Martinsville Speedway. Jammed in with about 30,000 other fans for the 20th annual running of the NASCAR's Old Dominion 500, the couple from the hills of Virginia had picked their favorites and made banners proclaiming their loyalty to each.

Over the chain-link fencing that separated the infield from the fourth turn of the picturesque half-mile paved speedway, the couple had draped

plyboard paneling with "43", "21" and "car 54" painted all over them. It was clear, then, that they were pulling for Richard Petty, David Pearson and Lennie Pond.

Too bad they didn't take a giant gamble and paint "71" on another board. For it was non-winner Dave Marcis who streaked to a record-setting upset over what was left of a star-studded field in the \$75,000 race.

The man and his wife shouldn't have felt too badly that they didn't pick Marcis. Nobody else did, either, including the 20 or so newsmen who annually get up a pool for the winner. Marcis was

Continued On Page 8

Bricklin Plant In Receivership

By Bob Irvin

DETROIT, Mich.—The Bricklin sports car is in trouble. It is questionable when or if the car will be back into production.

Production of the \$10,000 model has been halted and workers in the United States and Canada have been laid off because of financial troubles.

The Canadian provincial government of New Brunswick announced last week it is putting into receivership the Bricklin Canada, Ltd. production plants in Minto, and St. John's N.B., after investing nearly \$20-million in the plant. The government cited financial troubles and said it would invest no more money.

A leader of the opposition Liberal party, which has been against the investment from the start, said he did not know when or if the plants would reopen. They employ 700 workers.

At the same time last week, workers at offices of the parent company, General

Continued On Page 5

'MINI-IROC' SCHEDULED FOR SOLO II RUN-OFFS

The British Leyland-sponsored SCCA Solo II National Championships at Salina, Kns. Oct. 11-12 will determine the best drivers in each of the 18 Solo II classes.

A miniature International Race of Champions will determine an unofficial overall championship.

Each class winner will make a timed run over the Salina course in a Triumph TR7 with the fastest driver winning the Identical Car Championship.

Event Chairman Rocky Entriaken says there is still time to enter. Write him at 217 W. Wilson, Salina, Kns. 67401.

The event will be covered by a national radio news network.

GOOD LUCK:
British Leyland Competition Dept.

Brise, Andretti Put On Best Show Of Day

Continued From Page 1

impossible to obtain and he, at least would have to make do with the ratios he had.

Despite the carping from the paddock area, however, the teams soon got down to finding that most elusive of things, the Hot Lap.

As usual, it was easier for some than for others, which fact was marked by heavy usage of the track's half-dozen escape roads and the high frequency of spinning race cars. With tire barriers in most of the strategic areas damage was held to a minimum, with the heaviest casualty Friday being Morton's Lola, which suffered a badly bent front end when its brakes went away and the car nosed its way into the tire wall in turn three.

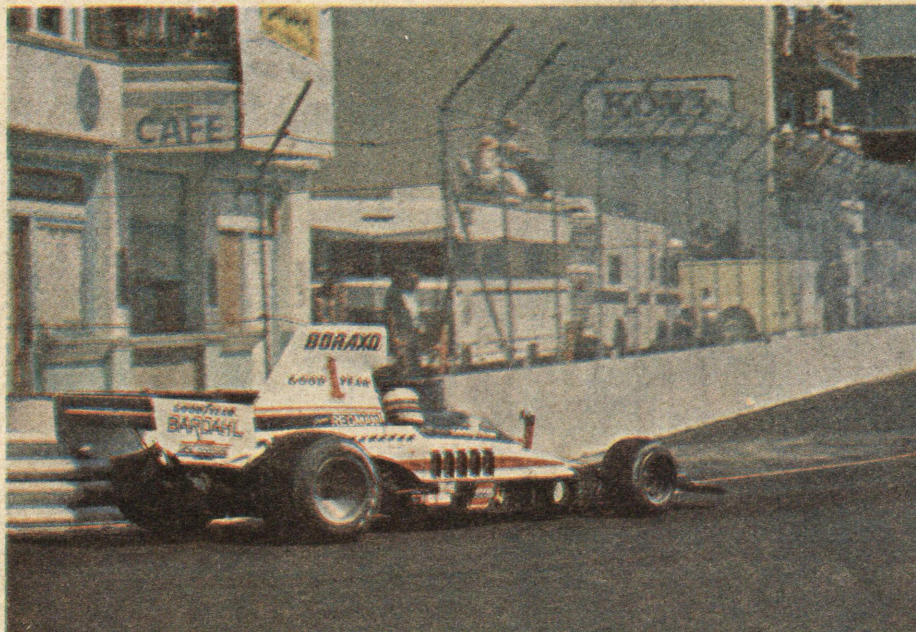
Things got a little more serious during Saturday's qualifying session, when Dick Workman's Lola T330 got away from him in the entry lane to the paddock on the backside of the course. The car slammed into the concrete retaining wall and burst its fuel cell. Workman, trapped in the car with broken ribs, received second degree burns on 30% of his body and was taken to St. Mary's Hospital in Long Beach, where he is listed in satisfactory condition.

Qualifying, which decided the starting positions for each of the two heats, was run in four sessions: two for the seeded drivers (F-5000 regulars) and two for unseeded drivers (would-be regulars, club racers and the like) and at the end of the first session for seeded drivers—surprise! Oval track guy Al Unser was fast man. Right behind him was teammate Mario Andretti and then Graham McRae. Behind them were a whole lot of unhappy people, madly struggling to get various bugs worked out in time for the second seeded qualifying session.

The biggest problem seemed to be brakes and among the least happy in this area was the Shadow team. Its DN6s were plagued by brakes that faded in the front and grabbed in the back.

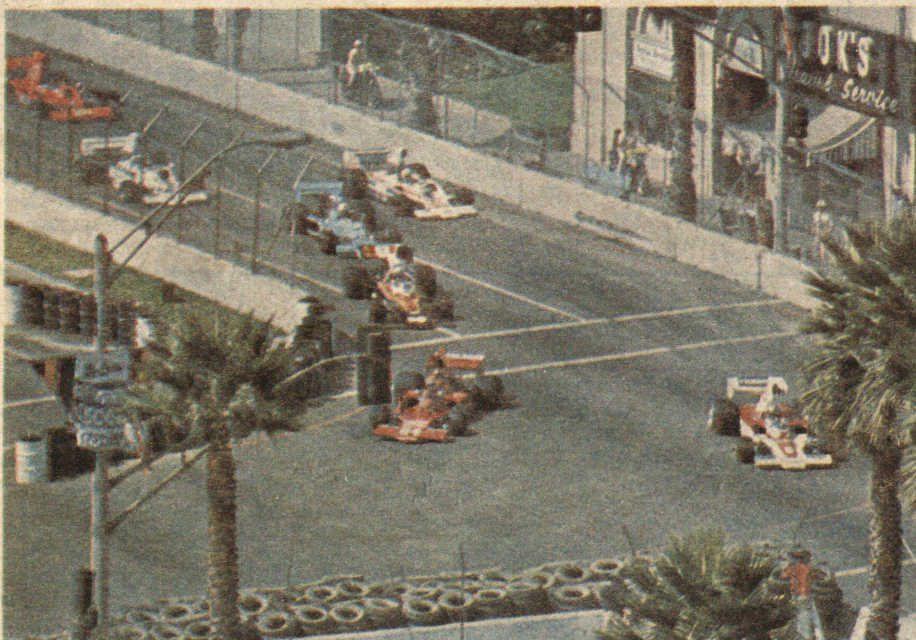
Also having brake trouble was Brian Redman, but of a different nature: his car's rear rotors had sheared their mounts and were free-wheeling on the half-shafts. Also unhappy was Graham McRae, who said he had been caught out in the gear selection department, and Benny Scott, who was having a difficult time making the transition from Super Vees to F-5000. Equally displeased was Jody Scheckter, whose Hogan Lola had broken a camshaft, locking him into his early qualifying time of 1:24.168, good enough for fifth position on the grid of the second heat.

Most of the problems got fixed, however, and at the end of qualifying it was Mario with fast time, followed by Al Unser, Brise, Oliver, Pryce, Redman,



Brian Redman, on his way to a win in the Long Beach F-5000 Grand Prix and his second straight F-5000 championship, bends his racer through the track's turn two.

Jim MacQueen



The first corner of the first racing lap in Long Beach sees Mario Andretti going wide and blowing his slight lead to Tony Brise and Tom Pryce at the start of the first heat.

Jon Thompson

Schuppan, McRae, Elliott Forbes-Robinson and Scheckter. Based on these times, then, the front five for the first heat would be Andretti, Brise, Pryce, Schuppan and EFR; the front five for heat two would be Unser, Oliver, Redman, McRae and Scheckter.

Race day didn't so much dawn over

Long Beach as it snuck up. The place was swathed in a thick mantle of fog, which by midmorning had pretty much burned away. But even before that happened the muffled quiet of the area was savaged by the brutal sound of racing engines warming up. And then the spectators started arriving. Crowds had been fair-to-

good for both qualifying days, but their numbers had not approached the crush of racing fans now descending on the city. And it all looked so easy. The police department appeared to have things well under control, there looked to be a minimum of traffic problems (except on the footbridge between the course's outside and its inside) and the aura was generally that of a carnival, a happening. And while the scene was a long way from that of that other street race ("They've got

SCCA/USAC LONG BEACH FORMULA 5000 GRAND PRIX, LONG BEACH, CALIF., SEPT. 28, 1975

FIRST HEAT RESULTS

1-Tony Brise, Lola T332, 12 laps or 24.24 miles in 16:32.444 for an average speed of 87.928mph; 2-Mario Andretti, Lola T332, 12; 3-Tom Pryce, Shadow DN6, 12; 4-Vern Schuppan, Eagle, 12; 5-Elliott Forbes-Robinson, Lola T332, 12; 6-Warwick Brown, Talon, 12; 7-Jon Woodner, Talon MRA, 12; 8-Randy Lewis, Lola T332, 12; 9-Bob Earl, Lola T332, 12; 10-Gordon Johncock, Lola T332, 12; 11-John Korn, Lola T332, 12; 12-Bob Nagel, Lola T332, 12; 13-John Briggs, Lola T332, 12; 14-Michael Brockman, Talon, 12; 15-Bob Allen, Eagle, 11; 16-John Morton, Lola T332, 11; 17-Gary Wilson, Lola T332, 9; 18-Michael Brayton, Eagle, 7; 19-John Gunn, Lola T332, 4; 20-Steve Durst, Talon, 1.

DNS: Tuck Thomas, Lola T332; Bill Simpson, Berta BA3.

SECOND HEAT RESULTS

1-Al Unser, Lola T332, 12 laps, 24.24 miles in 16:30.391 for an average speed of 88.110mph; 2-Brian Redman, Lola T332, 12; 3-Jody Scheckter, Lola T332, 12; 4-David Hobbs, Lola T332, 12; 5-Eppie Wietzes, Lola T400, 12; 6-Chris Amon, Talon, 12; 7-John Cannon, March, 12; 8-Ron Dykes, Lola, 11; 9-George Follmer, Lance SR1, 11; 10-Skeeter McKitterick, Chevron B24/28, 11; 11-Benny Scott, Lola T332, 11; 12-Bill Baker, Lola T332, 11; 13-John Benton, Lola T332, 11; 14-Graham McRae, Lola T332, 10; 15-Jackie Oliver, Shadow DN6, 8; 16-Danny Ongais, Lola T332, 5; 17-Garth Pollard, Lola T330, 5; 18-Jim Gustafson, March 73A, 4; 19-Arlon Koops, Lola T330, 2.

DNS: Roger Bighouse, Chevron B24; Evan Noyes, Lola T332; Brett Lunger, Lola T332.

FINAL EVENT RESULTS

1-Redman, 50 laps or 101 miles in 1:10:12.042 for an average speed of 86.325mph; 2-Schuppan, 50; 3-Wietzes, 50; 4-Amon, 49; 5-Hobbs, 49; 6-Brown, 49; 7-Noyes, 48; 8-Earl, 48; 9-Morton, 48; 10-McKitterick, 46; 11-Scott, 40; 12-Brise, 34; 13-Andretti, 33; 14-Korn, 33; 15-Scheckter, 29; 16-Woodner, 27; 17-Forbes-Robinson, 27; 18-Dykes, 27; 19-Lewis, 20; 20-Unser, 17; 21-Pryce, 14; 22-Nagel, 14; 23-Baker, 14; 24-Johncock, 11; 25-Gunn, 9; 26-Cannon, 6; 27-McRae, 1; 28-Follmer, 0.

Estimated paid attendance—46,500; fastest lap—Tony Brise, 1:19.905 or 91.008mph; weather—sunny, 75 degrees.

Princess Grace but we've got Queen Mary") it was a far cry from the scenes most Southern California race fans were used to. There were gaily colored booths selling everything from karate courses to turquoise jewelry to "Do It In The Street" halter tops, there were small craft gathering off the beach that lines the Shoreline Drive back straight, there were old people with canes, young people with long hair and lumpy yellow cigarettes, and most of all, there was a total of 44 racing machines waiting to go out to do battle in the streets of downtown Long Beach, California, The Home Of The Queen Mary and more oil wells than you're likely to see outside of Texas.

The first 24-mile heat was scheduled to begin at 1p.m.; by 12:30 the stands were

Continued On Next Page

Long Beach To Be America's Monte Carlo?

LONG BEACH, Calif.—The mechanics were bored, the team managers were getting edgy and the drivers, walking around the paddock area of the Long Beach Grand Prix circuit wearing their fireproof driving suits, were just plain hot.

Practice was scheduled to get underway at 10a.m. Friday. But 10a.m. came and went and things out on the course, which winds right smack through the middle of Long Beach's downtown area, were far from readiness. The problem seemed to be that work on the barriers that would turn city street into real, live racetrack was not proceeding apace. Word went around that practice would be held at 11a.m.—which came and went. Then it was 12 noon, then 12:30, and then, finally 1p.m. That number held and at approximately 1:05, the Queen Mary's whistle blew and the course speakers boomed out the message, "The course is now open, the course is now open!", and at last the Long Beach Grand Prix was a reality.

The roar of a race-tuned Chevrolet engine, bouncing off the walls of the cement canyons and echoing through the

downtown area told that the first man to run the 2.02-mile, 12-turn LBGP circuit was out on the track.

His name was Vern Schuppan and his car was Dan Gurney's Eagle, that same Dan Gurney that so thrilled us all with his exploits on the Formula One Circuit, who built a car and a team that conquered Indianapolis and who, with Chris Pook and Riverside International Raceway's Les Richter, helped bring the LBGP to fruition.

Down the start/finish straight Schuppan swept, and in an angry burst of snarling sound, he was followed first by one, then two, then the whole tribe of F-5000 race cars, right out there doing it in the streets.

What was it like out there? Schuppan's as good a man as any to tell it: "It's a fantastic circuit, a little slippery at first but toward the end of the session it got better as it got cleaned up.

"There are no problems with the barriers, (four-foot high concrete freeway median barriers topped with chain-link fencing) except they loom up a little quick when you get out of shape.

"The escape roads have certainly proved their worth; almost every lap I took I saw that someone had overshot their braking point and had to use one."

John Morton was one of those unfortunates using the escape roads, damaging his Lola's nose cone and front suspension when the car's throttle stuck open on the short chute between turns two and three. Morton was unhurt and said the car would be ready for qualifications the next day.

Schuppan said the course was a challenging one, because "to do well here you have to be more precise than at Elkhart Lake or Riverside. There's more room for error there. Here if you make a mistake you're into the barrier."

Since the circuit is built around city streets, it is perhaps predictable that the teams trying it for the first time would find varying textures of paving material, making it difficult to choose a proper tire compound. Gurney said he counted three different textures, a cement that was, as he put it, "as rough as sandpaper," old blacktop and new blacktop.

The circuit is also quite bumpy in

places, particularly along the pit straight, and Schuppan said this caused him some problems. "The car will actually bounce enough on the bumps to let the rear wheels lose traction, "letting the motor over-rev," he said, "so I've been timing my shifts so that they occur at the bumps."

Fast man for the day? That would be Mario Andretti, who turned a 86.403mph lap, a time that ironically is not too many seconds away from typical Formula One lap times at Monte Carlo, that other street race. Schuppan was fifth fastest, with a practice time of 85.628mph.

Schuppan had some thought about the similarities of the two circuits. He pointed out that of all the racing venues in Europe, because of its ambience Monte Carlo is the one fans from all over Europe most want to see, and he predicted that sort of success for Long Beach.

"It's tremendous," he said, "this is the type of thing that can bring motor racing to people who would not normally go to see a motor race. All the race fans in America will most want to see Long Beach. It will become the Monaco of the other side of the world."

Long Beach GP

Continued From Preceding Page

nearly full and the crowd was Ready. The minutes ticked by and soon the sounds of the five-liter V8s were heard. There were the usual delays, but at approximately 1:45 the pace car led the racers, bobbing and weaving as they attempted to scrub in and warm up fresh rubber, on the pace lap. Then the pace car was in, the cars, Lolas, Talons, Eagles, Shadows, Chevrons, Marchs, accelerated up towards the Start/Finish stand—and the green flag was out!

Down past the theater ("Sodom and Gomorrah: The Last Seven Days"), the tattoo parlor, coffee shops, hotels and travel agencies they blasted, Andretti pulling out a slight lead over Brice and Pryce. Aiming to be into turn one first, Mario overcooked, had to swing wide, and Brice and Pryce zipped past, to run in that order for the first racing lap run on this demanding, cement-lined course. That's the way it stayed for a while, with young Tony pulling out a slight lead over Mario, who got by Pryce's Shadow on lap five. Brice, who had had as much as five seconds on Mario, then started slowly losing ground, as Mario got down and first gained a half-second a lap and then picked up his pace to gain a full second a lap. Behind them Schuppan had moved up and began pressing Pryce for third, with EFR running behind them. By lap eight of the 12-lap heat the leaders were into the backmarkers and having to contend with traffic, but the order stayed the same, with Brice's lead now whittled to 1.4 seconds.

Mario was indeed making up time on Tony, but was it enough? Around the track on the last lap they went, nose to tail; down the hill past turn one, slithering through two, hands flashing in minute corrections, three and four, around the hairpin onto the 170mph backstraight, through another hairpin, turn eight, the chicane, tail-out through turns 10 and 11—and at the final turn, which feeds the pit straight, it was Andretti's only chance. The checkered flag was out and at the ready and Mario made his move—he did his best Don Garlits imitation but it just wasn't enough, and the first heat went to Brice by the astounding margin of .017 of a second.

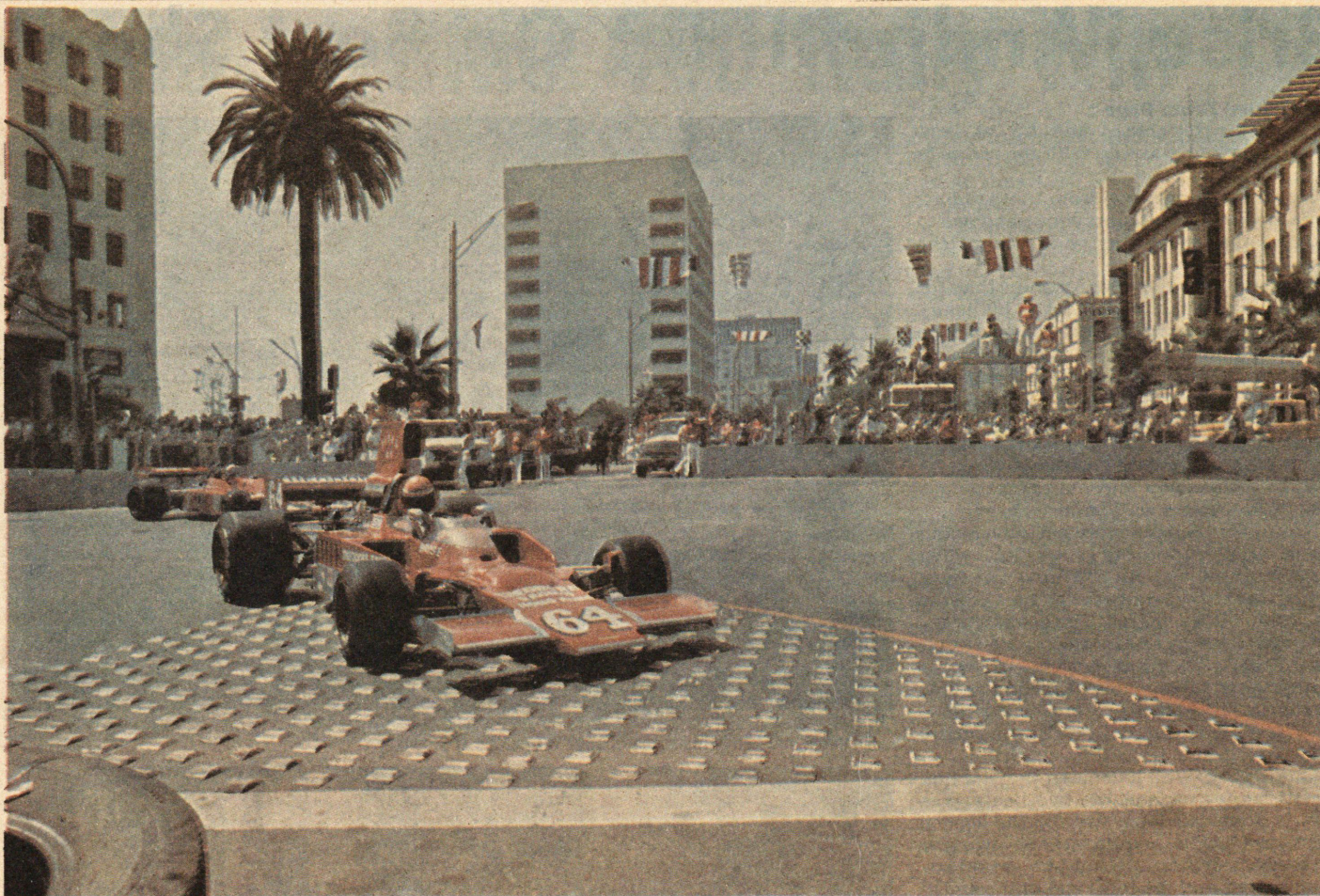
Top 10 for the first heat, then, were Brice, Andretti, Pryce, Schuppan, Forbes-Robinson, Warwick Brown, Jon Woodner, Randy Lewis, Bob Earl and Gordon Johncock. Andretti, in his fervor to catch Brice, had set a lap even faster than his qualifying time, 1:20.358 or 90.495.

The second 24-mile, 12-lap heat shrieked to life at approximately 3:10, with Bobby U.'s younger brother Al, who started on the pole, leading Jackie Oliver's Shadow, Redman's Lola, the Lolas of Jody Scheckter, Graham McRae and David Hobbs.

The first problem befell Benny Scott, whose Viceroy-sponsored Lola T332 got loose at the exit of turn three and nosed up to about a millimeter from the concrete retaining wall. The car appeared to be unmarked, and after traffic was past, Benny continued in last place, robbed by fate and a slick track of his 14th starting position.

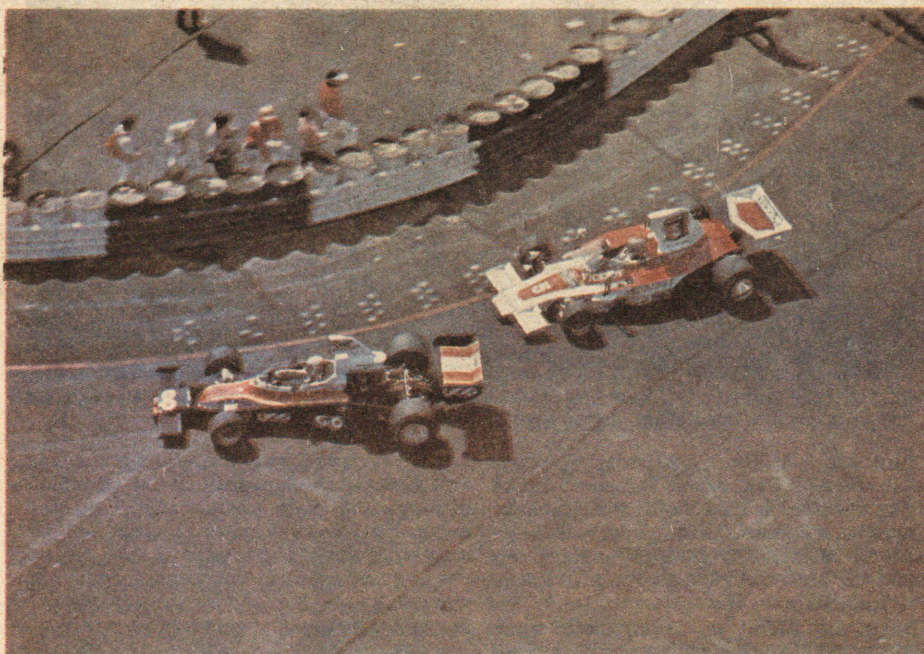
By the second lap Unser had nearly two seconds lead, which he had stretched still farther by lap three, with Redman, now past Oliver in second, Ollie in third, then McRae, Scheckter teammate Hobbs and Eppie Wietzes. Things stayed that way, with the field stretching out without drama, until lap six when Arlon Koops tangled with John Benton in turn one, climbing over Benton's Lola's rear wheel and turning both cars, at least temporarily, into brightly colored, multicolored roadblocks.

None of which bothered the two leaders, who had by now gone far away from the rest of the pack, with both Al and Brian relatively secure in their spots but with Jody and Ollie having a fair battle to see who would get stuck with fourth place—which question was never resolved. Ollie, in a heroic effort to outbrake Jody, parked his Shadow rather emphatically against the concrete barrier at turn 11, bending the car's monocoque. Exit Oliver from the rest of the day's proceedings.



Tony Brice surprised everyone with his speed in Jerry Entin's Lola, entered by Teddy Yip. He is shown here in turn 12 with Chris Amon, Talon mounted, just behind.

Jim Chambers



Mario Andretti in the lead, looks to find a way around an oversteering Tom Pryce in turn three.

Jon Thompson

Thomas' 5000 Race Car Built To Keep Him Alive

LONG BEACH, Calif.—Winning is sure enough the name of the game in racing, but there's at least one man now running the Formula 5000 circuit who believes that staying alive is the thing that's of primary importance.

His name is Tuck Thomas. "B.J. Swanson was a good friend of mine," he says, quietly recalling Swanson's fatal crash at Mid-Ohio earlier this season—"Then Donohue got killed—that's two head injuries. It might not look right, but it's a good bar."

The bar Thomas is referring to is the rollcage that now lives over the cockpit of his Lola T332. It's a tubular affair, not unlike the sort of thing that is now being used atop USAC sprint cars. Its pickup points are the rollbar in the rear and the dashboard/steering wheel crossmember that runs above the driver's legs in the front.

Thomas appears to have no misconception about the bar's main

disadvantage: added drag and thus a slightly lower top speed, but that doesn't seem to worry him excessively. "I'm never gonna win anyway," he says, "so I might as well be safe."

It's true, in this game, this racing, where a tenth of a second is worth more than gold, perhaps to expect to see anything at all on a car that doesn't actually make the thing go faster is folly. Because in the minds of many of the people now involved in the racing, the remark attributed to Vince Lombardi holds true: "Winning isn't everything, it's the only thing."

But there's another viewpoint, the viewpoint reflected by Tuck Thomas. That one has it that maybe, just maybe, being able to come away from the kind of crash that killed Mark, or B.J., or Helmutt, or Peter, or Francoise, all of whom might well be with us today if their cars had had roll cages, would be the biggest win of all.

Oliver's misadventure made the order Unser, Redman, Scheckter, Hobbs, McRae, Wietzes, the Talon of Chris Amon and the March of John Cannon, with Eppie getting past McRae the next lap to give Hobbs a run for his money. But again there was no time and the heat ended with Unser the winner, followed by Redman, Scheckter, Hobbs, Wietzes, Amon, and Cannon. Just as had his teammate, Al managed fast time of the heat with a lap of 1:21.536, an average of 89.187mph.

Then back to the pits to get the racers ready for the Big Deal, the 50-lap, 100-mile main event. Meanwhile, Dan Gurney, Graham Hill and Phil Hill amused themselves and the crowd by racing a few laps in Toyota Celicas, then staging a dead heat across the finish line.

Participating in the final would be the top 12 finishers from each heat, plus John Gunn, Evan Noyes, Graham McRae and John Morton. On the pole was Unser, with Brice next to him. Then came Redman, Andretti, Scheckter, Pryce, Hobbs, Schuppan, Wietzes, EFR, Amon and Warwick Brown.

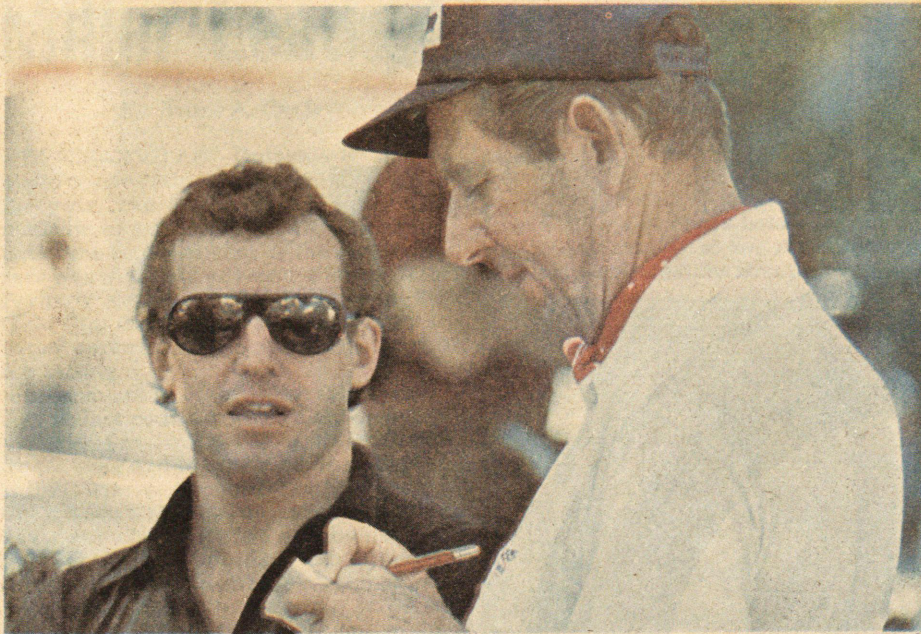
After a bit of a wait, in which time certain ailing racing cars were given emergency fixes, the green flag fell on the 28 starters of the main heat and immediately there was trouble in turn one. George Follmer, giving Lance Smith's LSR-1 its maiden voyage, contacted one of the sand-filled 55-gallon drums on the inside of the turn and did violence to the car's rear suspension upright. Exit Follmer.

The leaders were Al, Brice, Mario, Brian, Jody and Pryce and on lap two, another car bit the dust. That was Graham McRae, who tangled with John Gunn. Gunn was able to continue. So was Jon Woodner, who contacted the wall at the second hairpin at the end of the straight a few laps later and modified the profile of his right front wing.

The next time around Brice, whose brakes seemed to be working very well indeed, got by Mario, whose brakes were not working quite so well. Behind them were Unser, Redman, Scheckter, Pryce and Schuppan.

But no way was Mario going to let Bryce, this upstart, this 23-year-old Britisher, do it with ease. He stayed right with Brice's Lola and the two of them raced off nose-to-tail into the distance, the heat and intensity of their private battle for the lead carrying them far out in front of the next nearest competitors. Pryce, still in sixth place, was not able to contend, but he was at least able to

Continued From Page 1



Jackie Oliver, left, has a friendly chat with Rob Walker in the paddock area.

Alan Sessarego

Long Beach GP

Continued From Preceding Page

entertain the crowd, which he did with long, graceful powerslides out of the corners, smoke pouring off the rear tires of his oversteering Shadow. It was beautiful to watch, but still he was unable to make much of a dent in the more than five seconds separating him from fifth-place man Jody Scheckter. It did allow him to stay approximately 1.5 seconds in front of Schuppan, and for now at least, that would have to be enough.

By about the 12th lap Brice had nearly three seconds on Mario, but had caught the backmarkers. By lap 14 Schuppan had worked his way past Pryce, but that was the only change. Suddenly, Brice was back in third, behind Mario and Al, but then Unser was out with broken suspension, so it was battle time again. Also gone was the Shadow, which had lost fourth gear.

By the 20th lap it was Mario, Tony, Brian, Jody, Schuppan and EFR, while Wietzes, in his much-modified T400, was having a go, but unsuccessfully, at the Talon of Chris Amon.

Now it was a replay of the first heat, with Mario and Brice 18 seconds in front of Redman, who said later when he saw Al go out he decided he would be quite content with third place, which would keep his series lead intact. By half distance Eppie had slipped past Chrissie and had opened a fair gap; a lap after that it was over for Woodner, who ground to a halt in turn two, his car's right front wheel dangling, tire smoking, a steaming

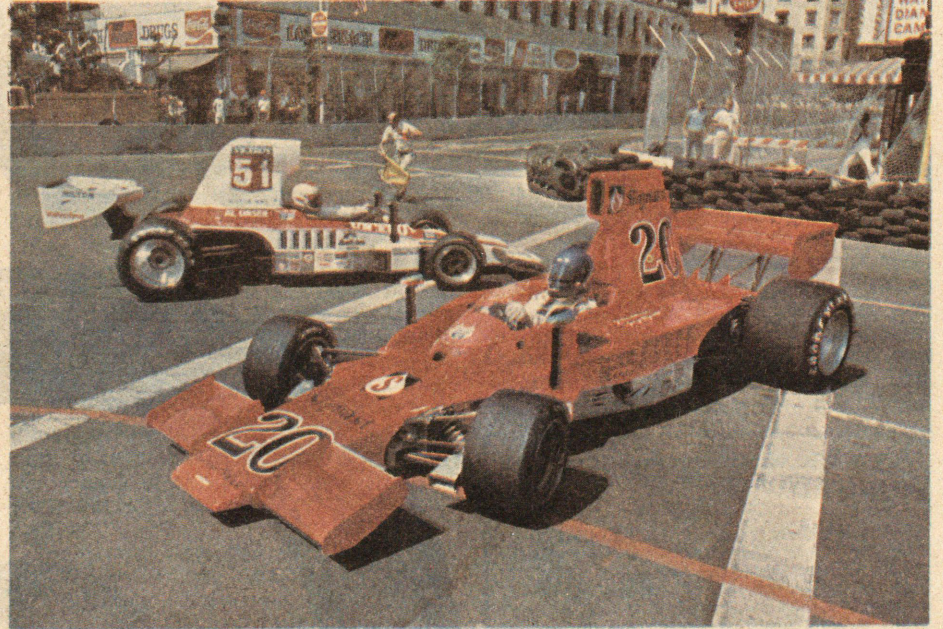
pool of water from a holed radiator forming under the black Talon.

The next lap Brice was once again past Mario, having outraked him, and the two continued hammering their way around the track, Brice with about a second on Mario. And then the best race of the day was over: Mario slowed in turn three, and proceeded around the track at a greatly reduced pace with a busted transmission. And the same hand which took him also took Brice, who after setting the race's fastest lap fell victim to a broken halfshaft on the next lap after Mario went out—letting Brian inherit not only the lead but the win and thus the championship. He was followed across the finish line by Schuppan in a much-improved Eagle, Wietzes, Amon, Hobbs, and Warwick Brown.

And so it was over. Redman said afterwards that he didn't think his own car would finish; that its handling had gone off because of a differential problem. "In two years of 5000 racing we've never had so many breakages. Our mechanics worked through the night strengthening pieces," he said.

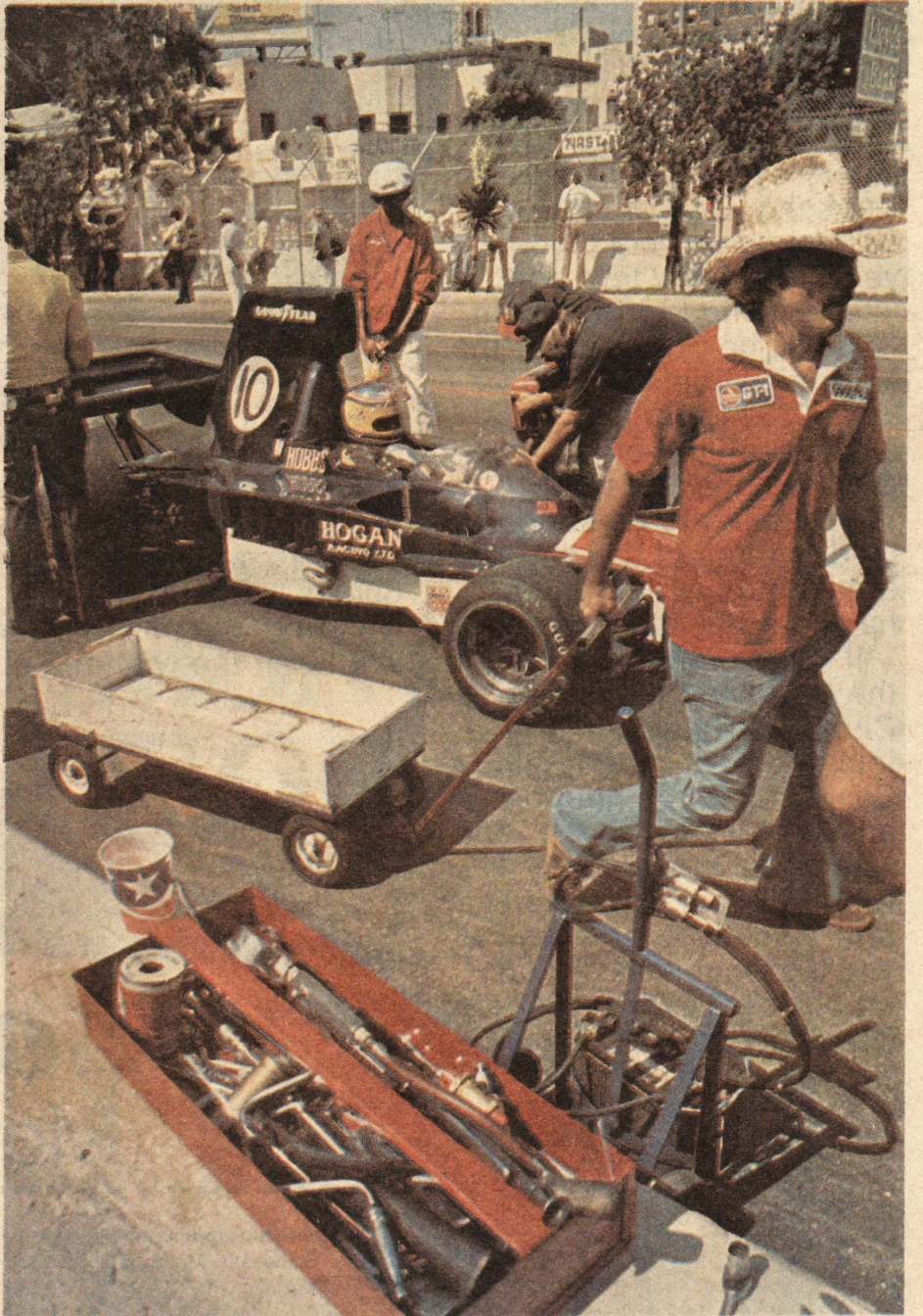
The first-ever Long Beach Formula-5000 Grand Prix was obviously an artistic success, but can the track cut it as a Formula One venue? Redman thinks it can. He said he'd like to see the Bott's Dots, put down to mark apexes but picked up by the sticky racing tires and flung far and wide, removed completely. He also thinks the track is a bit too tight, but said it was all definitely feasible.

Which is probably the best thing racing fans on the West Coast—not to mention race organizers Chris Pook, Dan Gurney and the City Of Long Beach—could hope to hear.



The early going of qualifying saw a lot of spinning race cars, one of which was Gordon Johncock's, who spun his car in turn 12. Al Unser passes him in the background.

Jim Chambers



Hogan Racing regular David Hobbs, teamed with Jody Scheckter, takes some time in the pits on qualifying day.

Jon Thompson

Porsche For '76: Old Reliable 911S, New Improved 912E

The 1976 Porsche line-up should be enough to keep most Porscheophiles happy: the 911 is back, in much the same trim as last year, and a new, improved version of the classic four-cylinder Porsche, called the 912E, has returned to the scene. Additionally, the 914 is back again, virtually unchanged, though there is a strong chance it will be replaced sometime next year with a new, water-cooled, front-engined Porsche/VW sportscar.

The 911S for 1976 will, as last year, be powered by a 157hp federal engine that produces 152hp in California trim. And

2687cc, while that's down somewhat from the hairier-chested, pre-smog engines of the early '70s its still good enough to push the car to an observed top speed of 145mph. Differences in the 2425 lb car over last year's version include tinted glass and five-speed transmission as standard equipment, an engine-cooling fan with fewer blades (considered to be a horsepower saver), an altered alternator pulley ratio aimed at a higher alternator output, new Sportmatic transmission ratios aimed at improved acceleration, and an electric-drive speedometer.

New this year is a limited "Signature" edition, which offers platinum metallic paint, beige tweed upholstery, black trim, platinum cast alloy wheels and a leather signature steering wheel.

Base price for the 911S, according to Porsche marketing officials, will be pegged at somewhere between \$13,500 and \$14,000.

The 912E, on the other hand, will cost between \$10,500 and \$11,000 while still offering a goodly number of the usual Porsche virtues.

The car, which Porsche officials say is back by popular demand, borrows the same Volkswagen 411/412 engine used in the Porsche 914. And while the 1971cc, 86hp engine doesn't provide the kind of performance supplied by the six-cylinder 911 engine, it still moves the car out smartly and raises the possibility of putting the complete 911 chassis under one's self for a good deal less than the cost of a 911S.

How does the car behave? From impressions gained on the Ohio Transportation Research Facility test track, just like a Porsche ought. With an observed top end of approximately 118mph at 4800rpm in fifth gear the potential for big trouble with the law is just as great in this car as it is in any other

Porsche. Predictably, the interior is less plush than in the 911S, but then modesty never has been a vice. The car's handling is precise and predictable, and the 912E might even be some what easier for a moderately skilled driver to handle than that of the 911S, since the kind of understeer one notices when the 911's throttle is mashed in a low-speed, tight corner is absent, perhaps a result of the 912E's lower power and resultant less violent weight transfer.

How many people will wish to avail themselves of this Volkswagen-powered Porsche? Porsche is betting on approximately 2000 and will import that many cars for the coming year. The company will import approximately 4000 911Ss and 3500 914s.

Honda Buyers' Income Up

LOS ANGELES, Calif.—Figure released by an independent research firm who interviewed a cross-section of Honda Civic CVCC buyers indicate that almost a quarter (24%) of them report incomes in excess of \$25,000. This compares with 11% of those polled in a similar study last year.

KENDALL LIGHTS UP THE WINSTON IHRA NATIONALS

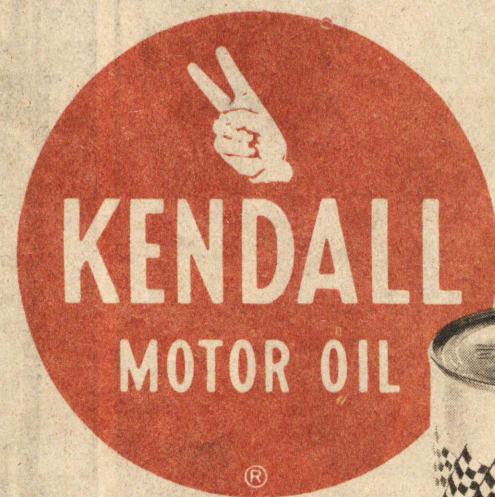
Kendall drag drivers tripled in a clean sweep at the IHRA Winston All-American Nationals, Bristol, Tennessee.

*"Big Daddy" Don Garlits was on the move again, taking Top Fuel Eliminator with an E.T. of 5.97 at 240.00 mph.

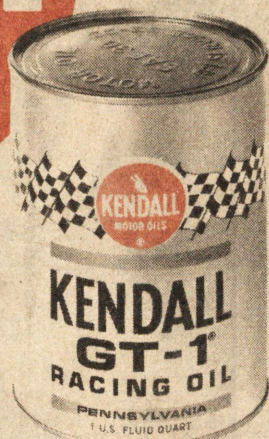
*Shirl Greer, NHRA's Funny Car Driver of the Year, again asserted his title by taking Funny Car Eliminator with an E.T. of 6.36 at 219.50 mph.

*Wally Booth, always a tough competitor was Pro Stock Eliminator with an E.T. of 8.79 at 152.80 mph.

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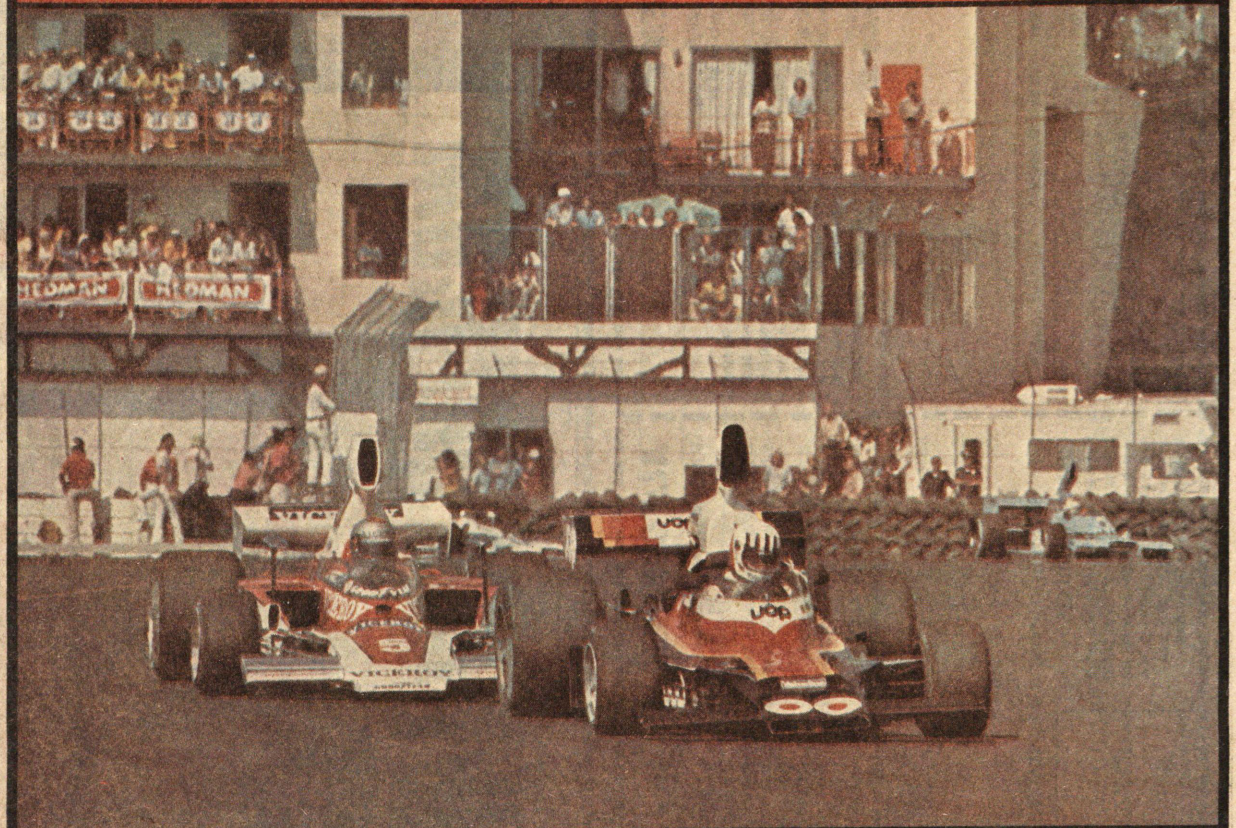
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Driving Impression:

Porsche 914 Two-Liter

Is The Bricklin Finished?

MARCIS AT MARTINSVILLE



Long Beach Win:

Redman Clinches F-5000