



1976 FORMULA 5000 INFORMATION

the people...

carl a. haas

After nearly 25 years in motorsports as a driver, team owner/manager and entrepreneur, Carl Arthur Haas is today a living example of an all-too-rare person . . . someone with the unique ability to turn his hobby into a thriving business career. Haas' approach to racing - to win at a profit - is but a pipedream to most racers. Yet, Haas makes it work.

As co-owner/manager of the BORAXO® Formula 5000 effort, Haas approaches the SCCA-USAC Series with the same businesslike attitude and drive which has enabled him to build a part time racing equipment import business into the world's largest racing car and components distributor.

Haas' introduction to racing came in 1951 when he purchased an MG-TD, the car which started the sports car revolution in America. Over the next 10 years, he was a top driver, best known for his exploits in Porsches. In addition to winning a large number of SCCA-sanctioned events, he also drove in international competition at Sebring, the Nassau Speed Weeks and the British Tourist Trophy Series.

Haas began his import firm on a part-time basis while holding down a management training position with Ford Motor Company. This hobby-related sideline soon became a full-time venture, however, thanks to a shrewd selection of products including Hewland racing gearboxes and the Elva car line from which Haas developed the Elva-Porsche "giant killer" sports racing cars of the early 60's. By coincidence, Haas' first car sale was to a Texan - Hap Sharp - who happened to race with another Texan - Jim Hall - present co-owner of the BORAXO® Team.

While a number of people have influenced Haas' career, two who stand out are Mike Hewland and Eric Broadley. Both began modestly, grew through innovation and aggressive marketing and today are the number one factors in their respective fields.

Haas met Mike Hewland while cam-

paigning in the British Tourist Trophy Series. A young engineer, Hewland was converting Volkswagen transaxles into racing gearboxes. Haas saw the potential of the product line and worked hard to sell Hewland's concept - and products - in North America. Today, the Hewland gearbox is the standard for virtually every type of racing . . . from Indianapolis and Formula I . . . to Formulas Super Vee and Ford.

While his relationship with Hewland goes to the firm's very beginnings, Haas did not begin distributing the Lola racing car line until 1967. In fact, through his relationship with Elva, he was the McLaren importer. When he switched brands, many second-guessed his decision, particularly when Team McLaren cars began dominating the then-prestigious Canadian/American Challenge Cup Series. But, as usual, Haas made the right move. Today, McLaren is virtually out of the car sales business while Lola delivered its milestone 1,000th car in mid-1975, more than 60% of which have been sold by Haas. Thanks to a proliferation of designs to serve a myriad of classes and Haas' aggressive marketing, Lola is presently the world's largest manufacturer of racing cars.

In addition to distributing the Lola and Hewland lines, Haas also handles a number of other racing components including Borg & Beck clutches, Lockheed brakes and Varley Batteries and manufactures Formula Super Vee and Formula Ford engines under the Bertil-Haas label.

Headquarters for the Haas racing/business ventures is a spacious suburban Chicago facility which features a warehouse, full race preparation shop and engine-building facility all under one roof. This is the nerve center for a business that has grown from a moonlight venture to multi-million dollar enterprise in less than two decades . . . a business whose customers influence the outcome of many major racing events.

The business side of Carl Haas, however, is only part of the story. Since 1967, Haas has been one of North American racing's leading team owner/managers, competing first in the USRRC and Can/Am Series and more recently in Formula 5000, Formula Atlantic and

Formula Super Vee competition. Among the drivers who have carried the Haas banner are Jackie Stewart, Peter Revson, Chuck Parsons, David Hobbs, Masten Gregory and the current driver of the BORAXO® Chaparral Lola, Brian Redman. In addition to winning the Formula 5000 title for the second year in a row in 1975, a Haas owned/entered Lola driven by Eddie Miller captured the VW-Bosch Gold Cup Super Vee title.

To say that Carl Haas is successful might be an understatement. He flies to most F5000 events in his own plane and drives exotic cars. His cigars are a well-known part of current racing lore. Yet, essentially he remains a sportsman who happens to make a living doing what he likes to do best . . . racing.

jim hall

Words like "genius" and "innovator" seem to crop up in any conversation where Jim Hall's name is mentioned. Like few others in racing, he has been virtually immortalized for his past exploits as both a driver and car builder. Yet, unlike other legends, Hall remains actively involved in the sport where he gained his fame, proving season after season that he is a very special person . . . a man with rare insight and talent, the qualities needed to produce consistent winning efforts.

Hall might be described as racing's Picasso. His Chaparral creations weren't always pretty, depending rather on the equation that form follows function. But, they worked. And, almost without exception, each of his designs contained a development which startled his competition . . . from the automatic transmission and the movable wing . . . to the "ground effect" system on the controversial Can-Am 2J, perhaps the ultimate performance feature ever built into a road racing car.

For years, Jim Hall the creative design engineer/constructor and Jim Hall the driver complemented each other in startling fashion, dominating U.S. road racing through a unique combination of mechanical understanding and world class racing talent. He was the first to really understand the principles of applying proper aerodynamics and downforce to the

modern racing car. Everywhere the stark white road runners appeared, competitors came to expect another Hall innovation which they would soon have to copy to remain competitive. And, Jim Hall seldom disappointed. Ironically, it was Hall's genius for mastering the unconventional which led to his temporary retirement from the sport following the 1970 season. During that year, he introduced his "vacuum cleaner" ground effects car, the 2J, to the unlimited "anything goes" Canadian-American Challenge Cup Series. Although the machine did not win any races, it set the fastest lap at almost every track before being banned from competition. Following this decision, Hall stayed away from the sport until old friend Carl Haas interested him in the Formula 5000 Series in early 1973. And, it wasn't long before the effects of his genius touch were felt. Working closely with Eric Broadley of Lola Cars, Ltd., Hall undertook an extensive development program on the marque's T-330 model, a car which has evolved over three seasons into this year's most popular F5000 car, the T-332C (Chaparral).

During that time, Chaparral-prepared machines have won two outright championships in a row and finished first or second in 41 of 46 races. And, this phenomenal record has occurred in a Series noted for flat-out racing and close competition.

Again this season, Hall will handle all development work on the BORAXO® Team's Lolas at his famed Rattlesnake Raceway near Midland, Texas. Here, all pre-race preparation takes place . . . from skid pad testing and high speed chassis development over the twisting two mile circuit . . . to engine construction, component evaluation and fabrication of prototype parts.

Hall began his racing career in 1954 while studying engineering at CalTech. However, it was 1961 before the tall Texan's name became nationally recognized. That year, in partnership with Hap Sharp, Hall commissioned Troutman-Barnes to build the first Chaparral. This was the only "store bought" machine that would carry the famed road runner logo for more than a decade.

The Series II Chaparral debuted at

Riverside in 1963, a fiberglass-structured machine running a Chevrolet engine and Lotus suspension components, but otherwise traditional. This situation was not to last long, however, as the machine showed up early in 1964 with an automatic transmission - a racing first. The Series II machines were campaigned successfully by both Hall and Sharp during 1964 and 1965 while undergoing modifications on almost a race-by-race basis. In their later form, the cars employed aerodynamic spoilers to increase cornering ability via the principle of downforce. Of course, competitors soon followed this lead of the Chaparral Team, but Hall had further surprises waiting.

When the Chaparral 2E appeared at Bridgehampton in September, 1966, the racing world got the first view of the elevated movable airfoil, a device controlled by the driver. For straightaway speed, the foil, mounted some three feet above the roof of the car, remained almost horizontal to the ground. But, in corners, the airfoil moved toward a vertical plane, supplying a large amount of downforce with minimum drag. This innovation was copied in both sports car and Grand Prix racing, only to be banned following the 1969 season.

Hall continued to win races both in North America and Europe over the next two seasons in modifications of the 2E designated the 2F and 2G. It was in this last machine that his competitive driving career ended via a serious crash in 1968's Can/Am finale, a shunt which destroyed the car and left him badly injured.

The last full-blooded Chaparral turned its final lap in 1970, the aforementioned ground effects machine. But, today the legend lives on, sorting and developing championship-winning Formula 5000 cars.

brian redman

A latecomer to the American motorsports scene, Brian Redman has risen from the ranks of a virtual unknown in this country to superstardom in three short years. And, he has done it the hard way - winning races and championships at an unprecedented rate in a Series considered by most experts to be the most competitive ever run on our shores.

In the process of becoming an American household word, Redman, 39, has established a record of speed and reliability over the past three Formula 5000 seasons many predict will never again be equalled . . . 41 first or second place finishes in 46 heat and finals starts and two consecutive SCCA-USAC Formula 5000 Championships . . . the first man in the history of the Series to win back-to-back titles. And, were it not for a contract conflict with Ferrari in 1973, Redman might have three straight championships to his credit. Although he recorded five wins and two seconds in seven starts that year, he missed two events and narrowly lost the points chase to Jody Schecter.

In 1975, Redman started nine races, winning four times. He also finished second twice, third twice and eighth once. This performance enabled him to easily outdistance Mario Andretti and Al Unser, his closest pursuers, for the overall title.

Long considered one of the finest endurance racing drivers in the world, Redman's combination of talent and personality blends perfectly with the other members of the BORAXO® Team. He is not only fast, but intelligent and easy on equipment as well, a factor which no doubt has played a large role in the Team's outstanding record.

Redman began his racing career in 1959 at the wheel of a Morris 1000 sedan. In 1960, he campaigned a Morris Minor, moving up to a Jaguar in 1961. However, following the 1962 season, Redman frustratingly retired, unable to attract sufficient financial sponsorship for another season's racing.

Three years passed before the quiet Britisher would again compete in anything but an occasional motocross event. Then, in 1965, he was offered a sponsored drive in the Red Rose Jaguar. He responded to this chance with a vengeance, scoring 16 wins and a second in 17 starts. This performance earned him his biggest break . . . "discovery" by John Wyer, renowned manager of the Gulf endurance racing team. For the next three years, Redman became a fixture on the Wyer Team, sharing wins at Spa, Brands Hatch, Monza, Nurburgring, Watkins Glen, Osterreicherung, the Targa Florio and Imola.

Redman's sports car successes led to the offer of a Formula I ride with the Cooper Team. This was shortlived, however, as a suspension failure-caused crash at the Spanish Grand Prix left Redman immobilized with a badly broken arm and burns.

In 1970, convinced that his racing days were over, Redman "retired" for a second time and moved his family to South Africa to take advantage of a business offer. But, it wasn't long before he was talked into driving a two-liter Chevron sports racer in that country's Springbok Series. Again Redman showed his touch, winning five of the Series' six events and the championship.

Buoyed by his South African successes, Redman returned to Europe in 1971, driving BRM's Group-7 car to a pair of Interserie wins. He also drove the BRM in the Riverside Can/Am finale that season, finishing a credible fourth and campaigned a Formula 5000 machine for the first time in several European events for Irish entrant Sid Taylor.

Redman's career continued to soar in 1972. He scored five wins for Ferrari in the World Manufacturers' Championship; won two races in the European Formula 5000 Series and recorded a first, two seconds and a fourth in the SCCA's F5000 title chase. These later successes captured the attention of Carl Haas, one of racing's best talent judges. Haas signed Redman for the 1973 season . . . the results of which are now history. Over the next three seasons, Redman, driving for the Haas/Hall combine, has established a record of speed and reliability almost unequalled in the annals of professional road racing. In 1976, Redman, driving the BORAXO® Chaparral Lola, will be seeking yet another unprecedented title - quite a turnabout for a man who twice walked away from the sport.

Although Formula 5000 will comprise a major part of Redman's 1976 season, he will also drive a BMW for Peter Gregg in the IMSA-sanctioned Camel GT Series and some SCCA Trans-Am events. In his first 1976 American race, he teamed with Gregg to capture the 24-Hours of Daytona.

Redman, his wife Marion and their two children reside in Gargrave, England.

the car...

Lola was the first constructor to build a competitive Formula 5000 car, introducing the T-140 for the inaugural 1968 series. Through the years, each succeeding model manufactured by the marque has been the standard by which other constructors' F5000 designs are judged. In both 1974 and 1975, Lolas captured every SCCA-USAC Formula 5000 event in the hands of defending Series champion Brian Redman, Mario Andretti, Al Unser and David Hobbs.

The BORAXO® Team will have three cars at its disposal for the 1976 Series... two brand new T-332C's (Chaparral) and a prototype machine which may or may not be actively campaigned. The T-332C is the latest evolution of the basic Eric Broadley T-330 design which made its F5000 debut in 1973. Considered one of the most successful cars ever to run a major international series (along with the Lotus Formula 1 Type 72 and Gurney USAC Eagle), the T-332C has evolved under the development genius of Jim Hall into an absolute course record-setting machine on most circuits, recording even faster times than both Grand Prix machines and the legendary Can/Am Porsche Turbo in competition.

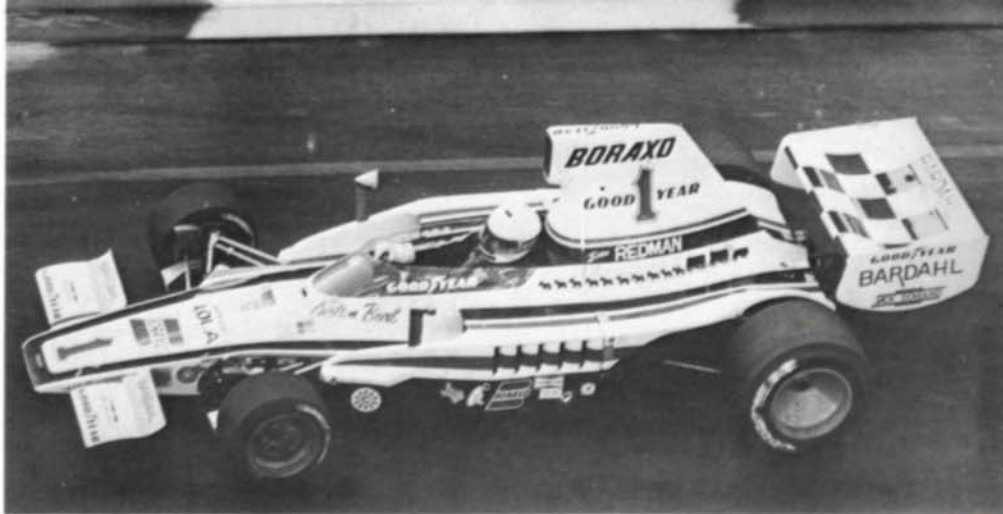
The BORAXO® Chaparral Lola is a hybrid British/American design. The chassis is built in England, but all of the development and engine work is done at Hall's famed Rattlesnake Raceway facility near Midland, Texas. Franz Weis, Chaparral's long-time test driver/engineer, builds the engines and handles on-track driving chores under Hall's supervision. Weis is assisted in the BORAXO® car's preparation by Lola chief mechanic David Evans.

In addition to the BORAXO® Team, a number of top competitors will use new Lolas in this year's F5000 Series, making it the ninth year in a row that the marque has comprised more than 50% of every race grid.

the sponsors...

The major sponsor of this year's Haas/Hall Formula 5000 effort is a company whose products are familiar to racers worldwide - United States Borax & Chemical Corporation.

U.S. Borax, headquartered in Los Angeles, is best known for its line of 20 MULE TEAM® Brand cleaning compounds, BORAXO® hand care products and BORATEEM® bleach substitute. While these consumer product lines are the most recognized brands manufactured by the company, U.S. Borax is best known by its industrial customers as the world's leading producer of borates and boron chemicals and a major producer of potash.



While BORAXO® products have been used internationally by racing drivers, mechanics and fans for years, the Company's first relationship with a major racing team began with last year's Long Beach Grand Prix, the race which found Redman clinching his second consecutive SCCA-USAC F5000 title. This year, the BORAXO® Team will form the basis of a two-fold marketing effort aimed at increasing both public and trade awareness about the entire line of consumer products offered by U.S. Borax, with emphasis on BORAXO® powdered and waterless hand cleaners.

U.S. Borax is a member of the Rio Tinto-Zinc group of companies.

Additional financial and technical support for the Team is provided by Goodyear Tire & Rubber Company.

Haas' relationship with Goodyear goes back to 1967. Team cars entered under the Haas Racing banner have never run a professional race on any other brand of tires. During the decade Goodyear has been racing with the Haas Racing Organization and the Haas/Hall combine, giant strides have been made in passenger car tire performance and durability, many the direct result of Goodyear's racing research efforts. Today, most major races worldwide are won by Goodyear-equipped cars.

Additional team sponsors include: Valvoline Oil Company, Jack Douglass Chevrolet and Tobias Clothing.

the boraxo team...

Driver -	Brian Redman
Co-owners -	Carl A. Haas Jim Hall
Mechanics -	Franz Weis David Evans Tony Connor
Timing & Scoring -	Bernie Haas Sandy Hall
Car Owner -	Carlton Beal
Boraxo Director of Racing -	Mark Waco
Public Relations -	INMARK

Brian Redman at speed in the BORAXO® Chaparral Lola T-332C during the later stages of the 1975 session. Redman, driving for the Carl Haas/Jim Hall combine, won his second straight Formula 5000 title last year. In 1976, Redman will again team with Haas/Hall and BORAXO® in quest of a third straight F5000 Championship.



Two-time Formula 5000 Series champion Brian Redman confers with Jim Hall during a break in the action. Hall, legendary creator of the Chaparrals which dominated American road racing in the mid-1960's, has been the driving force behind the development of the record-setting team's equipment.

contact:

inmark (312) 967-5038

BORAXO® hand care products are used worldwide for tough cleaning jobs both on and off the track. BORAXO® cleaners are available in both granular soap and waterless form.



FOR RELEASE FRIDAY, JULY 2, OR LATER

WATKINS GLEN FORMULA 5000 ADVANCE

INTERNATIONAL FIELD SET FOR ROUND THREE OF
SCCA-USAC FORMULA 5000 CHAMPIONSHIP . . . DEFENDING
CHAMPION BRIAN REDMAN - BORAXO® TEAM - HOPING
TO REGAIN SERIES LEAD

WATKINS GLEN, NEW YORK - Drivers and entrants from four continents are expected next weekend for round three of the hotly-contested SCCA-USAC Formula 5000 Series over the famed United States Grand Prix Circuit here. And, without exception, all of the entries will be aiming to beat one man - Brian Redman - the 1974/75 Series champion and last year's Glen winner.

On the other hand, Redman, driving the BORAXO® Chaparral Lola, will be seeking to regain the magic touch which has made him the most successful driver in the history of F5000 racing. Since joining the Carl Haas/Jim Hall combine, Redman has compiled a record of 45 first or second place finishes in 51 heat and finals starts; 13 feature wins in 25 starts and a non-existent mechanical dnf (did not finish) logbook over more than three seasons. Redman's quest for a third consecutive F5000 championship was temporarily shortcircuited at Mosport three weeks ago when a spark plug wire jammed in the throttle linkage, necessitating a pit stop. The result was an 8th place finish, his worst in North American F5000 racing, and an unexpected tumble to second place in the Series standings behind Mosport winner Alan Jones. Although Redman only trails Jones by a single point, 40 to 39, he considers the situation significant both in terms of his championship chances and the caliber of competition.

“This year’s field is the best ever assembled,” Redman said candidly from his Gargrave, England, home. “Anyone of six or seven other drivers have a real chance of winning any given race. If I’m going to win the F5000 title again, it’s going to take lots of work and a little bit of racer’s luck.”

Redman went on to amplify his answer. “As the Series champion two years in a row, everyone is aiming for us,” he noted. “On the other hand, we have been able to maintain a high level of excellence over three seasons thanks to the combined talents and facilities we have available. Jim Hall is literally a design genius; Franz Weis is not only the best F5000 engine builder in the world, but a great test driver as well and Carl Haas is an experienced and resourceful business administrator. In addition, the fact we have our own race track (Hall’s famed Rattlesnake Raceway at Midland, Texas) on which to test both chassis modifications and Goodyear tire compounds certainly is a factor to be considered. Today, it takes more than a competent driver to produce a winning effort.”

When asked about the appearance schedule of the BORAXO® Team’s new Lola T-430, Redman noted that while development work will continue on the car, it will not be used in the immediate future except as a backup machine. “The test results thus far are encouraging,” he said. “Jim Hall feels the car has excellent potential and is wringing the machine out in all of his spare time. However, the current BORAXO® Chaparral Lola (T-332C) is a proven, reliable design that isn’t likely to be pushed aside without reason. It’s one of the finest racing cars I have ever driven.”

Redman’s Carl Haas/Jim Hall-owned BORAXO® Chaparral Lola is sponsored by a company whose products are familiar to racers worldwide – United States Borax & Chemical Corporation. U. S. Borax, headquartered in Los Angeles, is best known for its line of 20 MULE TEAM BRAND® cleaning compounds, BORAXO® hand care products and BORATEEM® bleach substitute. U. S. Borax is taking an active role in the promotion of the Formula 5000 Series via advertising and point of purchase displays; premium offers and appearances of a full-size BORAXO® Chaparral Lola replica in shopping centers across the nation.