



PRESS INFORMATION

Champlin Racing Division
Northwest Imports, Ltd.
Enid, Oklahoma

GUS HUTCHISON

Gus Hutchison, one of the top ten in the L&M Continental Championship Series, returned to professional formula car racing at the 1969 Sebring Continental and won second money in the hotly contested December classic that saw leading USAC, Formula I and SCCA pros battling for the largest purse of the 1969 Formula A season.

Gus Hutchison had not sat in a racing car since his dramatic sweep of the 1967 pro-formula SCCA championship series three years ago, but now he is back to drive the Champlin Racing #51 Lola-Chevy T190 Formula A car in the \$400,000, fourteen-city SCCA Continental Grand Prix Series.

Hutchison is a 33-year-old Dallas, Texas, business man who is well-known as president of Chemscope Corporation, vice president of Container Supply, Inc. and president of HRE (Hutchison Racing Engines).

Holder of a Bachelor of Science degree in chemistry from the University of Georgia, Gus heads his five-year-old Chemscope Corporation which has since become a leading manufacturer of aerosols and chemical specialties, cleaners, lubricants, pesticides, anti-corrosive solutions, and pollution-control chemicals.

Container Supply, Inc. is a distributorship of packaging components and containers for chemical products and is an outgrowth of his chemical marketing experience.

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HRE, Hutchison's rapidly expanding twin-cam engine plant, was created in 1967 by the demand for dependable, successful engines like those which carried Gus to victory in his "Chemscope Racing Team" Lotus F/B cars which won almost every SCCA national and professional race they entered.

Gus first started racing an old MG on a shoestring budget in 1958 and the next year won his first race, a novice event in Tuskegee, in an Elva Courier. For the next two seasons he consistently placed one, two or three in the car with his own engine. His first "real race car" was a G-modified Elva Mark IV, and he was able to race on a lean budget by camping out at the track, but his success was limited because he couldn't afford racing tires.

Gus came to Texas in 1962 to start his own company and acquired a Lotus 20 Formula Junior in which he won most of his races in 1963 and the Southwestern Divisional Championship in 1964. He was F-Modified champion in David Bland's Merlyn in 1965.

After starting last on the grid at the 1966 Riverside American Road Race of Champions, he finished second in the National Championship contest in his Lotus 23. Gus also entered his first pro-formula races that season, finishing second at Denver and third at Las Vegas in a Lotus 22.

In 1967, Gus Hutchison's legendary Lotus 41 made a shambles out of the first full season for professional Formula SCCA racing, winning the GP contests at Quebec City, Colorado, Bridgehampton, Warbonnet, and Tahoe, and finishing three seconds behind Chuck Dietrich in the 1967 ARRC at Daytona. Gus retired from racing when SCCA went to big engines in the pro-formula series for 1968.

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HUTCHISON

Now Gus is back in pro-formula racing and early in the season gained first place in the series of Continental Championship races with first place wins at Sears Point and Dallas. For the remaining eight races in the series, Champlin switched Gus to a new Formula A Lola with a Bartz fuel-injected 302 Chevy engine and he is currently campaigning that new car consistantly earning front-of-the-pack grid positions and championship points for his efforts.

Gus is married to his Atlanta high school sweetheart, Carol, and they have one child, Michele, age three. Gus likes to hunt and fish the Texas lakes, but doesn't get much chance. He likes action, dislikes empty talk, and values genuine people.