

For further information:

HOGAN RACING, LTD.
1000 North 14th Street
St. Louis, Missouri 63106
(314) 241-0657

CARL G. HOGAN

Carl Hogan, President of Hogan Racing, Ltd., is a 40-year-old native of St. Louis. After obtaining a bachelor's degree from Washington University, he served in the U.S. Navy off Korea during that conflict. Upon receiving his discharge, Hogan became successfully involved in the transportation industry.

At the age of 27, Hogan became president of Hogan Motor Leasing, Inc., and Hogan Truck Service, Inc. He started two other transportation companies -- Glennon Transports, Inc., and C & M Service, Inc. The owner of the most successful Continental Formula 5000 racer in SCCA history is also a past president of the Missouri Athletic Club and a member of the Young Presidents' Organization.

Hogan became involved in racing three years ago when he purchased a Lotus Formula B. In 1969, Hogan entered the Continental Series with a Lola driven by Chuck Dietrich. Stage and TV star Dick Smothers also drove for Hogan in 1969, at the wheel of a Lotus Formula B. Last year, Hogan teamed with Malcolm Starr to sponsor John Cannon's Continental Champoinship-winning ride.

For 1971, the amiable Hogan formed Hogan Racing, Ltd., enlisted Englishman David Hobbs to drive his McLaren M10B and promptly won two of his first three outings.

Completing the Hogan E&M Formula 5000 series team are mechanics Bill Mayberry, Howard Brown and Loriel (Lolly) Hogan, Carl's lovely wife who is also the Hogan Racing, Ltd. scorekeeper and timer.

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DAVID WISHART HOBBS

David Hobbs, all-time leading money and events winner in Continental Formula 5000 racing, was born on June 8, 1939, in Warwickshire, England. His father, a renowned automotive technician, got him started in racing in 1959 at the wheel of a modified Morris sedan.

After several seasons of highly successful amateur racing in both sports and single-seater cars, Hobbs turned professional in 1964. He drove for such respected racing teams and individuals as Team Lotus-Cortina, Lola, Ferrari, Reg Parnell and Stirling Moss. The following year, aboard the first privately owned Lola 70, the 6'1" Englishman bested such established Formula I stars as Graham Hill, John Surtees, Jim Clark and Bruce McLaren in the arduous Tourist Trophy. Just as Hobbs was on the verge of his first factory Formula I ride, however, he was involved in a serious road accident.

Recovery from the accident was slow but complete, and in 1966 Hobbs began a long association with John Surtees. He finished a creditable third behind Surtees and Lorenzo Bandini in his first Formula I outing. The following year, Hobbs' bad luck continued. In a rainswept race at Croft, England, he started from the rear of a pack of Group 7 cars to pass the entire field, including Dennis Hulme, then world champion. However, the articulate Englishman was later disqualified for having failed to participate in an earlier heat race.

With a driving talent much more obvious than his misfortunes, Hobbs signed to drive John Wyer's Ford GT-40 in the World Manufacturers' Championship races. During that season (1968), he led every race he entered, including Daytona, Sebring and LeMans, before being sidelined with mechanical ills. Victory came to Hobbs at Monza, Italy, and Kyalami, South Africa, and he placed well up in the standings in several other major races.

It was not until 1969 that David Hobbs really came into his own. Entering the last eight Continental Formula 5000 races in the U.S., he captured four firsts, a second, a third and two DNFs, all aboard a TS/5 Surtees-Chevrolet. Last year, 1970, he again entered the final eight races; two firsts, two seconds, a third, a seventh and two DNFs culminated in runner-up for the championship. In less than two full Continental seasons, Hobbs earned more than \$50,000 as a single-seater pilot.

This year appears to be the best yet for the modest Britisher, who is just 32 years old. Joining the Roger Penske Racing Organization, Hobbs co-drove the Penske/White Ferrari to tenuous finishes with Mark Donohue at both Daytona and Sebring. At LeMans, the Ferrari ceased to run just as the Hobbs/Donohue partnership had pulled into second place overall. And at Indianapolis, Hobbs qualified 16th and was in 12th position when an oil line broke, momentarily blinding him. He slowed, only to be hit by another competitor who had spun in Hobbs' oil.

In the season-opening L&M Continental Formula 5000 event at Riverside, Hobbs captured the pole position in record time, only to lose his clutch on the first lap. However, he captured the pole position, track record and first place overall in two dramatic victories at Laguna Seca and Kent. His Hogan Racing Ltd. McLaren, powered by a highly modified Chevrolet engine, seems destined to carry David Hobbs to the Continental Formula 5000 championship in 1971.

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WILLIAM "MURPH" MAYBERRY

Life has not always been easy for Bill Mayberry, chief mechanic for the Hogan Racing Ltd. Formula 5000 McLaren 10B. Murph, as he is known among his racing friends, was raised in a Philadelphia orphanage.

After 2½ years in the military, he joined Bob Holbert's Porsche team. Murph displayed a great deal of mechanical acumen, maintaining Holbert's very fast cars and successfully campaigning his own Porsche Spyder in many national races and in Nassau.

Roger Penske, the Philadelphia sportsman and former racing driver, took note of Murph's accomplishments and enlisted his aid on several Can-Am and Trans-Am projects. During the same period, Mayberry also assisted Indianapolis wizard George Bignotti in preparing his cars for the "500." A stint with the Wintersteen racing organization as chief mechanic provided the handsome bachelor with an enviable record for fast, reliable cars.

For 1971, Mayberry's Hogan racer has captured three pole positions, two first place victories and three new track records in the capable hands of Englishman David Hobbs. With five races to run, it appears as if the L&M Continental 5000 Series trophy for 1971 will be carried off by a young chief mechanic whose age belies his vast experience.

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HOGAN-MCLAREN M10B

Engine

Type	Traco-Chevrolet V-8
Displacement	305 cubic inches
Horsepower	462 @ 7,500 RPM
Oil system	Weaver dry sump, 9 quart capacity

Transmission

Type	Hewland DG300
Speeds	Five

Brakes

Type	Lockheed vented disc
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Electrical system

Type	12-volt system
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Chassis

Type	Alloy monocoque
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Dimensions

Wheelbase	98 inches
Overall length	157-1/2 inches
Width	77 inches
Height	26-1/2 inches
Weight (dry)	1,430

Tires

Front	9.40 x 15 (11-inch wheels)
Rear	15.70 x 15 (16-inch wheels)
Kind	Goodyear