

Black Label® RACING TEAM



FACT SHEET - ROY WOODS

RESIDENCE: Northridge, Cal. - 33 years old - single

FIRST RACE: SCCA Regional at Riverside, 1968.

CHAMPIONSHIP: Sports Car Club of America national champion, A Sedan, Javelin, 1970, at American Road Race of Champions.

CAREER HIGHLIGHTS: Southern California sports car driver of the year, 1970
SCCA Kimberly Cup winner (most improved driver in the SCCA), 1970

Accident, April, 1971, Formula 5000, forced full attention to team management. Has fielded contending cars in SCCA, USAC, NASCAR, and NORRA races for Peter Revson, Tony Adamowicz, George Follmer, Sam Posey, Bob Ferro, Milt Minter.

BACKGROUND: Two years, University of Oklahoma, BA from UCLA.
Created and sold Stereo Tape Club of America and five retail stereo tape stores.

HISTORY OF ROY WOODS RACING: In just five seasons, Roy Woods Racing, Inc., of Los Angeles and Gardena, Calif., has become a major factor in American motor sport. As the Carling Black Label Racing Team in 1973, its impact will be felt in three of North America's major professional racing championships --

-- the L&M Championship for Formula 5000 cars

-- the USAC Big Three for Indianapolis-type cars

-- the Canadian-American Challenge Cup for Group 7 cars

"I believe auto racing can be good business," Roy Woods has said. "You can't make money unless you win and you can't win if you don't spend money."

Spending his own money is what Roy Woods did as an independent team and entrant beginning in 1969. With himself and Milt Minter driving Camaros in the Trans-Am, the new team made a considerable mark when Minter beat the factory teams in the Donnybrooke Trans-Am race in 1970.

In 1971, the team expanded to the Canadian-American Challenge Cup series with two cars. Drivers included Peter Revson, Tony Adamowicz, Vic Elford, Sam Posey and George Follmer. Woods himself ran in the L&M Championship until a serious accident. Still in the Trans-Am, Woods had the satisfaction of seeing Follmer drive one of his Javelins to victory in the Riverside Trans-Am.

"Dead aim on a championship" was the theme for 1972. Woods took responsibility of representing American Motors in the Trans-Am series for manufacturers' honors and he put Follmer in the seat for the parallel driver championship. The Woods Javelin crushed the competition with four firsts and a second in six starts and all the Trans-Am honors belonged to Roy Woods Racing.

In November of last year, Woods and the Carling Brewing Company announced Carling sponsorship of one of the most ambitious racing programs yet attempted: Three racing cars in three of the top, professional North American championships. David Hobbs of England drives a Black Label Special McLaren in the Can-Am and another Black Label Special, this time an Eagle, in the Big Three 500-mile USAC races. Tony Adamowicz drives the Black Label Special Lola in the L&M Championship.

Early this past January came the news that conclusively established Roy Woods Racing as one of the handful of powerhouse race teams. The merger of Woods' company and Kastner-Brophy, Inc. of Gardena, Calif., brought to the new company a 20,000 square foot technical facility, a number of highly experienced competition people, and the services as general manager of R. W. (Kas) Kastner. Kastner's 20 years of experience as a team manager and competition director make him one of the most respected and knowledgeable men in racing. The expanded company now has 26 employees, an office in Los Angeles, and three divisions in Gardena -- Woods Racing Engines; Roy Woods Engineering; and Roy Woods Racing, Inc. The beautifully equipped Gardena shop handles all race car preparation including the developing of all the team's engines.

Castrol oil and lubricants are used by Woods for all Black Label Specials. Racing tires for all three Specials are Goodyears.

#