

NEWS RELEASE



EARLE M. JORGENSEN CO.

George Haas, Publicity Manager
Earle M. Jorgensen Co.
10700 Alameda St., Lynwood, Calif. 90262
(213) 567-1122

FOR RELEASE ANYTIME

Don Markland, Vice president and General Manager
All American Racers, Inc.
2334 S. Broadway, Santa Ana, Calif. 92707
(714) 540-1771

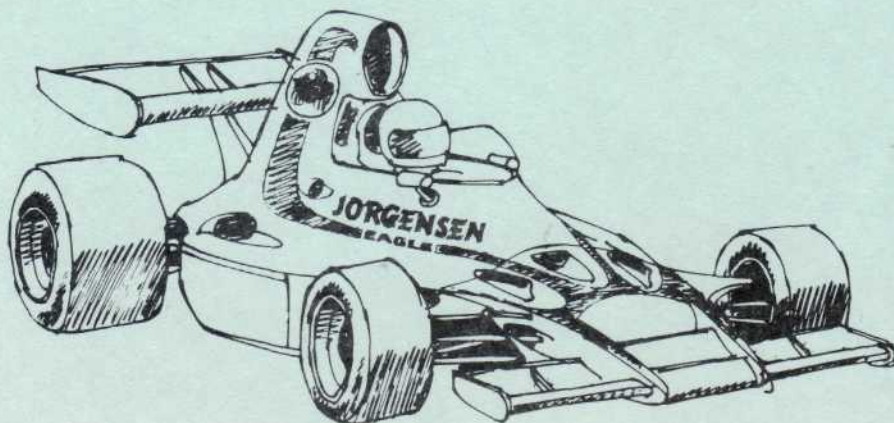
*** JORGENSEN EAGLE FORMULA 5000 SPECIFICATIONS ***

General Systems

- * 305-cubic inch (5000 cc) Chevrolet V-8, specially modified and built by John Miller who also builds the engines in Bobby Unser's Eagle, winner of the California 500 and Trenton 200.
- * Goodyear racing tires, mounted on Melmag wheels. 13-inch diameter, 11-inch wide front. 13 and 15-inch diameter, 17-inch wide rear.
- * Hewland DG-300 transaxle
- * Koni shock absorbers
- * Purolator filters
- * Goodyear fuel cells
- * Hurst/Airheart disc brakes, inboard front and rear, vented discs

General Dimensions

- * Wheelbase..... 102.4-inches
- * Overall height..... 46.5-inches
- * Front track..... 63-inches
- * Weight..... 1500 lbs.
- * Rear track..... 62-inches
- * Fuel capacity..... 30 U.S. gals.
- * Overall length..... 177.75-inches



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DAN GURNEY

Dan Gurney, who has known success like few others in motor racing, has tackled the exciting world of Formula 5000 racing. With the sponsorship of Jorgensen Steel, he will direct a team of two cars designed and built in his own Southern California plant in this year's Sports Car Club of America's professional Formula 5000 series.

No one could enter such a project for the first time with a greater promise of success. Gurney's Eagles, as a case in point, make up 33 of this year's Indianapolis entry of 68 cars.

Gurney's success in racing was earned the hard way. Before he retired from active competition in 1970 he had proved himself the most versatile driver in auto racing. He had excelled in Formula I Grand Prix racing, his six victories placing him above any other U.S. driver. In stock car racing Gurney astonished the veterans by not only winning the Riverside 500 six times, but four of them in a row (1963-1966).

Gurney got his start in sports car racing in 1955 at the wheel of a Triumph TR-2, and 12 years later co-drove to victory at the grueling 24-hour endurance classic at Le Mans with A.J. Foyt in a Ford Mark IV. During his widely diversified career, Gurney entered 13 U.S. Auto Club national championship events with amazing results; he won six, finished second three times (including twice at the Indianapolis 500-mile race), third in two (once at Indy) and took a fourth in another.

If the past is any indication, Gurney's new venture with his team of Jorgensen Eagles should meet every expectation.

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BRETT LUNGER

A lot of people in motor sports would like to trade places with Brett Lunger. The 28 year old member of the Dupont family of Delaware has just signed to drive one of Dan Gurney's Jorgensen Eagles in the 1974 U.S. national championship Formula 5000 series.

What's more, the Princeton educated sportsman will be fortunate in that he will enjoy the experience of working under team manager Roy Winkelmann, the man that was instrumental in discovering and developing Austrian Johchen Rindt into a Formula II champion who went on to become World Champion in 1970.

While the records of Gurney and Winkelmann are close to unbeatable in the world of motor sports, Lunger's background is also ideally suited to his role on the newly organized Jorgensen Eagle Team. Although he was tremendously interested in motor racing from an early age, Lunger had to put off active participation as a competitor until his education was complete and he had served two tours of duty as a U.S. Marine lieutenant. This kept him in uniform for four years, much of it in Vietnam.

His first race was at the wheel of a production Corvette at Bridgehampton, N.Y. in 1965. Later Lunger graduated to the most powerful road racing cars in the world as he moved up to race Group 7 machines in U.S. Road Racing Championship events and finally Canadian-American Challenge Cup races during 1967 to 1971. He soon realized that in order to further his career he would have to race on a regular weekly basis and Europe was the only place to offer such experience.

Lunger has literally commuted across the Atlantic during the past few seasons while making a name for himself in open wheel Formula II racing in Europe and Formula 5000 racing in the U.S. and Canada where he finished third in both 1971 and 1972 standings.

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ROY WINKELMANN

Behind the scenes in motor racing the announcement that Roy Winkelmann would manage the Dan Gurney-built Jorgensen Eagle Team has been cause for much excitement and speculation. For, Winkelmann built an unsurpassed record as a Formula II team manager and race car owner during the 10 years prior to his temporary retirement from motor sports in 1970.

Prior to 1970 the Winkelmann Team had secured for itself an enviable reputation in the annals for world motor sports competition. In world championship Formula II races the team finished in the top three positions an incredible 49 times. Of these, an astonishing 25 times were outright wins for the team. In addition to winning the world Formula II championship, the Winkelmann Team won the French Championship twice, as well as the British Championship and the Auto Car Championship.

What makes Winkelmann's achievements particularly outstanding was that it was accomplished as an independent and privately owned team against overwhelming odds of beating established, well-financed teams from the factories of Ferrari, Lotus, Brabham, Lola, McLaren, Cooper, and Matra. Among the factory drivers faced by the Winkelmann Team were the talents of world champions Jimmy Clark, Jack Brabham, Graham Hill, and Denny Hulme, plus such stars as Bruce McLaren, Jackie Ickx, and Chris Amon.

It was therefore no surprise that the late Austrian driver Jochen Rindt not only achieved the Formula II championship through driving on the Winkelmann Team, but went on to win the World Formula I Championship himself in 1970.

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ELLIOTT FORBES-ROBINSON II

The newest member of the exciting new Jorgensen Eagle Formula 5000 team, 30 year old Elliott Forbes-Robinson II, has been around motor sports for as long as he can remember. His Australian-born father was racing sports cars before he met Elliott's mother, and Elliott worked on his father's pit crew during Southern California road races prior to his father's retirement.

There was a great deal of cheering around the Forbes-Robinson house by wife Lounette and sons Elliott III and Scott when Elliott was signed to drive the Dan Gurney-built Eagles in this year's Sports Car Club of America-sanctioned Formula 5000 series. It was turn about, in a way. Elliott's father was among the first to recognize the racing talents of the now retired (as a driver) Gurney and provide the rising star with a race car ride back in the mid 1950's.

Elliott has trained well for his position on the Jorgensen Team under manager Roy Winkelmann, one of the most experienced in motor sports. From early days at the wheel of go-karts when only a youngster, Elliott moved up to autocross and sports car racing and eventually co-drove a Porsche for ex-Grand Prix driver Richie Ginther at LeMans. More recently Elliott has excelled in professional open wheel Super Vee events.

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THE EARLE M. JORGENSEN CO.

The Jorgensen-Gurney relationship is probably one of the most logical sponsorship arrangements in racing because Gurney's All American Eagles are made out of Jorgensen steel and aluminum.

The main business of the Earle M. Jorgensen Co. is the operation of a nationwide chain of steel and aluminum service centers. Metal is supplied to manufacturers, both large and small, whose needs for particular items are not great enough to warrant going direct to producing mills, or whose requirements are too urgent to wait for mill production.

Dan Gurney's All American Racers shop consumes a variety of steel and aluminum products, ranging from sheet metal to bars, plates and forgings, and from ordinary structural grades to special purpose analyses of alloy and stainless steels. Gurney long ago selected Jorgensen as a reliable source of metals for the myriad of virtually custom-made parts going into both the F-5000 and the Indy-type championship Eagles. What's more, Jorgensen supplies steel to makers of various manufactured parts going into the cars, such as hubs and steering mechanisms.

The Jorgensen company was founded over 50 years ago by Earle Jorgensen, who still actively runs the business as board chairman and chief executive officer. The position of president is held by his son, John. Sales are running at an annual rate of over \$200 million, and the original small steel storage yard in Los Angeles has grown to 22 big plants in 19 cities. Besides the service center operations, Jorgensen operates a forge division, which actually produces high quality electric furnace steel, makes heavy steel and nonferrous forgings, and performs finish machining on the forgings.

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