

JORGENSEN EAGLE



FORMULA 5000 RACING NEWS

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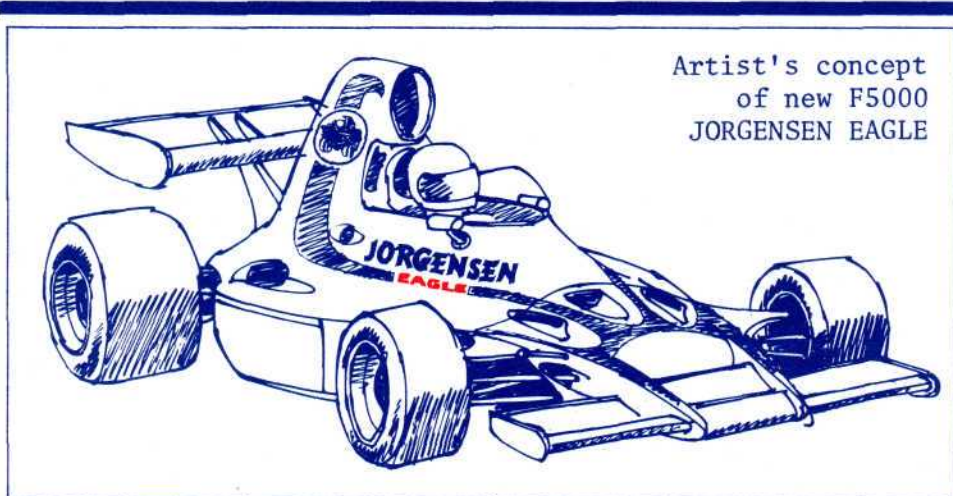
Jorgensen Steel Signs Dan Gurney's Eagles.

The Earle M. Jorgensen Company has signed to sponsor Dan Gurney's newly formed Formula 5000 road racing team. Gurney will campaign two new Jorgensen Eagles in the Sports Car Club of America's 1974 Formula 5000 Championship Series. Gurney's All American Racers, Inc., designed and built the new cars especially for road racing, which is Gurney's first love. The team manager will be Roy Winkelmann, whose record book shows two European Championship

titles for Formula Two, with his own team. Driver assignments for the new Jorgensen Eagles will be handled by 28 year old ex-Marine lieutenant Brett Lunger, who has experience in Formula 5000 overseas as well as here in the U.S.A. A new face in the Formula 5000 ranks has joined the team graduating from the Pro Super Vee ranks, Elliott Forbes-Robinson II. Forbes-Robinson, 30 years old, joined the Super Vee series last year with but three races

left on the schedule, and he won two and placed second in the other one. In his first year of racing, 1968, he won three races. Gurney is more than excited about his joining the team, saying: "People are going to hear a lot from this young man. With him and Brett I think we really have the two best young drivers in the country on our team."

The cars will carry the Jorgensen colors: light blue, trimmed with dark blue & red.



Artist's concept
of new F5000
JORGENSEN EAGLE

JORGENSEN EAGLE FORMULA 5000 SPECIFICATIONS:

Powered by 305-cubic inch Chevrolet V-8, modified and tuned in AAR's own engine shop by John Miller. Goodyear racing tires, mounted on Melmag wheels. 13-inch diameter, 11-inch wide fronts, 13 & 15-inch diameter, 17-inch wide rears. Hewland gearbox. Hurst/Airheart disc brakes, inboard front and rear with ventilated discs. Purolator filters and Goodyear fuel cells. Leibeck wings with Gurney patented flap.

Wheelbase.....102.4-in.	Overall length....177.75-in.
Front track.....63-in.	Overall height....46.5-in.
Rear track.....62-in.	Weight.....1500 lbs.
Ground clearance.3-in.	Fuel capacity.....30 U.S. gals.

1974 Schedule

The Formula 5000 schedule begins at Mid-Ohio June 2, moves to Canada at Mosport on June 15, then to Watkins Glen, N.Y. July 14, to Elkhart Lake, Wisconsin July 28. The final three races are in California: Ontario Sept. 1, Laguna Seca Oct. 13 and Riverside, Oct. 27.

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Brett Lunger

Twenty-eight year old Brett Lunger will be returning from his European honeymoon to join the Jorgensen team at Mid-Ohio.

Brett did most of the test driving of the new prototype Jorgensen Eagle, beating the old, unofficial, track record at Riverside, before he left to marry his bride, Jo. The test results solidly confirmed the feelings at Dan Gurney's shop that they had indeed, built a car capable of winning the championship.

In 1973 Brett drove for the independent Carl Hogan team in a Lola, as well as selected races in England for Irishman Sid Taylor winning at Mallory Park and qualifying on the front row in a combined race with Formula One cars at the Brands Hatch circuit. With this experience and now with a new car, many pick Brett to be a man to watch in 1974.



E. Forbes-Robinson II

Thirty year old, Elliott Forbes-Robinson II, the newest member of the Jorgensen Eagle team, brings with him the winningest record in Formula racing. In his last six races Elliott won four and was second in the other two, giving him a runaway start in the Gold Cup Super Vee championship for 1974. Elliott was signed to drive by Gurney following his win in the 6-hour Camel GT race in Atlanta, Ga., earlier this year.

Like his father before him, Elliott began in amateur club events, also gaining valuable experience on his Dad's pit crew. Before Gurney became known, one of his first rides was in Robinson Sr's. cars.

Gurney was really happy to be able to sign Elliott, figuring him to be an undiscovered talent that has not had the kind of break he rightfully deserves.

The Opposition

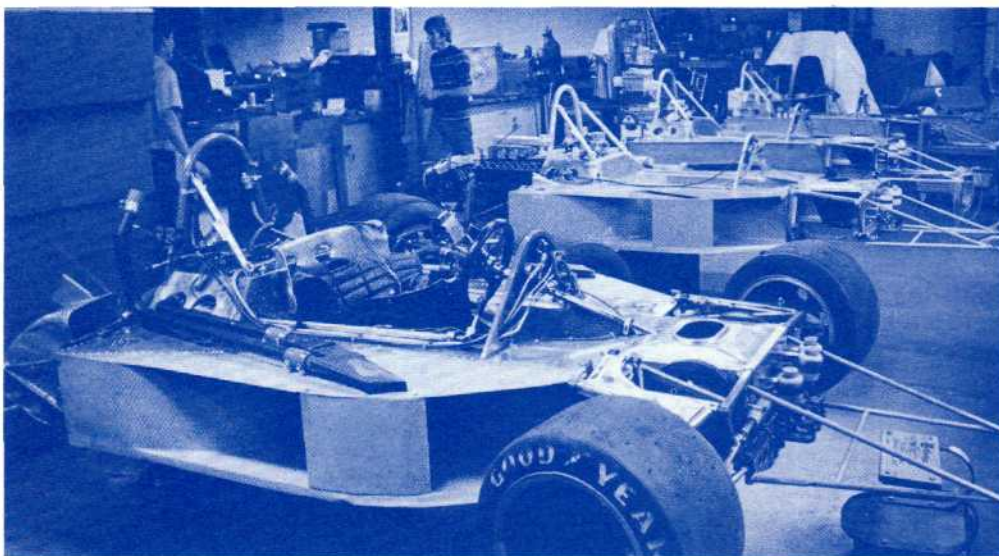
1974 promises to be the most competitive season to date. Last year's 2nd place champion, Brian Redman will return in a new Carl Haas/Jim Hall prepared Lola. They just missed the championship last year by skipping two races early in the season. Redman had 130 points to champion Jody Scheckter's 144 points. Points are awarded to the first 10 on a 20-15-12-10-8-6-4-3-2-1 basis. Redman became stronger at the end of the series, winning the final four races.

Scheckter will not be in it this year, having moved into a Formula One ride, taking retired World Champion Jackie Stewart's ride with Tyrrell.

1972 Champion Graham McRae and runner-up Sam Posey have teamed up, building their own cars and they could take it all.

Mario Andretti, USAC-Indy star, joins the series for the first time, in a new Lola prepared by Gurney's rival Indy car owner, Parnelli Jones. Mario has always preferred to run road races and now is doing just that, using Formula 5000 racing as a springboard to a full Formula One season for the Jones team in 1975.

All-time points standings leader, David Hobbs, 391 pts., returns with car owner Carl Hogan and a one-car effort.



New Eagles

Four new Formula 5000 Eagles under construction in Dan Gurney's Santa Ana works. Two plus a back-up will run the Jorgensen colors, the fourth is for Argentine Champion Nestor Garcia-Veiga. In 1968 and 1969, when Gurney built the first Formula 5000 Eagles but did not run a team, private entrants won the championship. It is hoped the 1974 Eagles will carry on in the tradition of their predecessors.



Roy Winkelmann

Roy Winkelmann, team manager of the Jorgensen Eagles, had retired his team in England from competition in 1970 after ten years of participation in Formula Two racing.

However, this was not before his team had secured its rightful place in the annals of the sport, having placed in the top three in forty-nine races, twenty-five of which were outright wins. Winkelmann racing won the European championship twice in this period.

Winkelmann's successes were achieved as an independent, privately owned team, running against factory teams of Lola, Ferrari, Lotus, Brabham, Matra, McLaren and Cooper. Competing with drivers such as Jim Clark, Jack Brabham, Graham Hill, Denny Hulme, Bruce McLaren and Jacky Ickx. It was with Winkelmann Racing that Austrian Jochen Rindt became known.

The Earle M. Jorgensen Co.

In the early twenties, Earle Jorgensen came to Los Angeles and founded the company bearing his name. Over the next half-century it grew into a highly successful metals firm with gross annual sales over \$200 million and 21 plants from Hawaii to the east coast. Earle is still in direct command of all operations as the board chairman and chief executive officer.

The company's main business is the distribution of steel

History of Mid-Ohio Course

First race on the calendar is at the Mid-Ohio Sports Car Course located just south of the Mansfield suburb of Lexington, Ohio. Road racing in the U.S. began in the 1950's originally on public roads, then on airport runways. This all came to a grinding halt when the Federal Government outlawed racing on airport runways where the FAA had control, then the Buckeye State got into the act with a law prohibiting competitive automotive performance trials on public roadways.

With conditions looking bleak, the only solution for Ohio fans was the 300-800 mile drive up to Elkhart Lake, Wis. or East to Watkins Glen, N.Y.

Les Griebeling, a young sports car dealership owner, and amateur driver Chuck Akins located a semi-abandoned 200 acre farm in 1961, in Morrow County, south of Mansfield.

A private corporation, Mid-Ohio Sports Inc., was formed, stock was sold and local bankers were convinced this would become reality and would add more income from tourism for the area than anything else.

By June of '62, a graded road 32-48 feet wide was covered with 3200 tons of asphalt and

in a month a select group of drivers was invited for the shakedown runs around the 15-turn course which featured a 3000-foot straight and 129 feet in elevation changes.

At this time Chuck Dietrich of Sandusky, Ohio returned from a season of European GP racing and predicted no car would lap the 2.4 miles in under 1:45. Since then he has won 19 races in 19 different cars, and has seen his prediction fall by as much as 25 seconds to hundreds of drivers, including himself. On August 17, 1962 Ohio's Don Sessler became the circuit's first official race winner in a Sunbeam Alpine. Some 402 drivers from 29 states, Canada Switzerland, Australia, South Africa and England have won the 818 races held through the end of the 1973 season.

Mid-Ohio has prospered during it's first decade in a time which saw many multi-million dollar circuits die a sudden financial death. It is now recognized as one of the top road courses in the nation and earned the title: "The most competitive in the country!"

Mid-Ohio's first experience with a pro race was in 1963 with the old U.S. Road Racing Championship series. Since then, 26 pro races have been held with purses totaling \$913,000 and a possible \$186,000 in three events scheduled in 1974.

division produces high quality vacuum degassed steel, makes large press and hammer forgings and provides finish machining when ordered by customers.

Jorgensen's association with Dan Gurney and auto racing came about naturally, since the steel and aluminum for his Formula 5000 and Indy-type cars is supplied by Jorgensen. Gurney's shop is typical of those operated by thousands of Jorgensen's other customers, who could become a most prestigious fan club for the new "5000" Eagles.

Division of Earle M. Jorgensen Co.

ALLOY STEELS, INC.

and

EARLE M. JORGENSEN CO.

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Earle M. Jorgensen Co.

What is Formula 5000?

After just seven years of life Formula 5000 has now arrived. First conceived in 1968, Formula 5000 is a class of racing for single seat race cars similar in design to Indianapolis and Formula One cars, but equipped with stock block engines from cars like Camaro and Mustang. Limited to 5000 cubic centimeters (305-cubic inches) displacement, that's where the 5000 in the name comes from.

To give you some comparisons, most race fans know what an Indy car is like, and that it uses a specially built 2600 c.c. (159-cu. in.) engine that was designed just for racing, with a turbocharger that boosts the horsepower up to 900-1000, depending on the state of tune. The Formula 5000 engine, using carburetion or fuel injection,

will deliver between 450-500 honest horsepower.

The engines in the Jorgensen Eagles are 305-cu.in. Chevy V-8 based, specially modified in the AAR shops by John Miller, who built the engines that have powered Bobby Unser to victory at the California 500 and the Trentonian 200. (As we go to press, practice and qualifying are under way at Indianapolis).

Many in the sport consider Formula 5000 the stepping stone to Formula One, and the World Championship. The Formula One car, considered the ultimate race car, has a chassis that is literally interchangeable with Formula 5000, and until last year they ran together in U.S. Formula 5000 races to help fill the fields. They still do compete against one another in selected races. The Formula One car, like the Indy car, uses a special racing engine, limited to 3000 c.c. (180 cu. in.).

Top ten 1973

1973 was an exciting year for the Formula, catapulting a pair of drivers, one virtually an unknown, Jody Scheckter, the other, veteran Brian Redman, into Formula One, while they took home the biggest share of a \$440,351.00 prize money fund. Stingily they won all the races between them in some of the closest contests seen on this continent in years. Scheckter was the early sensation, winning four in a row, then Redman came on to win the last four in succession.

Top ten finishers in 1973:

1-	Jody Scheckter	.144	\$115,200
2-	Brian Redman	...130	115,550
3-	Mark Donohue	....64	35,800
4-	Peter Gethin	....49	29,150
5-	David Hobbs	.....48	25,200
6-	Eppie Wietzes	...45	22,800
7-	Brett Lunger	....39	28,500
8-	Tony Adamowicz	..38	20,300
9-	Jon Woodner	.....16	9,500
10-	Derek Bell	.....15	8,400