

RIVERSIDE INTERNATIONAL RACEWAY

SUNDAY, APRIL 25, 1971

THE L & M CONTINENTAL CHAMPIONSHIP, ROUND ONE

Good afternoon and welcome to Riverside Raceway for the first round of the 1971 Continental Championship series for F/5000 cars. Today's race begins at 1 p.m. and will be conducted in two heats of 38 laps each around Riverside's famous 2.54-mile, 9-turn road course. The winner of each heat will cover 96.52 miles. The weather at 12:30 was the probable high of 65 degrees with a breeze from the west of 10 knots. Skies will remain cloudy and there will be some showers in the mountain areas. Prediction for the area over the track is that there will be no rain.

Throughout today's racing we will be issuing bulletins designed to keep you informed of the action all the way around the course -- these will include 10-lap Top Ten rundowns, 10-lap average speeds and whatever other information may be of interest. We invite your suggestion as to how we may better serve you and thank you for your interest and attendance.

Bulletin # 1. A sprinkle began at about 10 minutes to one. If it continues or even increases, the race will be conducted as scheduled. Many of the drivers, incidentally, have prepared for the eventuality of rain by acquiring rain tires. At ten minutes to race time, as nearly as the press information people in the pits can determine, no one is changing to rain tires. Only two minutes before the race was scheduled to begin, crews began changing tires. We'll try to determine which of the top ten-qualified cars have switched from dry to wet rubber, but we don't expect that information for a few minutes yet.

2. -- The pace lap began at 12:59 p.m. and cars number 6 (to Goodyear rain tires) and number 57 (to Firestone intermediates) have switched rubber. Car number 8 did not start and was pushed from pre-grid to the pit lane.

3.

Cars number ~~21~~⁵¹, 8, 13, 42 did not start. Cars 10 and 56 spun in the Turn 7-A area. Driver of car number 10, David Hobbs, is getting out of the car as it will not restart.

4. After two pace laps, the decision has been made by the starter to go ahead with the race, providing the cars are in line. Cars 8 (replacing a fuel regulator gasket) and 42 (with a loose injector) will start late.

5. The race began on the fourth lap, at 1:05 p.m. Car 10, driven by Sam Posey, led the field through Turn 1. Car 70, driven by Barry Blackmore, lost its left rear wheel and spun in the Turn 2 area. The driver is out of the car and okay.

6. Car 17 is off course at Turn 3.

7. Car 57, driven by Monte Shelton of Portland, Oregon, (rain country) led the first lap at an average speed of 90.088 mph. 57 is the car that was switched to Firestone Intermediates just moments before the race. It is an Eagle-Chevy. The rest of the top 10 is: 34, 77, 15, 6, 41, 11, 44, 4, 63

8. Car 8, which started late, was black-flagged by the stewards.

9. On lap 3, three cars were off course in Turn 7 in three separate incidents -- cars ~~41~~, 78 and 47. Car 78 went off course first and then ~~41~~ and then 47 spun and continued.

10. As of lap 10, the track is drying and car 57 is still leading, by 27 seconds over car 15, driven by Dr. Lou Sell -- Sell is closing the gap by about one or two seconds a lap.

11. Shelton continues to lead as of lap 10, averaging 101.462 mph and the remainder of the top 10 is as follows: 15, 34, 77, 4, 11, 35, 44, 69, 5. Car 42 was a late entry on the 13th lap. Meanwhile car # 37, Horst Kroll, has been designated a "possible hazard" by the stewards because of his slow speed around the track.

12. Car number 57, the leader, driven by Monte Sheldon, crashed in the Turn 6 area, going into the wall while trying to pass a slower car. He is out of the car and the race. The new leader is Dr. Lou Sell. We now have a close five-car race for the lead involving Sell in car 15 and 77, 34, 4 and 11. The lead change took place on lap 16.

13. Car 42 blew his engine in Turn 9.

14. Lap 19, Skip Barber, car 77, ~~passed~~ began to push Sell very hard all the way around the track.

14. Car 34, Sam Posey, tried to cut below ~~EMXX~~ Barber to take second at Start/Finish, but Barber cut him off and made contact with Posey's car, damaging the bodywork and Posey pitted on the next lap.

15. Cars 77, Barber; 15, Sell; and 26, Ozzie Pohl; collided on the outside on Turn 7. All the cars are out of the race as of lap 23. Barber's car 77 got upside down and it was sprayed with fire prevention chemicals and turned right-side up. All three drivers are okay, out of the cars and watching the race from that area. The new leader is Ron Grable, whose parents live in the Riverside area, incidentally.

16. Posey was out of the pits (having the car's body reworked after the collision with Barber) in one lap and the incident may have prevented him from being involved in the accident at Turn 7.

17. The 20-lap rundown, now obsolete, was as follows: 15, 77, 34, 4, 11, 3, 69, 35, 44 and 5. Average speed of 103.940 mph.

17. Lap 27 Meele Brennan, car no. 44, spun and continued at entrance to Turn 9 and continued with a visibly leaky catch tank.

18. As of lap 30, 12 cars are out of the race -- including the four cars that did not start (10, 13, 42, 51) -- and the top three cars are 4, 11, 69

RACING NEWS

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LAGUNA SECA NEXT IN L&M SERIES

RIVERSIDE, CALIF. -- (April 25) The L&M Continental 5000 Championship series moves to Laguna Seca near Monterey a week from today, the only time in the series that races are spaced just a week apart.

The 1.9 mile road course, five miles east of Monterey, was the scene of the fourth race in the 1970 series, won by Ron Grable of Cupertino, Calif., in a Lola T-190 Chev.

John Cannon of Montreal, Canada, holds the Formula 5000 lap record, 1:04.34 at 106.308 mph, set in an Eagle-Chev.

The May 2 Laguna Seca race, like Riverside, offers a purse of \$40,500 and counts for points in the L&M Championship.

Following Laguna Seca, there is a three-week rest for drivers and cars before the third race at Seattle International Raceway at Kent, Wash., on May 23.

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NOTE: For the Laguna Seca race, Telex service has been installed.