



NEWS RELEASE

Formula 5000 Opens 2016 Racing Season At Indianapolis Speedway with SVRA Event Race Results

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Rochester, MI – (6/21/2016) – The Formula 5000 Drivers Association is pleased to announce the results of the first round of its 2016 racing season at the SVRA Brickyard Vintage Race Invitational at Indianapolis Motor Speedway on June 19, 2016.

Finishing first in F5000 Class A (pre-1972 cars) was Bruce Leeson driving a 1969 McLaren M10B. Leeson was challenged in the first 5 laps of the race by Mark Harmer in his high-wing ex-David Hobbs Surtees TS-5, until Harmer ran into fuel pump problems. Leeson also set a best lap time of 1:29 minutes in the Friday morning qualifying session, just a second away from the pole-seater in a much newer car. Second in Class A was George Frey in another McLaren, this one an older model M10A. Frey, who is a newcomer to the F5000 group, had a flawless race and gained speed throughout the weekend. Johnnie Crean took third place in his 1969 Gurney Eagle. Crean also in his first event with the F5000 group was driving the Eagle that his father John Crean and James Garner sponsored in the early 1970s under the AIR Team and Davey Jordan drove. Crean posted the second best lap time in Class A in the Sunday race.

Finishing first in F5000 Class B (1972-1976 cars) and first overall in the group was Rick Parsons in his 1976 Lola T332c (ex-Brian Redman 1976 championship car). Parsons had a decisive race and dominated throughout the weekend with the fastest car in the group. Second place in Class B went to Jim Stengel in his 1973 McRae GM1. After struggling with fuel pick up problems during practice, the car got sorted out and Stengel gained confidence as the race progressed. John Obialero took third place in Class B in a 1973 Lola T332. Obialero was very consistent throughout the weekend with a reliable car after experiencing frequent engine failures in 2015.

Special mention also goes to Eric Haga, who brought his recently restored 1973 March 73A. The car, raced by Gus Hutchinson in 1973, has an experimental engine developed by Hutchinson in the early 1970s with side intake ports below the cylinder heads. Despite the usual reliability problems of a car recently assembled and out of the race shop, the car looks fast in its yellow livery and Haga put it through its paces quite smartly throughout the weekend. Once fully sorted, this car will be very competitive and a pleasure to watch on and off the race track.

The F5000 group now heads to Road America in July for its second round.

The U.S. Formula 5000 Drivers Association is a membership organization established to promote the restoration, presentation, registration and racing of historic Formula 5000 race cars. (www.F5000Registry.com).

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