



NEWS RELEASE

Lola T400 and Surtees TS5 Win Second Round of 2008 USA Formula 5000 40th Anniversary Championship

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Rochester Hills, MI – (July 23, 2008) – The Formula 5000 Drivers Association is pleased to announce the results of Round Two of its 40th Anniversary Historic Races held during the weekend of July 18 - 20, 2008 at Road America as part of the Kohler International Challenge with Brian Redman.

Overall winner of the Sunday Race and placing in first place in Class B (post 1971 cars) was Hamish Somerville in a 1974 Lola T400. This is Hamish's second consecutive win. Winner of Class A (pre 1972 cars) and finishing 5th overall was Mark Harmer driving a 1969 Surtees TS5.

Second place in Class A went to Paul Dudiak driving a 1969 McKee MK12C. Third place went to Mike Knittel driving a 1970 Chinook F5000 car.

In Class B, Second place went to Roger Williams driving a 1974 Lola T332. Roger is visiting the US with his car from Auckland, New Zealand. Third place in Class B went to Chris Pedersen driving a 1972 Lola T300.

According to Seb Coppola, president of the Formula 5000 Drivers Association which is organizing the 40th Anniversary reunion races and celebration: "We had another great field of 23 Formula 5000 race cars participating in our second round of the 2008 Anniversary races. It was wonderful to see and hear a full field of Formula 5000 race cars racing again at a major race circuit like Road America after more than three decades from the last professional race in 1976. The drivers, the race fans and everyone involved with the event enjoyed the scene and atmosphere immensely. The excitement will intensify even further as we move on to our third and final round at Watkins Glen in early September."

Seb Coppola added: "We were also extremely pleased to have 15 former drivers, who drove in the original Formula A/5000 series, participate in the festivities. In addition to Tony Adamowicz and Barry Blackmore, who raced at the event, we were pleased to have Bobby Brown, Jerry Entin, Howie Fairbanks, George Follmer, Lyle Forsgren, Davey Jordan, Eric Haga, Gus Hutchison, Jim Gustafson, Sam Posey, Kurt Reinold, Brian Redman and Lou Sell. These pioneers shaped the heritage of Formula 5000 and we are very proud and appreciative of their contribution to Motorsports racing"

Formula 5000 was introduced in 1968 in the SCCA Formula A races, a series where single seaters from different origins were allowed to compete, but became dominated by the new F5000 cars with large American V8s. F5000 enjoyed popularity in the early 70's in the U.S.A., Great Britain, Australia and New Zealand.

Round Two Results – Kohler International Challenge – July 18 - 20, 2008

The weekend races started with the Qualifying Race on Saturday. A field of 20 cars were scheduled to be on the grid for the start of the race with Hamish Somerville in his Lola T400 on pole. However, Hamish's conflict with racing his F1 car and a few mechanical problems lowered the field to 15, with Roger Williams now in his black Lola T332 on pole. The next four positions were occupied by Chris Pedersen, Eddie Claridge Nick Smith and Mark Harmer.

Roger Williams pulled to a comfortable lead and a win in his very fast Lola T332 in very skilled racing hands. Chris Pedersen retained his position finishing in 2nd place in his ex-Jerry Hansen Lola T300 in his maiden race in the car. Mark Harmer had a very spirited race finishing in 3rd place in his 1969 Surtees TS5 gaining two positions from much newer cars ahead of him at the start. Eddie Claridge in his Theodore and Marc Rauchfuss in a 1974 Lola T332 rounded out the top 5 finishers.

With a few mechanical problems resolved, the field for the Sunday F5000 Feature race increased to 18 cars with Hamish Somerville on pole and Roger Williams next to him in the front row. Mark Harmer, Eddie Claridge, Nick Smith and Chris Pedersen filled the next two rows.

Somerville and Roger Williams battled for the lead for the first few laps but the much faster Lola T400 in the very skilled and experienced hands of Somerville increased its lead and captured 1st place, clocking a best lap of 2 minutes and 9 seconds on the 4 mile track. A lap time usually reserved for more modern F1 cars. Roger Williams preserved his 2nd place finish only 7 seconds behind. Third place went to Chris Pedersen who climbed from a 6th place start in a well-driven race. Eddie Claridge, Mark Harmer, Marc Rauchfuss, Nick Smith, Tom Malloy, Barry Blackmore and Paul Dudiak rounded out the top 10 finishes. Mechanical problems bedeviled a few racers, including Tony Adamowicz (broken brake caliper), resulting in a few early exits.

Driver	Car	Class	Finishing Position			
			Qualifying Race		Feature Race	
			Overall	Class	Overall	Class
Hamish Somerville	1974 Lola T400	B	DNS	DNS	1	1
Roger Williams	1974 Lola T332	B	1	1	2	2
Chris Pederson	1972 Lola T300	B	2	2	3	3
Eddie Claridge	1982 Theodore TY02	X	4		4	
Mark Harmer	1969 Surtees TS5	A	3	1	5	1
Mark Rauchfuss	1974 Lola T332	B	5	3	6	4
Nick Smith	1973 March 73A	B	13	7	7	5
Tom Malloy	1974 Lola T332	B	7	4	8	6
Barry Blackmore	1975 Lola T332	B	15	7	9	7
Paul Dudiak	1969 McKee Mk12C	A	10	4	10	2
Tom Simpson	1972 McKee MK14	B	12	6	11	8
Mike Knittel	1970 Chinook	A	DNS		12	3
Jim Stengel	1973 McRae GM1	B	8	5	13	9
Steve Davis	1969 Eagle Mk5	A	6	2	14	4
Tony Adamowicz	1969 Eagle FA	A	9	3	15	5
Seb Coppola	1970 Lola T192	A	11	5	16	6
Bruce Leeson	1969 McLaren M10B	A	DNS	DNS	17	7
Chip Boatright	1969 Lola T190	A	14	6	18	8

2008 F5000 Championship Point Standings

In addition to individual race trophies, the Formula 5000 Drivers Association will also award a Championship Trophy based on points accumulated over the three main events at Infineon, Road America and Watkins Glen.

After the second round, Roger Williams from New Zealand leads the point standings with Steve Davis from Carmel, California and Hamish Somerville from Vancouver, BC a close second and third. With one more round to go, the F5000 Championship Trophy is still up for grabs. Below are the complete cumulative point standings after the second round:

Driver	Car	Class	Road America Event		Round
			Points Earned**		2
			Qualifying Race	Feature Race	Cum. Points
Roger Williams	1974 Lola T332	B	20	36	110
Steve Davis	1969 Eagle Mk5	A	18	28	100
Hamish Somerville	1974 Lola T400	B	0	40	94
Tony Adamowicz	1969 Eagle FA	A	16	24	88
Bruce Leeson	1969 McLaren M10B	A	0	16	76
Tom Malloy	1974 Lola T332	B	14	20	68
Nick Smith	1973 March 73A	B	8	24	68
Mark Harmer	1969 Surtees TS5	A	20	40	60
Chris Pederson	1972 Lola T300	B	18	32	50
Paul Dudiak	1969 McKee Mk12C	A	14	36	50
Paul Hoey	1973 McRae GM1	B	0	0	48
Barry Blackmore	1975 Lola T332	B	8	16	46
Mark Rauchfuss	1974 Lola T332	B	16	28	44
Tim Osborne	1968 Crossle 5F	A	0	0	40
Bruce Sevier	1968 Lola T140	A	0	0	38
Seb Coppola	1970 Lola T192	A	12	20	32
Mike Knittel	1970 Chinook	A	0	32	32
Martin Fogel	1969 McLaren M10A	A	0	0	30
Ken Petrie	1972 McRae GM1	B	0	0	24
Dan Gallant	1970 Leda F5000	A	0	0	24
Tom Simpson	1972 McKee MK14	B	10	12	22
Chip Boatright	1969 Lola T190	A	10	12	22
Jim Stengel	1973 McRae GM1	B	12	8	20
Tom Dyer	1974 Lola T332	B	0	0	20
Elliot Forbes-Robinson	1974 Eagle 74A	B	0	0	14
Hal Whipple	1974 Talon F5000	B	0	0	12
John Obialero	1973 Lola T332	B	0	0	0
Dave Hankin	1969 McLaren M10B	A	0	0	0
Jay Esterer	1972 McRae GM1	B	0	0	0

** Based on Class finish in each race

Round 3 Races: September 4-7, 2008 at Watkins Glen for the U.S. Vintage Grand Prix

The 3rd and final Round of the 2008 Formula 5000 Anniversary races will take the group to Watkins Glen to participate in the U.S. Vintage Grand Prix. The 3 mile circuit is an ideal venue for Formula 5000 cars with its storied past, long front straight, the uphill esses, the Boot, elevation changes and challenging turns.

Brian Redman's presence as Grand Marshall of the event will be even more delightful given his three Championship titles in Formula 5000 in 1974, 1975 and 1976. The attendance by Graham McRae, as Flag Marshall, and other former F5000 Champions will add to the electrifying atmosphere of the entire weekend.

The Formula 5000 Drivers Association is a membership car club established to promote the registration, restoration and use of historic Formula 5000 race cars. (www.F5000Registry.com).

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