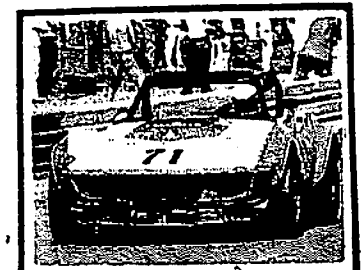


Several of the drivers who followed Fahey home made impressive drives after having been buried in the middle of the field with slow qualifying times. John Barber ran second most of the afternoon only to drop to fourth at the checker while second went to Rick Stark (who started 16th) and third to Neil Vanni (who started 24th).



Frank Fahey

F.A.R. PERFORMANCE GT CHALLENGE, LAGUNA SECA RACEWAY, MONTEREY, CALIFORNIA, OCTOBER 13, 1974.

RESULTS: 1-Frank Fahey, Corvette, 24 laps or 45.6 miles in :30:02.73 for an average speed of 91.06mph; 2-Rick Stark, Corvette, 24; 3-Neil Vanni, Camaro, 24; 4-Jim Barber, Corvette, 24; 5-Dan Hoelfner, Camaro; 6-Richard Costa, Corvette, 24; 7-Bob Malone, Corvette, 24; 8-Randy Kauffman, Corvette, 24; 9-Dave Mock, Corvette, 24; 10-Boh Mathovich, Corvette, 24; 11-Allen Johnson, Javelin, 24; 12-Ed Ruiz, Corvette, 24; 13-Rich Sloma, Corvette, 24; 14-Jeff Gardner, Corvette, 24; 15-Rainer Neumann, Mustang, 24; 16-Bill Furmann, Corvette, 24; 17-Bruce Benninger, Corvette, 24; 18-Gene Gothello, Corvette, 24; 19-Gary Carlen, Corvette, 24; 20-Dave Schwafel, Corvette, 24; 21-Jim Hullivan, Corvette, 24; 22-Leo Fullon, Mustang, 24; 23-Bill Green, Corvette, 24.

DNF: 24-Pete Brallier, Corvette; 25-Pete Shulls, Corvette; 26-Mike Meek, Corvette; 27-Greg Pickett, Camaro; 28-Walt Maas, Datsun; 29-Web Brownlee, Corvette; 30-Richard Shehadey, Corvette; 31-Art Sirl, Camaro; 32-Buzz Dyer, Javelin; 33-Gary Tucker, Corvette.

vious. Frank Fahey has mastered the Laguna track and is certainly a competent Corvette pilot. More importantly, it reaffirms the beliefs of several people that there is a place between all-out pro racing and the SCCA National program where the greatest amount of money is involved in outgo and not income. It also seems like a swell place to nurture upcoming American driving talent. Walt Maas and Frank

The starting grid: Corvettes for days

Ottenheimer photos

F.A.R. Fiberglass Follies

By Glenn Howell

Looking ahead to next year the SCCA will restructure the name and sliding a whole new series under it (for the third time). It will be run as a professional, money-paying race for the top production cars and sedans. A good example of what it's going to be like, was the F.A.R. GT Challenge race that proceeded the Laguna Seca F-500 race. If this is any indication, it's back to full

The idea was brought to fruition last year when the event was called the Bonduant Challenge race. There was some speculation as to whether the event would be held this year so F.A.R. Performance stepped in with some additional money to flush out the \$5000 posted purse.

Not usually accustomed to running for money, all the big-bangers were out in force at Laguna with Corvettes dominating the field. Walt Maas, driving the F.A.R. Datsun 260Z, was one of the few

Sedans (left over from the TransAm of several years ago) filled out the 38 car starting field so far back that when the first row got the green flag, the majority of the last turn.

Frank Fahey of San Diego was the fastest qualifier at better than a half-second faster than any of the opposition. Fahey was the A-Production winner at Laguna at the lune Sprints and his 427 Corvette was just as primed as he was for a second consecutive victory at Laguna Seca.

to the story than the fact that Fahey won almost at ease. His lead would increase and diminish according to the amount of traffic being lapped by the nimble 'Vette and his closest pursuer, John Barber in another Corvette. The expected challenge from Walt Maas was aborted when Walt had slight difficulty getting by the Corvettes after getting off to a bad start.

He was content to run in the top five and seemed ready for a stretch drive to the finish when the coil wire came adrift and the fleet Datsun quit on the backside of