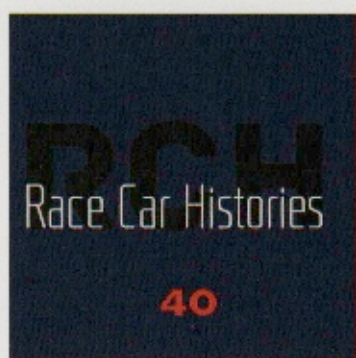




CHRIS TOWNSEND

RALT RT1

CHASSIS 11

HISTORY DOSSIER



RALT RT1-11

This car is one of at least 43 cars originally built to Formula Atlantic from the production run at its Surrey factory by Ralt Cars of its RT1 model, between 1975 and 1979. Most of these chassis were built to meet demand in the North American market for cars to run in the well-subscribed professional series in Canada and the USA, and to run in SCCA events. According to the factory records, RT1-11 was delivered in early 1976 to Cavanaugh Racing of Philadelphia for Harry Talbot ("Chip") Mead (1950-1993) to use in the professional Formula Atlantic series and occasional SCCA events. The deal was probably financed by Mead's fellow Ohioan, Jim Trueman, boss of Red Roof Inns, who later in the 1970s became a more prominent backer of Mead's cars. Mead continued to use the car in 1977, transferring the running of it to Pierre Phillips' team in Portland, Oregon. At the end of the season the car was sold to expatriate New Zealander Rick Shea, who planned to run it as a rental car in professional Atlantic and SCCA races, alongside a Chevron B45. The collapse of backing from pop group Jethro Tull for Shea's intended driver, former Grand Prix racer Ian Ashley, meant that the car remained unused throughout the 1978 season. The car was then sold to Los Angelino Formula Ford graduate Carlos Bobeda, principally for use in SCCA National races. In 1980 Bobeda rebuilt the car on a new monocoque, with the work probably done by Marc Bahner, and changed the rear suspension to 1978 specification, with the forward pickup points for the radius rods located inboard, rather than on the side of the monocoque, which had been the original 1976 specification. Bobeda kept the car until late summer 1981, when it was sold to fellow southern Californian Stu Hayner, who embarked on a similar programme of racing in SCCA. However, after 1982 the car saw little use, and by the end of 1982 Hayner was racing his earlier FC Lola. In 1988 the Ralt passed through the hands of Dennis D'Angelo to Randy Goodman, who despite the car's venerable age used it in SCCA regionals in Southern California. In 1991 Goodman sold the car to Chris Cunningham (Cold Spring, NY) who restored it for historic racing. He then sold the car to fellow New York historic racer Peter McLaughlin, but he quickly traded it on to Fred Kaimer in 2006. Kaimer later sold the car to well known historic competitor Danny Baker, and Baker sold it to [REDACTED] in 2022.

Although this car no longer carries a chassis plate, it has been securely identified as chassis 11 by the following means.

1: Although the car has a monocoque clearly built outside of Arch Motors (Ralt's supplier for all but one of its original tubs - the exception being that in RT1-131, built specially for Nelson Piquet by Maurice Gomm) that monocoque contains a Marston fuel cell to Ralt's specification for the RT1 with a cure date of December 1975. Marston supplied all of Ralt's fuel cells, except for Formula Super Vees intended for use in the USAC "Mini Indy" series. Since the fuel cell would have been used as a matter of routine within six to nine months of delivery, we are clearly looking at a 1976 production Ralt RT1 later rebuilt around a new monocoque. Furthermore, the numbers on the fuel cells accord with Ralt's specification certificate for the fuel cells, found in the archives of the late Pierre Phillips, which also cites the chassis number as RT1-11 (fig.1; figs 2a and 2b)

2: The roll hoop is of original pre February 1978 specification, with long forward supports mounted in the cockpit floor and bolted to the hoop. (After February 1978 all supports were welded to the roll hoop.)

3: Furthermore, the hoop carries an SCCA stamp from Philadelphia region, 31-237, which at the latest would mean the car received its SCCA registration early in 1976, not at a race but during a workshop visit by a technical inspector. Philadelphia region registered very few cars at races, since its only SCCA National was at Pocono in June or July, by which time any new cars for the season had usually been registered elsewhere. Although the region's registration records are lost, we can accurately date the stamp to early 1976 by reference to two identified 1975 stamps: 31-233 issued in July 1975 to a Chevron B27 leased by Tom Bagley's Philadelphia based team from Fred Opert, and 31-230, issued in spring 1975 at the latest to a March 74B run by Cavanaugh Racing for Tom Pumpelly.

4: Since the SCCA stamp is of early 1976 origin the car has to have been an Atlantic specification model from new as all 1975-76 Formula 2 and Formula 3 cars have known histories in Europe at that point. This means, given the fuel cell date, that the car could only be RT1-11, RT1-30, RT1-33, RT1-34, or RT1-36, the five Atlantic spec cars built in 1976 and sold to North America. All of these chassis except RT1-11 can be eliminated on the following grounds. Firstly, RT1-30, RT1-33, and RT1-36 survive with known histories, so cannot be this car. Secondly all these chassis, other than RT1-11, had a different design roll hoop, finished in black and with much shorter forward supports, meeting the monocoque floor beside the driver's seat. Of 1976 Atlantic production, only RT1-11 had the long supports, with the finish in chrome. (Because of the date of the fuel cell, the car cannot be either RT1-9 or RT1-10, which had a similar roll hoop specification but were built before December 1975.)

5: The process of deduction is then confirmed by the complete traceable provenance of the car back to Mead, and indeed when Cunningham advertised the car for sale on the website race-cars.com, it was described as RT1-11 (Sadly this archive page is now lost after the redesign of that company's web pages), and by Ralt's Safety Fuel Cell Certificate.



RON TAURANAC RACING LTD

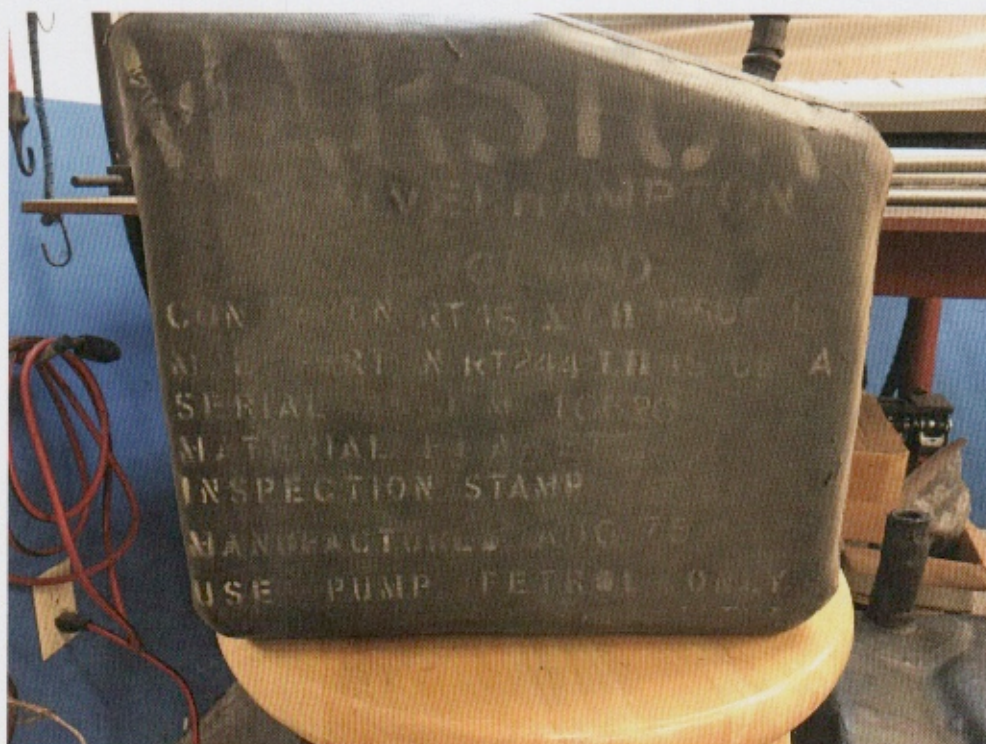
snelgar road, woking, surrey, GU21 1ED, tel. woking 703812
registered in london no. 1191976, VAT reg. no. 212 7605 90

CERTIFICATE

Safety Fuel Cell

This is to certify that RALT Chassis No. *RT1-11*
has been fitted with Fuel Cells Serial No. *JM 10734/JM 10620*
manufactured to F.I.A. Specification FT3 by
Marston Excelsior Ltd., of Wolverhampton.

R. Tauranac



2a and b: The right and left side fuel cells found in the Ralt during restoration. These accord with the fuel cell certificate for Ralt RT1-11 © Dave Zurlinden

RALT RT1-11 RACE HISTORY

Although Chip Mead's Ralt had probably been delivered in the spring of 1976 to Cavanaugh Racing, we do not know exactly when it made its race debut. Mead did not appear in the CASC Formula Atlantic pro series until July, but he is shown in SCCA National points tables as picking up 4 points in the FB class of Central Division. Sadly, the state of SCCA archives is such that results for many races are unknown, and when and where Mead scored these points, likely from a single finish, third in class, is as yet a mystery. It may be that the race was the Philadelphia region summer North East Division national at Pocono (where the car might have been given a Philadelphia stamp), but it is more likely that the stamp was applied in the Cavanaugh workshop, and that the race was actually within Central Division - perhaps at Mid Ohio on 17 July.

If that was the case, then RT1-11 had made its debut a week earlier, in the CASC championship round at St. Jovite. Fields for this series, which ran across Canada in the summer months, were enormous in 1976 and there were no fewer than 53 cars in qualifying for the race. This necessitated a qualifying race for the 18 slowest drivers, with the first 6 making up the grid for the main event. The championship had grown steadily in both status and reward since 1973, with experienced drivers from outside North America joining in to enhance or rebuild their reputations. For the first time since 1972, there was also a professional series in the USA, with IMSA staging a number of races in support of the Trans Am championship. 1976 was primarily to be remembered, however, as the year that a young French-Canadian called Gilles Villeneuve came to worldwide attention. Driving, and occasionally wrecking, a string of March 76Bs run by Ecurie Canada, Villeneuve won almost everything up to mid season, beaten only at Westwood in torrential rain when an oil line broke.

At St. Jovite-Mont Tremblant Villeneuve delighted his local fans with pole in 1'33.443", half a second faster than Tom Klausler with a Lola T460. That Klausler could even get a T460 that close was a mark of this quiet, under-rated driver's talent. The Lola T460 was a dog of a car: designed and tested on British circuits, and on British specification Atlantic rubber, the car simply didn't work on the generally rougher Canadian tracks with taller Goodyear tyres. Most people suffered from terminal understeer, and Tom Gloy, whose second season on the pro Atlantic trail was spent mostly in a T460, later described it as "the worst car I ever drove" and remarked that he felt sorry for whoever he sold the car to! Klausler was the only man to make the T460 work, and at St. Jovite was 2 seconds faster than the next specimen - that of team mate Hector Rebaque. Third on the grid was Chicagoan Bobby Rahal, in his second season of Formula Atlantic, running with the works-endorsed March team of Doug Shierson. Rahal, however, was compromised by engine reliability: both Shierson mechanic Keith "Wombat" Devereux and crew chief Don Schneider (aka "Sneeters") commented that the McCoy engines Rahal used were unreliable and not a match for those built by Traylor Engineering (where Klausler was in charge) or Dave Morris (for Ecurie Canada). The other drivers in the Shierson team used RaceShop engines built by Shierson's partner Joe Grimaldi. Rahal was joined on the second row by Swedish expat Bertil Roos, who set 1'34.357" in a new Ralt RT1 run by Brian Robertson. Robertson had begun the season with a pair of Lolas for Roos and the Canadian veteran Craig Hill, but by mid season the team had given up on the T460s (though Hill used his for the last time at St. Jovite) and invested in three Ralts, with Richard Spenard joining the team with backing from Planter's Peanuts. The third row held the fourth different make of car - the other veteran Canadian, Bill Brack, with an STP supported Chevron B34 and Price Cobb in another Shierson March 76B. Former Lotus Grand Prix driver and Formula 3 ace, Australian Dave Walker came next. Walker's star was steadily falling after Colin Chapman axed him at the end of 1972. A part season in Formula 2 in 1974 had done nothing for his reputation, and he'd then run in the CASC series in 1975 with a new Lola T360 owned by wealthy South African Robert Joubert. In 1976 he found himself in a March run by New Zealander Rick Shea. To get this to seventh fastest was actually some achievement by Walker, and a tribute to Shea's race engineering skills, since it was basically a four year old March 722, with 76B bodywork. Alongside him came another hugely talented driver making the most of a well-engineered older car, with the engineer another Kiwi: Elliot Forbes-Robinson, a star of Formula Super Vee and winner in Atlantic in 1975, driving one of Allan McCall's 1972 Tui BH2s. Mead was back on the tenth row, nineteenth fastest in 1'36.904", with a gap alongside him on the grid as Bill Scott failed to start in one of the Chevron B34s that he normally kept for rental drivers.



3: Chip Mead embarks on his second season in the CASC championship with Ralt RT1-11, in 1977 at Mosport, but with the car now under the charge of Pierre Phillips. The car here is still running 1976 style bodywork with narrow cockpit and small end plates on the wing. An excellent fourth place was his best result to date. © Paul Gulde.

After a qualifying race won by R.J. Nelkin's Chevron B34, ahead of the rented Pierre Phillips Lola T460 of Michael Landrum, the main event got underway. For a CASC series race it was unusually processional. Villeneuve as usual drove off into the distance, but there was far less infighting than usual behind him. Klausler took a steady second place, just under 9 seconds down on Villeneuve's March after an hour's racing, with Forbes-Robinson third and Roos fourth, ahead of Rahal who slipped back as the engine went off song. Then came Shierson team-mates Cobb and Tom Pumpelly, ahead of Hector Rebaque with the second Carl Haas Lola. Mead had a steady run in the midfield to fifteenth place, a lap down, dicing with Tim Coconis in his Lola T460, Canadian florist Bruce Jensen in a year old Chevron B29, Tim Cooper in a hybrid March run by Wilbur Bunce and Marcel Talbot with another Chevron B29.

The race at Atlantic Motorsport Park, Halifax, usually attracted smaller fields - by this time teams were running out of money and Nova Scotia was a little out of the loop. However, there were still 27 cars in qualifying. Villeneuve, having smashed up his spare car in testing was down to the last Ecurie Canada March but still took pole with 1'01.800" ahead of Brack (1'02.026"), Rahal (1'03.225") Klausler (1'03.294") and Roos (1'03.710"). Tom Gloy had now ditched his Lola and immediately improved, taking over the Tui used by Forbes-Robinson at St. Jovite and qualifying sixth. Mead began to make progress too, qualifying tenth fastest in 1'04.434" alongside Rebaque. Immediately behind him were the new Ralt of Richard Spenard (1'04.439") and the March 76B of Seb Barone (1'04.563")

If Villeneuve, after mid season, developed a propensity for wrecking cars in testing and practice, he didn't crash during races. At Halifax he beat Brack, on a circuit where the older man excelled. The next group of front runners all hit problems: Klausler pitted and could do no better than thirteenth, Rahal suffered ignition failure early on, Roos spun and stalled when chasing Brack with only two laps to go, and Gloy had suspension failure on the Tui. All this allowed the midfield runners a day at the pay window for prize money. Howdy Holmes found himself third in his Bill Scott Chevron, albeit a lap down, followed by Spenard, Rebaque and the consistent Cobb. Mead also hit problems, coming home in a lonely fifteenth spot after a pit stop.

Mosport, being nearer to home base for most of the Canadian and US teams, drew 41 cars to qualifying. The major shock was that Villeneuve was missing: his sponsor Skiroule had gone bankrupt, and driver and team were desperately trying to find deals that would let them finish the season. In his absence, Rahal took pole, with 1'19.101" from Klausler (1'19.346") Brack (1'19.898", though he failed to make the start when an engine went in the warm-up) and Shierson driver Marty Loft (1'19.947"). Loft was a real talent who never quite found a deal that would let him break through in Formula Atlantic. He was the class act in a ferociously competitive west coast Formula Ford scene, and had won the CASC Atlantic race at Westwood when Villeneuve broke, driving superbly in pouring rain on a track he knew well. Then came Gloy, Roos, Gordon Smiley, who'd found some money to run one of Fred Opert's Chevron B34s, Holmes, and Cobb. Mead was on row seven, fourteenth fastest in 1'20.991" with Marcel Talbot for company, Spenard and Jensen on the row ahead, and the Lolas of Carl Liebich and Tim Coconis behind.

Klausler's challenge to Rahal only lasted seven laps before the engine let go, and Rahal took a flag to flag victory. Behind him the field thinned out only in the closing laps. Loft crashed out with four laps to go, and Spenard joined him a lap later. Gloy beat the fast but erratic Roos to second place, with Cobb fourth. Jensen in fifth headed the midfield runners, a lap down, with Liebich following him. Mead wound up tenth, two laps behind, ahead of Frank Delvecchio, driving the wheels off a March 73B still powered by a Ford twin cam, whereas everyone else was running the more powerful Cosworth BDD motor.

A week later, at the IMSA race at Mid Ohio, Tom Klausler got the win his season deserved - albeit in Villeneuve's continued absence. He beat Price Cobb by 12 seconds, with Rahal third. Holmes continued his late season improvement to finish fourth, beating the March 76Bs of James King and Bobby Brown, with Mead seventh, the last car on the lead lap. However, most people were saving themselves for the non-championship race on the streets of Trois-Rivières, which was being heavily promoted by the mid 1970s, with top Formula One and Two drivers coming over from Europe especially for the race. 1976 was to be perhaps the finest of all races on the very special circuit. Fred Opert had hired Australian Alan Jones, not yet an established Grand Prix racer, but a dominant figure in F5000; he was joined by Formula 2 ace Patrick Tambay and José Dolhem. Shierson contracted works March Formula One driver Vittorio Brambilla to race Loft's March 76B whilst Ecurie Canada had put together two separate deals: one put Villeneuve back on track with what had been Tom Pumpelly's car, leased from Shierson, whilst the team's own surviving car got the livery of Ramada Inns and as a driver the soon-to-be-World Champion James Hunt. Further down the field, Irishman Damien "Mad Dog" Magee took over the Shea Racing March. All this glamour and fame didn't over-impress the front runners from the CASC series. Villeneuve and Klausler occupied the front row with 1'04.436" and 1'04.796 respectively. Rahal was third quickest in 1'04.807", heading Brambilla, Tambay, Hunt and Jones. Mead was back on row 10 of the grid in 1'07.320", alongside Venezuelan Juan Cochesa in the only Opert Chevron with its usual driver. The row behind contained Spenard and Californian Hugh "Wink" Bancroft, who demolished his Opert Chevron in a huge accident in qualifying and calmly walked over to the Shierson truck and bought Rahal's spare March to see out the rest of the season.

Villeneuve proceeded to put in the drive of his life. He beat Jones by over 9 seconds, with Hunt third. The beaten Hunt's glowing comments on the "unknown" French Canadian supposedly led to Villeneuve getting a ride at McLaren in 1977 and Marlboro backing. Brambilla came home fourth, heading Rahal and Tambay. One of the drives of the race, however, was by Tom Gloy, who kept the elderly Tui on the lead lap in seventh place. Mead put in an excellent drive, taking advantage of other's misfortunes but also passing many midfield runners. He wound up eleventh, a lap down, just behind Cobb, Rebaque and Klausler's ailing Lola, and well clear of Bertil Roos.

That was the end of Mead's season, however. He did not take the car to the remaining two IMSA rounds at Road Atlanta and Laguna Seca. He would keep the car for 1977, but would do a deal with Pierre Phillips to run it from Portland, Oregon, moving the Ralt from one side of the USA to the other. He would also supply Phillips with a detailed set of notes on the car's performance in 1976 (Fig. 4). From some of these it is clear that the Ralt was prone to some of the same faults as the Lola T460 - notably in its issues with suspension pickups pulling out. The difference would be that for 1977 Ron Tauranac would address those issues, whereas Lola was finished in the Atlantic market.

RALT RT1 - CHASSIS #11

Chassis Information and Notes

- (1) The most severe chassis problem experienced in 1976 was in the area of braking. The left front caliper should be checked as at Trois Rivières it was sticking quite badly. Also, the rear rotors should be turned down as they are pretty rough. Thought should be given to larger calipers in the rear.
- (2) The springs should be replaced all around. They have fallen from 300 lb. to 250-270 lb. range. A selection of springs could be tried in testing. I would like to try 325 lb. springs in the front. The shocks have been dynoed and are in good shape. The handling characteristics of the car are slight understeer tuning in and a more severe oversteer existing slow speed turns and out and out oversteer in high speed turns.
- (3) The shifting linkage is less than desirable. The u-joint (flex joint) just rear of the collar which comes off of the engine (under the oil filter) is quite sloppy and usually causes problems with shifting into first and second. The collar is mounted to the engine, and the engine is used as a stressed member. The result is that (I think) when the engine flexes within the rubber mounting bushings, it pops out of first gear. We tried replacing everything (fork, slider, collar, etc.), and through process of elimination, this is about all it could be.
- (4) The wheels with the car are two different widths in the rear. You might check with Tauavanac, but I think that the 15" rears work better than the 14" rears. The fronts are the same. Maybe mount rain tires on the 14" rims.
- (5) As discussed, the wing design could be better. The amount of adjustment in the rear is not enough to balance downforce produced by the nose.
- (6) The cooling system is for an F/2 car and always had to be taped on both oil and water to reach temperature.
- (7) The front lower "A" arm pickups gave us problems. What has been done there was a track patch job which we never got around to fixing properly (i.e., is the location the same?). As you can see, the "A" arms were pulling out. Possibly not a good design for Canadian tracks.
- (8) Special attention should be paid to the rear settings. The toe in under bump is the most effective advantage over other designs going. The car will come off of turns faster than any other car now built. Except for camber all of the settings on the set-up sheet are quite good. I never did get a handle on tire construction, but I think that the rear camber should be about 1/2 degree neg. to compensate for sidewall flex. Also, that front flap (covering rad. exhaust) causes quite a stir at the track -- well worth the psych value even if it doesn't do much. (I only use it to try and regulate running temperature.) Maybe there are later developments from Europe we could try in the suspension department?

4: Notes supplied on the Ralt to Pierre Phillips at the start of the 1977 season.
Courtesy Tommy Phillips.

The 1977 CASC series, sponsored by Labatt's Brewery, began at Mosport in late May. The bad news for hopeful competitors was that Gilles Villeneuve was still around, running in a two car Ecurie Canada set-up with his friend Richard Spenard. The even worse news was that Fred Opert had hired the electrifyingly quick Finn Keijo "Keke" Rosberg, who had already dominated the Peter Stuyvesant series in New Zealand with a Chevron. In the Phillips team Mead was joined by Juan Cochese, and the team had bought two new Ralt RT1s, although only one of them was delivered in time for Mosport. When Cochese damaged it early on, the team resorted to renting Kevin Cogan's spare car (the ex Roy Klomfass Ralt RT1-10). Practice was spread over three sessions, one on the Friday and two on the Saturday. Although Phillips' notes show that Mead was troubled by a high speed misfire in the first session, his best time was nonetheless set on the Friday. 1'20.493" remained good enough for eleventh fastest on the grid. Pole went to Villeneuve, of course, with a stunning 1'17.847" on the Saturday afternoon, a new qualifying record. The young Texan Price Cobb, running with Shierson, was second with 1'18.384 on the Saturday afternoon. Then came Brack, running now with Shierson in a March 77B, with 1'18.802", but in the final session he rolled his spare car and cracked a bone in his wrist, ruling him out of the race. Rosberg settled in with 1'19.114" followed by Bobby Rahal, with 1'19.242". Rahal was running an "ex Villeneuve" March 76B, his backer New York stockbroker James Morgan having purchased both the rebuilt Ecurie Canada cars. Sixth spot went to Tom Gloy, running with Rick Shea in a March 76B which the team boss had purchased from Jon Mortensen after the Montreal race at the end of 1976, after a particularly successful trip to a casino!

Rosberg made a fantastic start from the second row, beating Villeneuve and Cobb into Turn 1. On lap 3 on the back straight Villeneuve tried to draft past the Finn and he moved over going into Turn 7, the two banging wheels at 140 mph. This damaged the steering on the March and after a quick spin at Turn 10 Villeneuve headed for the pits, re-emerging in eighteenth place after changing both the rear wheels, flat spotted in the spin. Meanwhile Rosberg had established a healthy lead over Cobb with Gloy third. Howdy Holmes - Shierson's lead driver this year - was fourth, followed by Rahal and Spenard. Mead had made a poor start, but the official lap chart (Fig. 5) shows that he made good progress through the field. On lap 3 he passed Peter Ferguson's Chevron B29, then Jeff Wood's March 77B a lap later. Villeneuve's pit stop promoted him another spot and then on lap 10 Rahal punctured and limped round to the pits to change his right rear wheel. On lap 11 Spenard spun and pitted to change both rears, promoting Mead to seventh. Team-mate Cochese had been running well in fifth, but then the clutch failed and he was out on lap 19. A lap later Gloy steamed into the pits to change a punctured left rear tyre, and though he lost only two places in the spread out field this elevated Mead to fifth. Villeneuve, meanwhile, was engaged in a spectacular come-back drive, during which he reduced the lap record to 1'18.392", and on lap 31 he took fifth back from Mead. However, Holmes, running third, then stuttered to a halt at the exit of Turn 2, on lap 33 and a lap later Rosberg's engine tired of being run at the limit. Cobb inherited the lead for the last seven laps, finishing with Villeneuve 12.5" behind. Then came Kevin Cogan after a steady, trouble free run, Mead in fourth, Gloy fifth and still on the lead lap despite his pit stop, and Ferguson in sixth with his two year old car, a lap down.

After Mosport, Mead raced the Ralt in an SCCA event at the car's new home circuit, Portland. For an SCCA race the Rose Cup was a prestigious and well publicised race; there was a regional status race on the 10th of June and then the national on the 12th. Mead took pole for the regional in 1'08.30", a new qualifying record for Portland, and beat a mixed field of Formula SCCA (FA, FB, FC and FSV) and Formula Fords, with Fred Greenfield second in the original 1972 Tui BH2, Cal Huartson in an ex Dan Marvin Lola T360 and Bob Tracy in a March 74B. In the course of the race Mead reduced the lap record to 1'08.16". The national was limited to Formula SCCA and saw a number of more competitive runners appear. These included CASC series regular Jeff Wood with his March 77B, Mike Fisher, renting Phillips' 1976 Lola T460, Steve Jizmagian in a similar Lola, Jerry Blakemore from Seattle with a new Ralt RT1, and competitive local Sans Thompson with a Lola T360. Mead pulverised the qualifying record, reducing it to 1'06.82", and set a new lap record again in the race, at 1'07.34". However, in the later stages of the race the engine went off tune and Mead was passed by Wood, and by local Allen Karlberg, running a Lola T400 F5000 car, who went on to win.

1977 LABATT'S BLUE RACEFEST																				• ATLANTIC •										MAY 22/1977.										
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22	6	6	6	6	6	6	6	6	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	
23									10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	
24									10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	
25									10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	
26									10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	
27									10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	
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30									10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	

5: The official lap chart for the first 1977 race at Mosport. Mead, #31, made steady progress from the midfield, first passing Peter Ferguson and Jeff Wood, and then benefiting from the misfortunes of others, to finish fourth.

Gimli, a month later for the second CASC round, was an airfield circuit in the flat prairie of Manitoba, indeed, one staked out on a still working airfield. Villeneuve, Cobb and Rosberg were again the class of the field. Cobb took pole in 53.886" from Brack, with his wrist in a cast, shared the front row. Villeneuve was third fastest in 54.097", alongside Holmes. Rahal and Rosberg were on the third row, then came Cliff Hansen with a March 77B and Mead in 54.792". Villeneuve led initially but his engine failed after 27 laps, and Cobb ran out of fuel with seven laps to go. That left Rahal to pick up the win, heading Rosberg by a scant 0.3". Brack, racing was third, whilst troubles in the midfield runners led to some surprisingly high finishers. Marcel Talbot, who'd qualified seventeenth using a new March, was fourth, a lap down, ahead of Hansen who'd pitted, and the Phillips pair, with Cochesa sixth and Mead seventh.

Edmonton, another prairie airfield, came up next and again Villeneuve, Cobb and Rosberg were the fastest three on the short, fast track, with the French-Canadian on pole with 56.31" from Cobb (56.57") and Rosberg (56.67"). However, the fourth man was a surprise, quick New Zealander David Oxtan running one of McCall's now near antique Tui; he headed Gloy and Cochesa on the third row of the grid. Villeneuve led Rosberg by between 1 and 2" until lap 29 when the March skated wide on oil in Turn 4. Going into the next turn the two banged wheels and Villeneuve's right front took out a chunk of fibreglass on the left of Rosberg's cockpit. With the Chevron suffering from bad understeer Rosberg was unable to challenge again. Cobb held third throughout, at first fending off a challenge from Rahal, until the Chicagoan spun on R.J. Nelkin's oil. Despite having to pump the brakes towards the end of the race, Cobb held off a renewed challenge from Rahal at the end. Behind them Brack and Gloy had a tough fight over fifth, only settled when Gloy's throttle cable broke. Cochesa continued his consistent run with Phillips by picking up sixth. Mead, however, spun off with 10 laps to go, being classified 15th.

Villeneuve was missing from the field at Westwood, outside Vancouver. He was away making his Grand Prix debut at the British Grand Prix with McLaren. Howdy Holmes took pole with 1'02.256" from Rosberg, in 1'02.341". Brack and Cogan were on the second row, Rahal and Cobb behind them. In Villeneuve's absence Ecurie Canada hired young Italian Formula 2 driver Bruno Giacomelli, but he wasn't overly impressive, qualifying eighth in 1'03.333" and pulling out when the clutch failed on the warm up lap. Robert Morris, the team's engine builder, later said that Giacomelli deliberately burned the clutch out because he didn't fancy racing. Mead was alongside his team-mate Cochesa on the seventh row, setting 1'04.148" to the Venezuelan's 1'04.275".

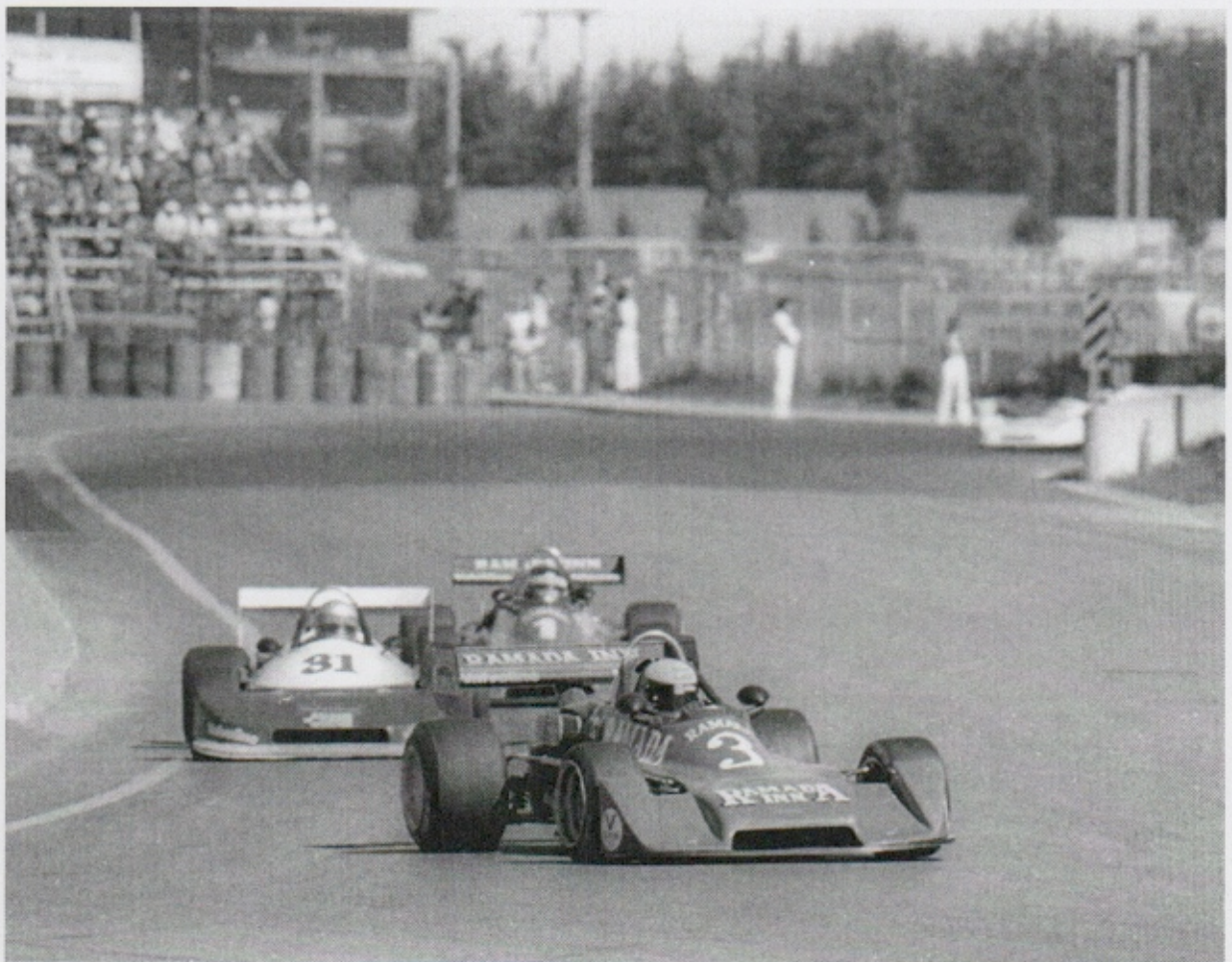
Rosberg grabbed the lead at the start but had Holmes close behind him until the pair came up to lap the first backmarkers. Rosberg then used the traffic to open up a 5" gap. Then just after half distance Holmes coasted to a halt with smoke coming out of the head gasket. That promoted Brack to second, ahead of Cogan, with both of them having got past Rahal. When Cobb tried to do the same thing at the Hairpin the two collided; Cobb was out with damaged suspension, and Rahal pitted to have the rear wing fixed. He would recover to tenth, two laps down. Wood and Spenard also collided, on lap 34 in the Esses, badly damaging both their cars. That left Oxtan in fourth with the Tui, a lap down, ahead of Gloy, who was rather off form this weekend, and Jon Norman having a rare pro series outing in his "ex-Villeneuve" March. (This was the Tom Pumpelly car in which Villeneuve had finished 1976, but consisted of parts scraped off the track at Road Atlanta when Pumpelly demolished the car at the end of the year, rebuilt on one of Norman's own tubs.) Mead retired too, for unspecified reasons, on lap 43, being classified thirteenth.



6: Chip Mead in one of his last drives with RT1-11, at Trois Rivières in 1977. He would finish eighth after a race-long battle with Kevin Cogan and Jacques Laffite. © Motorsport Images.

At Halifax Villeneuve took pole with 1'02.863" from Brack. Rahal was third fastest in 1'03.468" ahead of Rosberg. Then came Holmes and Spenard, Cobb and an impressive Mead with 1'04.17", Cogan and New Zealander Dave McMillan, returning to the series, Gloy and Cochesa. Villeneuve led initially from Rosberg and Brack. Rosberg lost his clutch, and second place, on lap 12, eventually retiring some 10 laps later. By then Brack had inherited the lead on lap 20 when Villeneuve came up to lap Cogan, who'd been delayed, who was in turn lapping one of the backmarkers. Cogan lost the back of his Ralt and Villeneuve clipped him. The Ralt flipped into retirement, landing right way up, and Villeneuve was out with broken suspension. Brack then led from Rahal, Cobb, Spenard and Holmes. That order only changed when Rahal first spun on lap 39, and then suffered a broken rear cross member. Rahal kept going, nursing the erratically handling car, and finally finished ninth, two laps behind. Mead, after a couple of pit stops, was thirteenth. Brack was the fifth different driver to win a round of the 1977 series, and the win gave him the series lead.

Saint Felicien in Quebec has to be described as a horrible circuit. A drag strip and a quarter-mile oval were joined up by a narrow set of esses, a slow right hander and a fast right hander. If you went through the wooden fence on the outside of the oval you quickly arrived at a public road. Between race and practice half the field went home with wrecked cars needing new tubs: Marc Bahner had never been so busy! French Formula 2 ace Didier Pironi, who'd arrived to partner Rosberg in Fred Opert's team must have wondered what on earth he'd got into. Villeneuve took pole with a qualifying time of 38.914" (this place certainly wasn't Road America...) from Cobb, Rahal and Brack. A second covered places 2-13 on the grid. By this time Cliff Hansen had destroyed his March 77B and reverted to his spare 76B - which would meet the same fate in the race; Dave Webber had crunched his Ralt, and Jon Norman crashed his March.



7: In qualifying at Trois Rivières, Mead circulates in the company of French Grand Prix driver Jacques Laffite, #1, and future Grand Prix driver and World Champion "Keke" Rosberg, #3, both in Chevron B39s entered by Fred Opert. Rosberg would crash out on the opening lap of the race, whilst Mead would spend most of it in Laffite's company. © Motorsport Images.

Villeneuve led from start to finish whilst behind him people kept going off. Rosberg ended up in the concrete wall on the exit of Turn 1 after 14 laps; Mike Rocke crashed his March 77B after 23 and then Hansen wrecked his second tub of the weekend on lap 32. When Jeff Wood went into the same spot as Rosberg after 62 of the 100 laps a safety car was summoned. Almost immediately after the restart Brack, Cochesa and Dan Marvin in another Jon Norman built March 76B collided in Turn 1, and the pace car came back out. With just 10 laps left Rahal crashed out. Only Gloy finished on the same lap as the winner. Mead drove a steady safe race and survived in third place, a lap down, followed by Cogan, Oxtan, Holmes (in his spare car after crashing the regular one) and Pironi, who lost a place with a 15" penalty for passing under one of the innumerable yellow flags.

It must have been a relief for the teams to get to Trois Rivières after this farce. Again there was an influx of foreign visitors - though this year it was entirely down to Opert, who clearly had a French driver thing going on. Pironi went home after St. Felicien, but Patrick Depailler and Jacques Laffite arrived to partner Rosberg in a four car team of Chevron B39s. As in 1976 Villeneuve and Cobb in particular weren't phased by having Grand Prix drivers to compete with. Villeneuve took pole in 1'04.488" from Depailler. Then came Cobb, heading Rosberg, Laffite, Holmes and Brack. Mead was the fastest Ralt, continuing his good runs in the season, eighth with 1'06.368" ahead of Cogan and Bruce Jensen, still running his 1975 Chevron.

At the start Villeneuve grabbed the lead from a fast starting Rosberg, followed by Depailler and Cobb. However, the usual contact between the two saw Rosberg crash out on lap 2 and dropped Villeneuve behind Depailler and Cobb, as well as Howdy Holmes. Villeneuve couldn't find any way past after this and eventually Cobb (hugely under-rated and never really looked at as someone who might progress to Grand Prix) beat Holmes by a mere 0.01" with Depailler over 3" behind in third. Craig Hill drove a good race in his last season before retirement, coming up to fifth behind Villeneuve. Meanwhile Laffite, Cogan and Mead had a terrific scrap for the entire race over sixth place, with the three finishing in that order.



8: At Quebec City Mead had a long dice with the Ralts of Kevin Cogan and Dave McMillan. Here he fends off the New Zealander, with the horse racing track in the background.
© Motorsport Images.

The final race of the year was also the Labatt's Championship decider on a temporary circuit in Quebec City, using roads around the perimeter of the Expo Quebec park and the horse racing track. Depailler and Laffite stayed on with the Opert team, retaining backing from Ramada Inns, whilst Mead had a new team-mate. Exploring possibilities for the 1978 season, Bobby Rahal rented the Ralt normally used by Cochesa. It was Brack who took pole, however, with 1'04.03" from Rosberg - one of four drivers with a shot at the championship - who set 1'04.39". Villeneuve was in an unacustomed spot on the second row, perhaps thinking more about his Ferrari contract, alongside Cogan, with Rahal and Dave McMillan on the third row. Cobb was in an equally unusual spot in seventh fastest, sharing row four with Depailler. Mead, for his last race with RT1-11, was on the sixth row in 1'05.12", sharing the row and the time with Spenard in the second Ecurie Canada March.

Race day, however, saw Villeneuve quickly settle any doubts about who would be champion as he cruised to victory and his second CASC title. He had 27" in hand on Rahal at the end, with Depailler third and Laffite fourth. Cobb could do no better than seventh, and Rosberg twelfth, four laps down. Brack's clutch put him out after only 21 laps. Mead had a tremendous dice for much of the race with the Ralts of Cogan and McMillan. Eventually Cogan and McMillan came together, putting both cars out and leaving Mead to pick up a solid sixth place on his final race with the Ralt. Having been an early adopter of the Ralt in 1976, Mead had helped Tauranac's firm develop what for the next two to three years was the car to have in North American Atlantic - reliable, tough and easily serviced on the road. Mead ordered a new RT1 for 1978, when he was to partner Rahal in a two car team in the expanded and improved CASC/SCCA series, taking in US circuits. Having purchased three RT1s in 1977 to run alongside Mead's original car, Pierre Phillips now ordered three more to partner Mead in 1978, two for Rahal and one to run an SCCA programme with Les Hill and ICSCC races for Tommy Phillips. The 1977 cars were sold off, with Rick Shea buying RT1-11.

Rick Shea also had big plans for 1978: he had bought a hardly used Chevron B45 and bought RT1-11 as cover, because he thought he had a deal with the experienced, occasional Grand Prix driver Ian Ashley to come over and run the series with backing from British prog-rock band Jethro Tull. This was an era when rock music and motor racing happily converged, especially in the UK: Ken Hensley, from heavy rock combo Uriah Heep ran his own team in FF2000, Swansong Records and the rock band Starz both sponsored cars in Formula 3. However, though Shea made the entries in the early season the money, and Ashley, never turned up. It is possible that Bob Hoff rented the car on a couple of occasions to run SCCA nationals at Willow Springs and Texas World Speedway in the spring of 1978. (Although Hoff later owned the ex Gilles Leger RT1-79 this could not have been this car, since Leger used it until autumn 1978, so it must have been rented and Shea seems the likeliest candidate.) The next recorded outing for the car is in the results for the 1979 Long Beach Grand Prix support race where it was used by Canadian Mark McCaig. He qualified twenty-seventh of 36 with 1'30.740", sharing row 14 with Los Angeles Formula Ford graduate Steve Anderson in a March 78B. Pole went to Kevin Cogan, with a new Ralt RT1 in 1'26.700" from Howdy Holmes in a new Shierson run March 79B. However, it was Tom Gloy from the second row who took victory in his new Ralt RT1, beating Cogan by 5 seconds. McCaig was classified in twenty-fifth, having retired after 36 laps with mechanical issues. After this McCaig opted to drive the Shea Racing Chevron and the Ralt seems to have gone unused until it was sold in late 1979 to Carlos Bobeda. Bobeda was a talented Formula Ford driver, a consistent front runner and winner in the most competitive Formula Ford scene in the USA. He probably had the talent to run in the professional series, but he didn't have the money or the sponsorship. The Ralt was a good entry level car to run in SCCA Nationals with a real chance of finishing near the front of the field.

Bobeda's known debut with the car came at the CalClub National at Riverside in mid February 1980 - he may have used the car in a Regional at the same circuit a fortnight earlier, or perhaps in a Regional at Willow Springs the previous December, but results do not survive. The field was extraordinarily competitive, even if, apart from Bob Schader's March 80A, most of the machinery was a few years old. Pole went to Mark Moore, with a March 76/77B, alongside lawyer Wally Farrell with a March 79B. In all there were 24 Formula Atlantics and 6 Formula Cs on the grid, with a host of Ralts. Apart from Bobeda these included a nearly new car for San Franciscan Steve Jizmagian, an ex Pierre Phillips 1978 car for Frank Monise Jr., one of several ex-Gilles Leger RT1s in circulation (this his 1977 version) for Bob Hoff, the two BTG ("Beat the Government") Racing cars of easterners Paul Grundrich and Roberto Silvestro, Ed Donnelly with an ex Cogan chassis of 1976 vintage, and newcomer Whitney Ganz.

Moore went into the lead, pursued by Ganz, whilst Farrell fell back into a scrap with Bobeda and Donnelly, followed by Hoff, and then a dice between Kyle Buxton in his old March 722/75B, Schader, spraying oil, Monise, Jim van Horn's equally elderly March (a 71BM with 76B body) and Jizmagian. Moore made a mistake on lap 3 and surrendered the lead to Ganz, having his first race in an Atlantic, whilst Bobeda had secured third from Farrell and Hoff after Donnelly pitted for a new nose. Lap 17 saw major changes as both Ganz and Farrell pitted. Moore went back into the lead, from Hoff, who had minor suspension damage after kissing the Turn 5 wall, and Bobeda. Monise, Jizmagian and Grundrich followed. With a lap to go Bobeda spoiled a good outing when the car slowed with a misfire and he fell back to fifth, behind Monise and Jizmagian.

With only a week before the Long Beach Grand Prix, Bobeda then ran an old FSV Lola at Riverside on 23 March, saving the Ralt for his professional series debut. But Long Beach drew an enormous entry: not only were there the pro series regulars, the entry contained most of the leading Californian SCCA drivers and several hopefuls renting one off rides in the hope of attracting a sponsor for the rest of the year. There were no less than 44 drivers trying to make the grid at Long Beach, and 38 of them did. Bobeda, with at most two races in the Ralt and making his debut on a street circuit, could do no better than thirty-fourth on the grid, setting 1'33.969 and sharing the seventeenth row with Bob McGregor's ex Bill Brack/Jacques Villeneuve March 78B. Pole went to Tom Gloy, now heading his own two car team of Ralt RT1s, with 1'27.316", with Geoff Brabham in the first of two Ralt RT4s making their race debut alongside. Dan Marvin and Price Cobb in new March 80As were immediately behind. Gloy won after a fine race, beating Kevin Cogan's semi-works Ralt RT1 by seven seconds after 50 laps. Bobeda's race came to a halt after 13 laps with a broken cv joint.

In SCCA things went rather better: at Willow Springs in early May Bobeda came home third behind the Ralt RT1s of Steve "Gas" Saleen and Whitney Ganz, both fast runners in the national series. Behind him was Frank Monise Jr. in another ex Phillips Ralt, Stefan Rzesnowiecky in an aging Lola T460 and Hoff, now definitely in the ex Leger car. At Riverside in late May Bobeda qualified third but placed fifth in the Regional after hitting trouble, a lap down on Tom Contino, in an ex Hansen March 76B, Kyle Buxton with his elderly March, Bob Schilling in a Brabham BT40 and Warren Scoville in a Lola T460. In the national he retired from a race won by Fred Whitehead's March 78B from the flying Buxton, and Mark Moore's March 76B. A photograph in *Finish Line* shows that by this time, if not before, the car had been rebuilt with 1978 specification rear suspension.

Bobeda's best results with the car would follow. First up he finished second to John Milledge's much newer RT1 at Riverside in the 4th July meeting, beating Monise and Buxton, who was shaking down his new car, an ex Skeeter McKitterick Ralt. Eight days later he gave the car its second outright race victory, in a Colorado Region meeting at Pueblo. In the Regional, on the Saturday, he retired after 9 of 12 laps, ending up classified 33rd in a field consisting mostly of Formula Fords. (Colorado was a particularly active region for Formula Ford in the 1970s and 80s, producing many good drivers, including future Atlantic champion J.O. Cunningham.) On the following day Bobeda took a comfortable victory in the National race ahead of the PRS RH02 Formula Ford of fellow Californian visitor Norm Hunter, and the somewhat elderly Lola T342 of Kirk Stevens. Bobeda finished the season rather early: his last event in 1980 seems to have been the Bonus National of San Francisco Region at Sears Point in August. Here he came up against former sprint car driver Jimmy Santos who was tearing up North Pacific Division in an old March, and Ken Dunn who would go on to win the national title at Road Atlanta with a 1978 ex Rahal Ralt. Bobeda couldn't quite live with these two, coming home third in class and fourth overall behind Clive Bush's Can Am Conquest BT1, but beating Terry Gemmill's new March 80A.



9: In the frantic early laps of the 1980 Long Beach Grand Prix support race, Carlos Bobeda #18 sits in the middle of the bunch with Ralt RT1-11. Juan-Carlos Bolaños in the yellow March 78/79B has just hit the gearbox of Roberto Silvestro's Ralt (out of picture), Bob Schader, #16, in an ex Jeff Wood March 78B goes round the outside. #77 is Bob McGregor's ex Brack/Villeneuve March 78B. Warren Pauge's 1972 Brabham BT38 is the yellow car alongside Bobeda. © Motorsport Images.

Bobeda seems to have begun his 1981 season at Long Beach, although early season regional results for CalClub events are lost. There were 41 cars in qualifying on the street circuit this year, with 34 qualifying. Bobeda went better this year, qualifying twenty-fourth in 1'32.355" with his SCCA sparring partner Mark Moore for company. Geoff Brabham took pole in a new Ralt RT4 in 1'27.368", from Danny Sullivan in a similar car. Sadly, again Bobeda failed to finish, this time thanks to engine failure after 22 laps. Brabham won from Jacques Villeneuve in his Doug Shierson March 81A, Sullivan, and Rogelio Rodriguez in a RT4 run by Tom Gloy, who'd retired to run a three car team of new Ralts. Bobeda could ill afford such an expensive rebuild and didn't reappear until the early May National at Willow Springs. This saw a dice between Moore and Allen Berg in a Ralt RT1 which ended in tears after 7 laps when Berg rolled high in the air, being briefly hospitalised. After the red flag and restart a chastened Moore went on to win from Ed Donnelly's Ralt whilst Bobeda nursed a sick engine to third place ahead of Archie Snider, in the Ralt he shared with Milledge, and Chris Bender in a March 76B.

After a dispiriting performance at the Memorial Day Weekend National at Riverside, where he was classified fifteenth, Bobeda went out of division, up to Portland for the Rose Cup. On paper this was a race Bobeda could have won; the other Formula Atlantic entries were Bender, Marc Akerstream with a March 78B, and fellow locals Ron Householder with a 1973 Brabham BT40, Phil Simon with a March 75B, Tom Coyle with a Chevron B49 and Kathy Rude with a March 792 once reworked by the factory to Atlantic spec for Andrea de Cesaris to crash in the New Zealand winter series. Bobeda was faster than all of these, but again the Ralt let him down and after a long pit stop he only completed 10 of the 17 laps.

Bobeda sold the Ralt soon after, to Anaheim based Formula C driver Stu Hayner. He began his programme with a San Francisco run Regional at Laguna Seca in September. Regional races in North Pacific Division in 1981, at Sears Point and Monterey, were dominated by John Della Penna, who'd bought the ex Leger Ralt RT1 off Bob Hoff. This race was little different, with Della Penna winning by three seconds from Gary Hewett's ASR Lola T333 and Danny Thompson's ex Saleen March 77B. Hayner found reliability no better than had Bobeda and retired after 10 laps.

Hayner also failed to finish his first race of 1982, a Cal Club national at Riverside at the end of February, though he was classified as a finisher. By now the old Ralt was really uncompetitive: Mark Moore won using a new Ralt RT4, which set a new lap record. Kyle Buxton put in a great drive with his 1978 Ralt to keep him in sight and beat the March 81A of Bob Collins. Hayner did manage to get the Ralt into the race at Long Beach, thirty-first fastest of 36 starters, with 1'44.960" and slow but wealthy Mexican Joel Herrera for company in one of Ted Titmus' Ralt RT4s. However, again he retired, lasting only nine laps in a race won by Geoff Brabham - who only raced Atlantics at Long Beach, at least in North America - from Roberto Moreno and Al Unser Jr. in another works backed RT4. At Willow Springs for the SCCA National in May Hayner finally got the Ralt to the checker, in eighth place, a lap down. The race was won by Milledge in Snider's RT4, rebuilt after a huge crash at Riverside in February, ahead of Joe Sposato in another RT4, and Ken Dunn with an RT4 formerly run by Gloy's team. The first nine cars were all Ralts, but six of them were RT4s and the highest placed RT1 was that of Ron Lampley in sixth place.

With a weaker field and some retirements, Hayner got to a good fourth place in the first National of a double-header over the 4 July weekend, with the race won by Moore from Tom Foster, a CSR regular renting a RT4. However, on the following day he retired after only four laps, when Chris Bender won in his RT4, from Foster and motorcycle racer Kaming Ko in a brand new Ralt run by Kerry Agapoiou. The final race of the year, another National at Riverside, saw another retirement, on the first lap, when Joe Sposato won in his RT4 by half a second from Fred Whitehead. In 1983, although Hayner would keep the Ralt he would go back to his old FC Lola and it would be several years before the car appeared again in Regionals at Holtville, driven by Randy Goodman.

RACE RESULTS

Players CASC Formula Atlantic Championship, round 4 Mont Tremblant, 11 July 1976	Chip Mead	15
Players CASC Formula Atlantic Championship, round 5 Atlantic Motorsport Park, Halifax, 8 August 1976	Chip Mead	15
Players CASC Formula Atlantic Championship, round 6 Mosport Park, 22 August 1976	Chip Mead	10
IMSA Formula Atlantic Championship, round 4 Mid Ohio, 29 August 1976	Chip Mead	7
Grand Prix de Trois Rivières Trois Rivières, 5 September 1976	Chip Mead	11
Labatt's CASC Formula Atlantic Championship, round 1 Mosport Park, 22 May 1977	Chip Mead	4
SCCA Oregon Region Regional Portland, 10 June 1977	Chip Mead	1
SCCA Oregon Region National, "Rose Cup" Portland, 12 June 1977	Chip Mead	3
Labatt's CASC Formula Atlantic Championship, round 2 Gimli, 26 June 1977	Chip Mead	7
Labatt's CASC Formula Atlantic Championship, round 3 Edmonton, 3 July 1977	Chip Mead	DNF
Labatt's CASC Formula Atlantic Championship, round 4 Westwood, 17 July 1977	Chip Mead	13
Labatt's CASC Formula Atlantic Championship, round 5 Atlantic Motorsport Park, Halifax, 7 August 1977	Chip Mead	13
Labatt's CASC Formula Atlantic Championship, round 6 Saint Felicien, 14 August 1977	Chip Mead	3
Grand Prix de Trois Rivières Trois Rivières, 14 September 1977	Chip Mead	8
Labatt's CASC Formula Atlantic Championship, round 7 Québec City, 25 September 1977	Chip Mead	6
CASC/SCCA Formula Atlantic Championship, round 1 Long Beach, 7 April 1979	Mark McCaig	26
California Sports Car Club, SCCA National Riverside, 10 February 1980	Carlos Bobeda	5
CASC Formula Atlantic Championship, round 1 Long Beach, 29 March 1980	Carlos Bobeda	DNF
California Sports Car Club, SCCA National Willow Springs, 4 May 1980	Carlos Bobeda	3

SCCA California Sports Car Club Regional Riverside, 25 May 1980	Carlos Bobeda	5
SCCA California Sports Car Club National Riverside, 26 May 1980	Carlos Bobeda	DNF
SCCA California Sports Car Club National Riverside, 5 July 1980	Carlos Bobeda	2
SCCA Colorado Region Regional Pueblo, 12 July 1980	Carlos Bobeda	33
SCCA Colorado Region National Pueblo, 13 July 1980	Carlos Bobeda	1
SCCA San Francisco Region National Sears Point, 17 August 1980	Carlos Bobeda	4
CASC Formula Atlantic Championship, round 1 Long Beach, 14 March 1981	Carlos Bobeda	DNF
SCCA California Sports Car Club National Willow Springs, 3 May 1981	Carlos Bobeda	3
SCCA California Sports Car Club National Riverside, 24 May 1981	Carlos Bobeda	15
SCCA Oregon Region National Portland International Raceway, 13 June 1981	Carlos Bobeda	29
SCCA San Francisco Region Regional Laguna Seca, 13 September 1981	Stu Hayner	DNF
SCCA California Sports Car Club National Riverside, 28 February 1982	Stu Hayner	16
CASC Formula Atlantic Championship, round 1 Long Beach, 3 April 1982	Stu Hayner	DNF
SCCA California Sports Car Club National Willow Springs, 2 May 1982	Stu Hayner	8
SCCA California Sports Car Club National Riverside, 4 July 1982	Stu Hayner	4
SCCA California Sports Car Club National Riverside, 5 July 1982	Stu Hayner	DNF
SCCA California Sports Car Club National Riverside, 5 September 1982	Stu Hayner	DNF
SCCA San Diego Region Regional Holtville, 8 October 1989	Randy Goodman	3
SCCA San Diego Region Regional Holtville, 11 November 1989	Randy Goodman	15

OWNERSHIP

Chip Mead, 1976-1978
Rick Shea, 1978-1979
Carlos Bobeda, 1979-1981
Stu Hayner, 1981-1987
Dennis D'Angelo, 1988
Randy Goodman, 1989-1990
Chris Cunningham, 1991-2003
Peter McLaughlin, 2004-2005
Fred Kaimer, 2006-
Danny Baker, -2022
Dave Zurlinden, 2022

