

HGW

定例会メンバー

from 田沢

1/4

Motorsport

Public Affairs

Ford Motor Company
 Drawer 490
 Dearborn, Michigan 48121
 Telephone: (313) 336-0244
 Fax: (313) 336-9225



FORD-COSWORTH NOTES AND QUOTES

SATURDAY, APRIL 22, 1995, NAZARETH

THE FORD-COSWORTH XB SERIES II

AT THIS POINT, THE NEWMAN/HAAAS AND TARGET CHIP GANASSI RACING TEAMS ARE PLANNING TO RACE WITH THE FORD-COSWORTH XB SERIES II AT THE BOSCH SPARK PLUG GRAND PRIX ON SUNDAY. ALL FOUR DRIVERS --- MICHAEL ANDRETTI, PAUL TRACY, BRYAN HERTA, AND JIMMY VASSER --- ARE SCHEDULED TO HAVE SERIES II POWER FOR THE NAZARETH RACE.

LEE WHITE, NEWMAN/HAAAS TEAM MANAGER, ON THE FORD-COSWORTH XB SERIES II ... "We practiced and qualified the last several races with it successfully. It's been very good so far. It seems to be pretty fast on the straightaways, so the power seems to be there. We've had a few small durability issues that we've been working closely with Cosworth to overcome. We had a very good test this past week at Mid-Ohio and Michael (ANDRETTI) ran it 300, almost 400 miles, completely trouble-free. We're extremely pleased with that. We're biting the bullet, so to speak, and hopefully racing it here at Nazareth and will be successful. From here, we want to take the race engine, leave it in the car, and go to Milwaukee for a three-day test to continue adding mileage to that engine to make sure it has the durability that we need." ON TESTING MILES ... "I would venture to say we've probably done close to 3,000 miles of testing on the Series II so far just in testing. If you add in practice and qualifying miles, it's probably closer to 4,000 miles total that Newman/Haas has put on it between the two cars."

TOM ANDERSON, TARGET CHIP GANASSI RACING TEAM MANAGER ... "We raced with it in Long Beach. Neither car finished. One was a fuel problem that was not engine related. The other one was a car crashed. Right now, I'm happy with the Series II. The packaging is nicer. The top of the engine is cleaner. We haven't really run it a lot yet, so it's hard to tell how much of an advantage it really is. I don't believe it has the horsepower advantage that some reporters have quoted. The torque range feels smoother through the power range, so it is advantageous to the chassis set-up. I don't think the power has been maximized. It's so new, that the engineers haven't had a chance to do a lot to it. So, we're really in the early stages. But, it's like everything that the Ford-Cosworth guys have done before. They don't really give it to us until they think it's ready. So, we've been pleased with the development process." ON TESTING MILES ... "We have only run the Series II at the race tracks. Due to the scheduling and due to a problem we had with the Reynard gear boxes, we were due to run the Series II at Indianapolis after Australia. As it turned out, we didn't have enough gear box pieces left to run, so we were unable to do that test. We had intended to put 500 miles on it at the Speedway, but unfortunately, we were not able to do that."

FORD-COSWORTH INDY CAR CONTACT:

KIM CARMINE, CAMPBELL & CO.
 313-336-0244