



News Release

Swift Cars

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Swift-DB1 Wins CSPRRRC Formula Ford Championship!

Atlanta, GA. -- October 22 -- Coolly overcoming a mid-race bobble which put him ten seconds down and apparently out of the chase, R.K. Smith called on the superior speed of his new Swift-DB1 and ran down leader Bob Lobenberg, passing him on the next-to-last lap to win the Formula Ford CSPRRRC title at Road Atlanta in dramatic fashion today.

On a damp and treacherous track, the Swift came within $\frac{1}{4}$ -second of the lap record for Formula Ford in its first-ever race, turning a fastest lap of 1:29.589, with no one but Lobenberg under 1:30 in the field of 39 starters.

Smith and the Swift had won the pole, with Jerrill Rice second and Lobenberg third in Lola T642's, and these three immediately pulled away from the rest of the field at the start. Lobenberg took the lead, with Smith a half-second behind applying pressure. It was a sensible move for the 45-year-old Smith, who though he has barely three years racing experience, showed in this race why he was selected Cal Club's "Driver of the Year" in 1982.

On lap 7 Smith turned up the wick and by lap 8 he was more than seven seconds ahead of Rice and attempting to pass Lobenberg, but the Lola driver refused to budge, moving him onto the grass at one point. Then on lap 9 near disaster. Smith half-spun grabbing second gear as he slowed behind Lobenberg and wound up 10.5 seconds back.

There was dismay in the Swift pit. The improbable dream of repeating the ADF's maiden victory of ten years ago was evaporating in the reality of the lead held by the tough, experienced Lobenberg at the halfway point. Both cars had identical, Arnie Loyning-built bulletproof engines, and the ten second interval seemed too great.

The dream was all the more tantalizing because the same team that designed and built the ADF--David Bruns and Paul White--are responsible for the Swift. But White is just as much competitor as car builder. Demonstrating complete confidence in Smith and the Swift, White simply held out the "laps to go" sign each time Smith came around, never showing him the interval.

"The best way I could help R.K. was to get him to relate to the moment," commented White afterward. "I felt he could catch Lobenberg if he knew how much time he had left to do it in." White's faith was rewarded. Thinking he had a comfortable cushion, Lobenberg eased a bit to conserve his car, and Smith and the Swift began chewing off two seconds a lap. By lap 12 the interval was six seconds, with six laps to go. By lap 15 he was less than a second behind, and on lap 17 R.K. squeezed by the Lola to take the lead, holding Lobenberg off to take the checker on 18.