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FOR IMMEDIATE RELEASE

DETROIT - International driving star Dan Gurney, twice a groomsman but never a groom at the Indianapolis 500, hopes to lead car owner Oscar L. (Ozzie) Olson to the altar (Victory Lane) this Memorial Day.

Gurney, who finished second in auto racing's premier event for the past two years, will be piloting a revolutionary, all-new Olsonite Eagle, designed and hand-manufactured with tender, loving care in his own All-American Racers, Inc., plant in Santa Ana, Calif.

It will be the first time in recent years the popular Californian has appeared at Indianapolis without a car powered by a Gurney-Ford stock block engine equipped with the famous Gurney heads.

Gurney's new 1970 Olsonite Eagle will be powered by a turbo-charged Offenhauser engine, refined at his plant to give a maximum in horse power and performance. His decision to switch to the more powerful Offy engine was made when the USAC rules committee failed to upgrade the cubic displacement of stock block engines to a point Gurney felt would make it competitive with turbo-charged engines on the oval track.

This fifth generation Eagle represents a radical departure in design and overall appearance from the '69 models. It is higher, slightly wider and somewhat shorter than last year's model.

At least six other drivers in the 500 will be driving Eagles with a similar chassis, which they purchased from All-American Racers.

but with a variety of power plants.

Olson, a Detroit industrialist and sportsman, will be teaming with Gurney for their third consecutive effort at Indianapolis after more than two years of spectacular success as an owner-driver partnership on the USAC circuit.

Since the Olsonite Division of Swedish Crucible Steel Co., a company solely owned by Olson, began sponsoring Gurney in December, 1967, the blond Californian has competed in 11 USAC races, winning six, finishing second in three, third in one and fourth in the other.

No other USAC driver even closely approaches this record for consistency in the races he has run in his Olsonite Eagles. No mean example is Mario Andretti, the 1969 USAC champion and Indianapolis 500 winner. Gurney has finished ahead of Andretti in seven of the nine road course races in which they have competed, and also outran the wiry Italian at Indianapolis in 1968, although coming up behind him in 1969.

In all of those road course races but one, Gurney also won the pole position, each time establishing a new track record to confirm his ranking as America's outstanding road course driver.

Gurney won the only USAC race which he entered so far this year, clipping Andretti by a mere matter of seconds to take the 150-mile race over the rugged road course at Sears Point, Calif., early in April.

Because of his business duties at All-American Racers, Gurney has limited his USAC racing in recent years to road course events and Indianapolis.

Nevertheless, both Gurney and Olson have nothing but respect and admiration for Andretti, who competes in virtually the entire USAC schedule, while Gurney is either busy running his plant or off on the Trans-Am or Can-Am circuit.

Olson's company operates five plants in the U.S., two in Canada, and also owns facilities in Mexico and Germany. His Olsonite Division is the world's largest producer of toilet seats and a leading supplier of steering wheels to the automotive and marine industries.

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