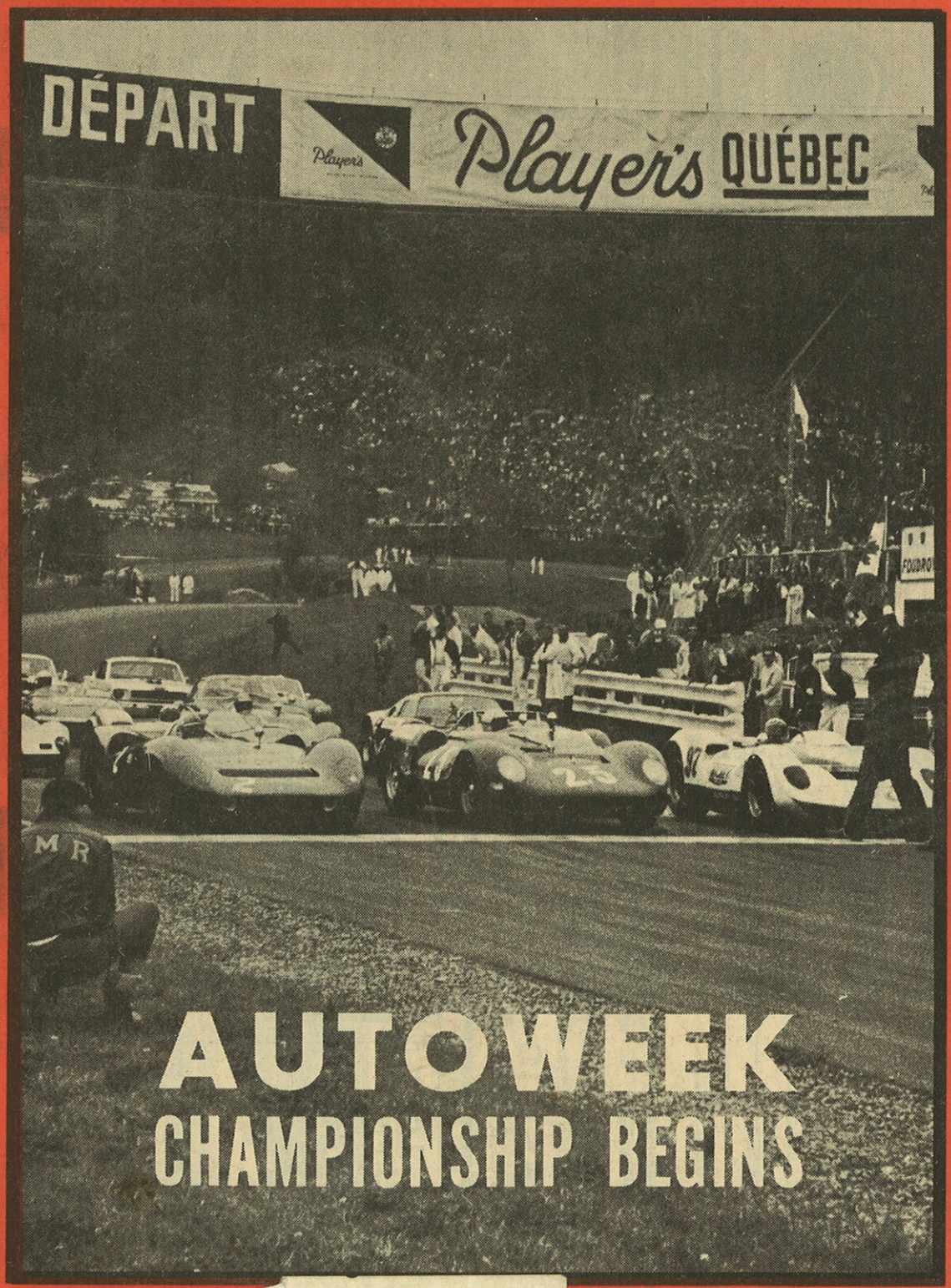
COMPETITION PRESS &
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OCTOBER 16, 1965 25 CENTS



4-6704 11-65
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ARCADIA, CALIF.

COMPETITION PRESS & AUTOWEEK

Vol. 15, No. 40 — Entered as second class mail at San Francisco, Calif. — Oct. 16, 1965

UK Garners Laurels In Tremblant Sweep

By Lionel Birnbom
Area Editor

MONT TREMBLANT, Que. — John Surtees won a F/2 race at England's Oulton Park on Saturday, then hopped on a plane, crossed the Atlantic Ocean, and took the measure of a very distinguished field of sports racing cars at Mont Tremblant on Sunday in the Autoweek Championship opener here Sept. 19.

Surtees drove his Lola-Chev to victory over David Piper in a Ferrari 330P2 and David Hobbs in another Lola-Chev for an all-English sweep.

Surtees completed the 50 laps on the newly extended 2.8-mi. Mont Tremblant circuit in 1:34:28.2 (recording the fastest lap of the day at 1:46.2 in the process) for an average speed of 93mph. Surtees also had the fastest qualifying time for pole position on the grid.

His victory was worth some $2800 out of a total of more than $13,000 in prize money, as more than 30,000 fans watched the 1964 world champ perform in weather that was damp, cloudy, cool and sprinkled with rain.

McLARENS v. LOLA

It was to be a race of five McLaren Elvas versus for Lolas, with the Sharp Chaparral at Bridgehampton and Jim Hall in Midland, and the betting was evenly distributed between Surtees in the Lola and Bruce McLaren in the very latest model of his own creation.

But the duel never developed.

Bruce McLaren had his latest 5-liter Traco Olds machine over (basically the same as his previous cars, but with minor detail refinements), but shattered his engine and transmission completely during practice — some $7000 worth.

Try as they could, nobody could find another engine/trans. that was easily adaptable to McLaren's car, and he had no other choice but to spectate on race day.

EASY WIN

For Surtees, it was a relatively easy victory, as he led from wire to wire. Honorary starter for the event was Deputy Commissioner General of Expo 67 (Montreal's world's fair for 1967), Mr. Robert F. Shaw.

Nine laps after he dropped the flag, Surtees had built up a commanding lead of some 30 secs. over David Hobbs in second place and Piper in third. On lap 18 Hobbs pitted, and Piper took over in second. By lap 21, Surtees had a lead of more than one full minute and began to ease the pace.

Charley Hayes in the Nickey Mc-

(Continued on page 9)

U.S. Pilots Take Texaco

By Vince Howlett

WESTWOOD, B.C. — Chuck Parsons, the affable Monterey car dealer who, up until three months ago thought he was quitting racing, made a profitable trip north to pick up the booty in Westwood's Texaco Pro invitational race Sept. 19.

Parsons jumped into the lead at the start of the first heat in his Traco Chev-engined Genie with Dave Ridenour's Genie-Comet, Stan Burnett's Burnett-Chev and the rest of the 20-car pack baying at his heels.

Ridenour made his bid on the fifth lap to take the lead, and Burnett got by Parsons one lap later.

These three circulated in very close company until Burnett had to pit with transmission trouble which was serious enough to put him out for the rest of the day.

Behind the leaders, Don Jensen (Burnett-Ford) and Jerry Bruihl's Climax-engined Lotus 23 were having a hair-raising duel in which Bruihl got the upper hand on lap 12, only to pit two laps later.

This made the order Ridenour, Parsons, Jensen, Monty Shelton (Cobra), Mike Eyerly, Elva (leading under-?-liters), and Pierre Phillips' Lotus 23B.

It was on the same lap as Bruihl's pit stop that Starr Calvert in his D-Jag-Ford flipped into the trees at the Carousel, landing rightside-up. He was taken to the hospital where his condition was described as "fair." The car was totalled. This was the same turn on which Paul Scott and Erik Anderson tangled in their Lotus 23s on the first lap, both winding up on the sidelines for the rest of the race.

The only other major change among the leaders came on lap 21 when Mike Eyerly had to retire his

(Continued on page 8)

USAC Gives OK Signal To 3-Liter

INDIANAPOLIS, Ind. — Directors of the U.S. Auto Club approved adoption of Europe's infant 3-liter formula for all championship races held in this country starting Jan. 1, 1968, at a board meeting held here Sept. 16.

In so doing a common formula has at long last been established, opening the way to international competition for the world's championship between Europe and the U.S.

USAC's long-postponed decision also of course adopts the 3-liter

(Continued on page 11)

LATE NEWS

- Contrary to reports from Monza before the Italian GP, Ferrari will appear at Watkins Glen for the U.S. GP with a four-car team. Drivers nominated are Surtees, Bandini and either Rodriguez or Bob Bondurant. The fourth car will be a spare. Team Lotus will field three cars, the third for Mexican ace Moises Solana.
- The All-American Racers' DeTomaso is not ready for the fall pro series and will continue developmental tests in Italy for the balance of the year.
- Chevrolet is rumored to have completed 100 lightweight Corvettes, a not unfamiliar refrain.
- Preliminary driver's reports say the new Stardust Raceways in Las Vegas is as fast or faster than Riverside.
- An American touring car championship is almost certain for 1966 with five or six courses participating in four-hour, or longer, events. Courses include: Marlboro, Sebring, VIR, Green Valley and one or two venues on the west coast.
- Former BRM chassis engineer John Crosthwaite paid a flying visit to the U.S. meeting with sports car manufacturer Jack Griffith. It's likely a new high performance sports car is in the offing.

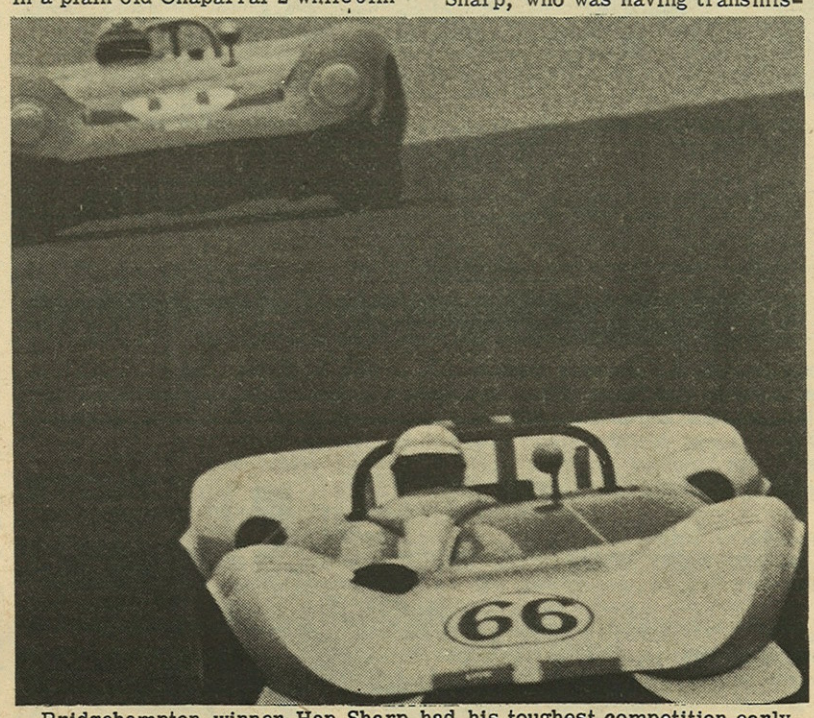
Sharp Inherits Double 500 Win

By Ron Kambourian

BRIDGEHAMPTON, N.Y. — Hap Sharp won the FIA international Bridgehampton Double 500 Sept. 19 in a plain old Chaparral 2 while Jim Hall was back at Rattlesnake raceway readying a Chaparral 2C for Mosport and the American pro series following.

Sharp, who was having transmission troubles in practice, threw the morning line into confusion, and as a result there was no pre-race favorite. Walt Hansgen in a Mecom Lola T70, J. R. "Buck" Fulp in another T70 and Pedro Rodriguez in

(Continued on page 9)



Bridgehampton winner Hap Sharp had his toughest competition early in the Sept. 19 race from King of the Bridge, Walt Hansgen in the Mecom Lola. (Roy Des Ruisseaux photo)

Jim Hurtubise Heads Plymouth Victory Over Milwaukee Stars

By Gary Shellman

MILWAUKEE, Wisc. — Jim Hurtubise moved his '65 Plymouth into the lead on lap 64 and ran away with the 250-mi. USAC stock car race on the one-mi. state fair park circuit here Sept. 19.

Norm Nelson, current USAC point leader and owner of Hurtubise's car, took second place two laps in arrears, giving his team a sweep and increasing his already substantial lead in the USAC late model stock car standings.

Hurtubise took on an all-star cast and outran them with an average speed of 93.26mph, winning his first race here since his almost fatal accident on the state fair park track in '63.

NASCAR ace Bobby Isaac was the only man to come close to holding Hurtubise, but pit stops, unscheduled excursions and finally a blown engine put his Ray Nichels' prepared Dodge out of contention.

Isaac qualified for the pole with a 35.98-secs., or just over 100mph, and took the lead in the early stages of the race. Prior to his first pit stop Isaac was only displaced by

(Continued on page 10)

Foyt Celebrates Thirtieth Win In Hoosier 100: Andretti Second

By Bill Marvel

INDIANAPOLIS, Ind. — A. J. Foyt became the first four-time winner of the Hoosier 100 when he drove to a 4.27 sec. victory over Mario Andretti on the dirt oval at the Indiana state fair grounds here Sept. 18.

This was Foyt's third win of the season and 30th of his career.

Andretti's second-place finish gave him 150 points to boost his season's total to 2,650. This leaves Jim McElreath, who missed yesterday's race, the only man who can challenge the 25-year-old Andretti for the title. Mario has only to finish ahead of McElreath in one of the three remaining races to wrap up the championship.

Foyt's victory was worth 220 points and boosted him to a 1,540-point tie with Gordon Johncock for third spot in the standings.

Neither Andretti nor anyone else could catch the flying Texan as he once again proved his mastery on the dirt. Foyt shoved the Sheraton Thompson dirt car to the fore when early leader George Snider went high in the second turn on lap 15.

Because of yellow flags the race time was held to a slow 1.10:42.85 for an average speed of 84.8mph. There was only one accident, with the yellow light coming three times to retrieve stalled cars on the track.

The accident involved Bud Tinglestad in the American Red Ball dirt spl. Running in fifth spot, Tinglestad dropped into a particularly bad hole on turn four on lap 76 and spun backwards into the outer wall. The driver was unhurt but the car was badly damaged and out for the afternoon.

It was Tinglestad who had provided most of the action up to the time of the accident, dueling for positions with Jud Larson, Don Branson and finally Snider, after starting seventh.

Third behind Andretti was Jud Larson with Bobby Unser fourth and Red Riegel fifth.

Nat. Finals Set to Go

DAYTONA BEACH, Fla. — An 11-race program has been tentatively set for the national Sports Car Club of America runoffs Nov. 24-28 at Daytona International Speedway.

SCCA officials report their projected tow money figure of 9¢ per mile one way would probably be correct.

At the same time, it was announced that certain of the classes would compete on the speedway's short 1.6-mi. course, while others would race on the 3.1-mi. circuit.

Registration opens Wednesday, Nov. 24, but no one will be allowed on the course until official practice begins at 10am Thursday.

Qualifying, during which every car will be timed every lap, starts at 1pm Friday. Each session will be 30 minutes.

SCCA officials emphasized the schedule was tentative until they see how many entries they have in each class. They left a two-hour period open Sunday to accommodate additional races, if they are required.

The following classes will run on the long course: A-D prod and C-F mod. The rest will run the short course.

The schedule:

WEDNESDAY, NOV. 24.
Registration.

THURSDAY, NOV. 25.
Practice all day. 10am-12pm — A-D prod & C-F mod; 12:30-2:30pm — E-H prod & G-H mod; 2:40-3:50pm — all formula cars; 4-5pm — E-H prod & G-H mod; 2:40-3:50pm — all formula cars; 4-5pm — E-H prod & G-H mod.

FRIDAY, NOV. 26.
Practice all morning. 9-10am — A-D prod & C-F mod; 10:15-11:45am — E-H prod & G-H mod; noon-12:45pm — all formula cars.
Qualifying: 1-1:30pm — A-D prod; 1:40-2:10pm — C-F mod; 2:30-3pm — E-F prod; 3:10-3:40pm — G-H prod; 3:50-4:20pm — G-H mod; 4:30-5pm — formula cars.

SATURDAY, NOV. 27.
All races. 10-10:45am — H prod; 11-11:45 am — H mod; 1-1:45pm — G prod; 2-2:45pm — G mod; 3-3:45pm — F prod; 4-4:45pm — E prod.

SUNDAY, NOV. 28
All races. 10-10:45am — F/V; 11-11:45am — F/A-F/C; 2-2:45pm — C-D prod; 3-3:45 pm — A-B prod; 4-4:45pm — C-F mod.

TRIUMPH IN COMPETITION

Yet another clean sweep for Triumph, at the Connellsville Nationals:

DP	1st	Bob Tullius	TR-4
	2nd	Dick Stockton	TR-4
	3rd	John Williams	TR-4
FP	1st	B. Fuerstenau	TR-3
	3rd	C. Redmond	TR-3
GP	1st	Dick Gilmartin	SPITFIRE
	3rd	Phil Halof	SPITFIRE

Our warmest congratulations to 'Group AA' (if that's got you guessing come to the Inter-Divisional Run-Offs at Daytona!)

Competition Department
Standard-Triumph Motor Co. Inc.

Hinkle Brabham Tops Mid-America

By Bill Maloney
Contributing Editor

ST. LOUIS, Mo. — Jack Hinkle, Wichita racer-banker proved to 12,000 spectators that Dm is far from dead, as he stormed his Brabham-Repco Climax far ahead of the 45-car all modified and A-Bp pack to win the wind-up national race for mid west division SCCA at Mid-America raceways, Sept. 19.

Hinkle, who was seven secs ahead of second place Charlie Cox, King Cobra, also won Saturday's regional race. His sleek Dm carried the 2.5-liter Coventry-Climax engine used by Jack Brabham at Indy in '62.

The Repco out-dragged and out-cornered everything in sight. During the race a rain cloud popped and soaked the course for about 90 secs., sending a dozen cars careening in circles. No one was injured.

Over 180 cars from nine states showed up at Mid-America seeking national points as the season draws to a close. Dick Durant's Pontiac-powered special finished third behind Cm CenDiv leader Cox.

Fourth overall and first in class was none other than Don Yenko's Corvette — all the way from Pittsburg, Pa., he picked up nine big ones.

Home town favorite John Martin took Ap and sixth overall in his Sting Ray.

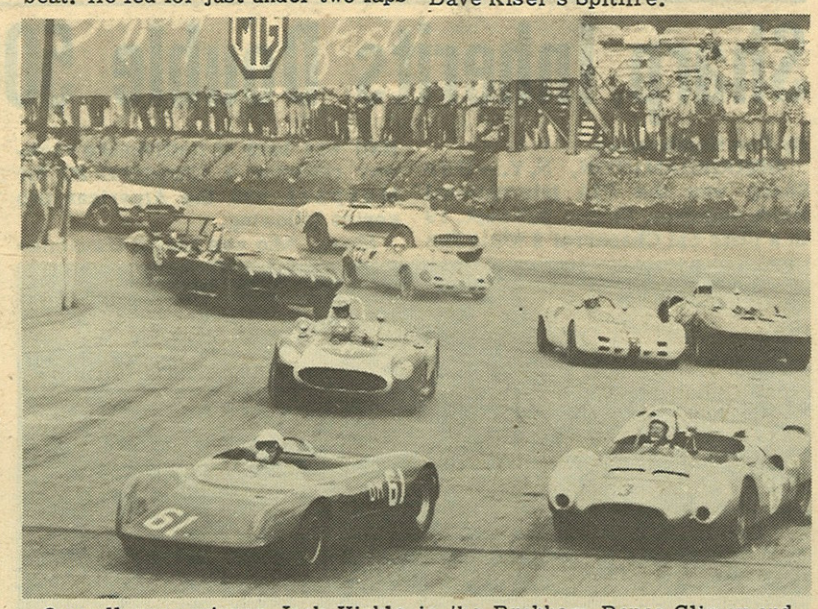
The start of the D-Fp race saw 58 machines storm into the snaky concrete-shielded first turn. When things sorted out, Dick Hull's Volvo had taken off like a big bird, leaving the rest of the pack to fight it out.

It was so dicey at the start that Gus Davis, Daimler, taking evasive action from Dick Cahill's Bristol wiped out all the starter's flags on the start finish line.

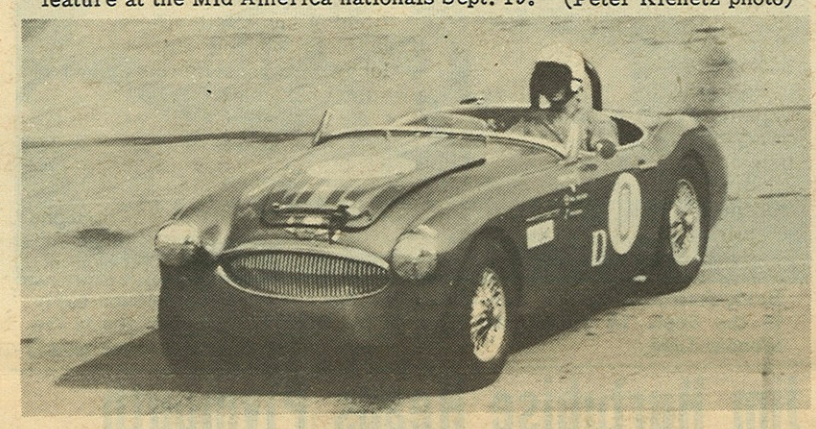
Donna Mae Mims couldn't get things going in her TR3 and parked it at turn seven with water problems.

On paper Logan Blackburn's pole-positioned MGB was the man to beat. He led for just under two laps on to take Hull on the last lap for first overall.

The G-Hp race was a gas with the fastest Morgan seen in the region driven by Ed Fitzgerald, pulling off the win after an all-out battle with Dave Kiser's Spitfire.



Overall race winner Jack Hinkle in the Brabham Repco Climax and Charlie Cox' King Cobra lead the Seventh Cavalry in the first lap of the feature at the Mid America nationals Sept. 19. (Peter Kienetz photo)



CP's Bill Maloney on his way to a D prod win and a trip to Daytona at Mid America nationals Sept. 19. (Peter Kienetz photo)

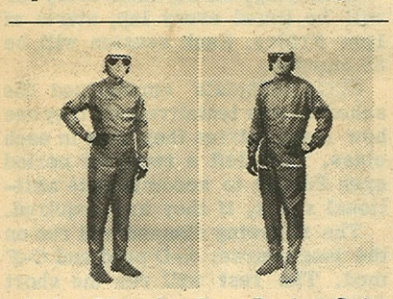
before dropping out with a split fuel line.

Behind Hull the first four positions changed back and forth continuously with Riggs' TR3, McKemie's Courier, Stacker's TR4, Maloney's Healey and Vic Campbell's TR4 all playing musical cars. Then out of the blue, streaked Ray Pickering's Lotus 7A. He breezed past the entire pack, diced with Maloney for a few laps then moved

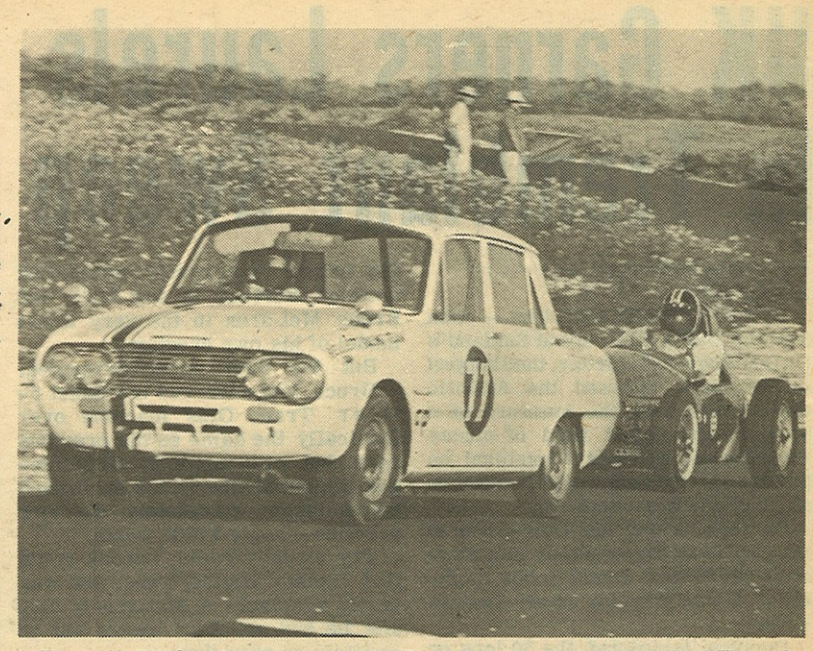
Hp winner was Jim Cox in a Sprite. Hm ran with the G-Hp cars and went to Billy Mitchell with a classic drive in his Sunbeam Imp spl.

SCCA NATIONAL RACES, MID-AMERICA RACEWAY, ST. LOUIS, MO., SEPT. 19.

CLASS WINNERS: Cm - C. Cox, King Cobra; Dm - J. Hinkle, Brabham; Fm - Brooke Dorn, Elva; Gm - Quinn Calhoun, Elva; Hm - B. Mitchell, Sunbeam; Ap - J. Wanton, Sting Ray; Dp - D. Yenko, Corvette; Austin-Healey; Ep - R. Pickering, Lotus 7A; Fp - R. Hull, Volvo; Gp - E. Fitzgerald, Morgan; Hp - J. Cox, Sprite.



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Emmett Wilder in the ex-works Isuzu comes out of turn 5 at Hawaii Raceway park in the Sept. 6 championships by the Associated Sports Car Club of Hawaii. Behind Wilder is Larry Ernst in the Stanguellini. (Stan Rivera photo)

Dick Neil's Hairy Canary Takes Hawaii Raceway's Championships

HONOLULU, Hawaii — Dick Neil, in his yellow 289 Cobra, the Hairy Canary, outclassed a diminished field to top the feature race in Hawaii Raceway park's three-day road racing championships Sept. 6.

The 7-lap heat race preceding the main event took its toll on many of the faster cars. Jack Bishop, in his first outing in his new Lotus 23B, broke the selector fork, forcing him to remain in the pits for the rest of the day. Larry Ernst's Traco-powered Santee turned in very fast lap times until a blown clutch caused him to retire. Jack Shuttleworth pulled his Lotus 18 into the pits with undisclosed trouble.

With most of the big guns out before the main event started, the attention of the crowd was focused on the tight race which developed between Emmett Wilder in his 1500cc Isuzu Bellett, Elroy Goto in his new factory-prepared Datsun 1600 and Pepi Pessentheimer, driving a factory-prepared BMW TISA. All three cars traded places for the first seven laps, at which time Emmett Wilder started to open up the Isuzu moving him in front of the other two for the remainder of the race.

This car, by the way, is the same Bellett which was raced in California last year.

The Associated Sports Car Club of Hawaii put on a tight well-organized event with the only mishap a badly bent TR4, when Richard Keachie flipped the car in the novice race after exploring the side of an embankment. Keachie was unhurt.

LABOR DAY CHAMPIONSHIPS, HAWAII RACEWAY PARK.

NOVICE: 1 - Doug Black, Comet; 2 - Don Gwinn, Lotus-Climax; 3 - Rick Prather, TR4.

ALL CLASSES: 1 - Dick Neil, Cobra, 25 laps, 45:26.1; 2 - Larry Ernst, Stanguellini; 3 - Jim Castle, Comet; 4 - Nick Pezel, Lotus 7; 5 - Emmett Wilder, Isuzu Bellett; 6 - Elroy Goto, Datsun 1600; 7 - Pepi Pessentheimer, BMW; 8 - Ron Cannon, Datsun; 9 - Mike Sullivan, Mustang; 10 - Jerry Williams, MGB.

Industry Reps Tell 'Why We Go Racing'

By Bill Maloney
Regional Editor

Chicago, Ill. — Teenage boys connected with the Chicago Boys Club and Mayor Daley's Youth Welfare Commission heard Indianapolis veteran Duane Carter tell of Champion Spark Plug Company's safety program Sept. 3, as he kicked off a 10-event series of automotive performance clinics.

The teenagers, who in most cases have never seen an automobile race, also heard the industry's top experts tell why they go racing.

Handling the two-hour session at the Lincoln Chicago Boys Club were Champion, Ford Division of the FoMoCo, Motorola, BMC, Firestone, Plymouth and Goodyear.

Turin Sets Show For November 3-14

TURIN, Italy — Turin holds the 47th International Automobile Exposition at the Palazzo delle Esposizioni al Valentino Nov. 3-14.

Featured this year will be production cars, automotive coachwork, trucks, trailers and special purpose vehicles, accessories and spare parts, repair and service equipment, and trailers.

For those interested in the history of motoring, Turin has a unique museum of automobiles containing about 300 cars and antecedents, all in prime condition, dating back to about 1850, as well as numerous models of self-propelled vehicles of the same period; also numerous models of self-propelled vehicles going back at least another hundred years.

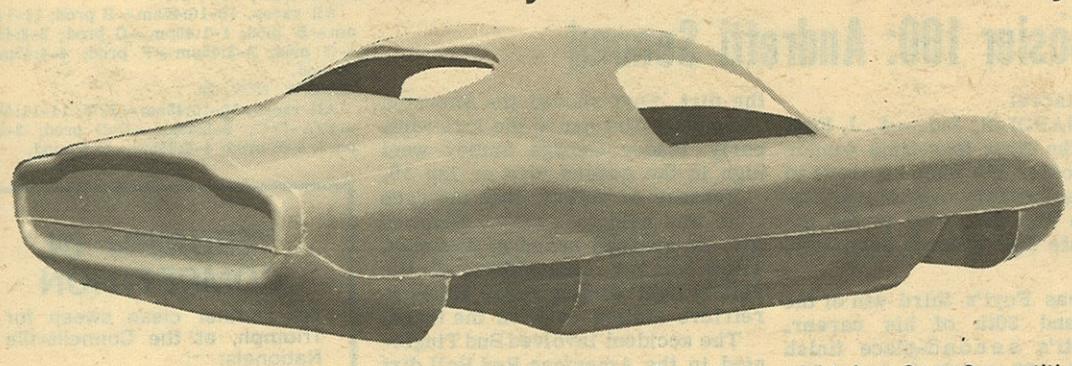
The museum is the only one of its kind and offers a clear visual history of automotive development from the earliest times.

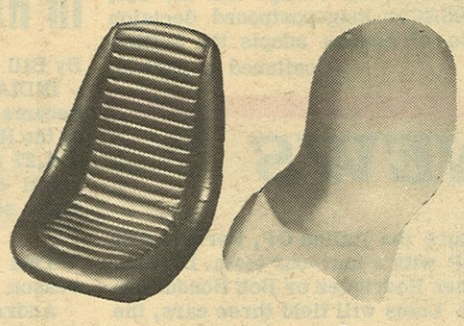
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Surtees May Have Won But Jim F/2 King Too

By David Phipps

Oulton Park, Eng. — John Surtees won his first F/2 race here Sept. 18 in a Lola T60-Cosworth, beating an all-star field including Jack Brabham, who broke and Jim Clark, who spun but still managed to finish sixth and take the "Autocar" British F/2 championship.

It is difficult to imagine a finer setting for a motor race than Oulton Park in the early autumn. The circuit curves and undulates through an avenue of limes, across open parkland and between two lakes, and grassy hillsides provide spectators with a good choice of viewing points.

As last year, the main event at the traditional mid-September Gold Cup meeting was for F/2 equipment. Dennis Hulme (Brabham-Cosworth) was fastest in practice, with Jochen Rindt (Brabham-Cosworth), Graham Hill (Lotus-BRM), and Jim Clark (Lotus-Cosworth) alongside him on the front row. Alan Rees (Brabham-Cosworth), Mike Spence (Lotus-Cosworth) and Trevor Taylor (Brabham-Cosworth) were in the second row, and Jack Brabham (Brabham-Honda), Jackie Stewart (Cooper-BRM), John Surtees (Lola-Cosworth) and Chris Irwin (Brabham-Cosworth) made up the third row.

At the start Rindt just beat Hulme into the first corner, but by the end of the lap Hulme was back in front, with Clark third, Taylor fourth, Hill fifth, Rees sixth and Surtees seventh. Bob Bondurant (Cooper-BRM) had gone into the ditch without hurting himself, and Stewart and Brabham came slowly into the pits — Brabham retiring forthwith on account of clutch trouble, but Stewart resuming after a plug change.

On the second lap both Rindt and Clark passed Hulme, and Rees and Surtees got ahead of Hill — Taylor dropping back to seventh. A lap later Clark outbraked Rindt to take the lead, and soon afterwards Hulme moved back into second place; still the first six were covered by the proverbial pocket handkerchief.

There was also further activity in the pits, Chris Irwin retiring the third works Brabham after an off-course excursion, and Mike Beckwith and Frank Gardner dropping out with mechanical trouble.

Then came the major upset of the day; Jim Clark spun and dropped back to 16th. In the excitement Rindt and Rees got ahead of Hulme, with Surtees and Hill fourth and fifth, but the Winkelmann Brabhams didn't stay in front for long, and at half-distance the order was Surtees, Rees, Hulme, Hill, Rindt — with Clark 10th. Three laps later Hulme was back in the lead, with Surtees second and Rees third, but soon afterwards Rees spun and dropped back to sixth.

With 10 laps to go, the order among the leading group was Surtees, Hill, Rindt, Hulme. Rindt subsequently dropped out with transmission trouble, but the other three kept hard at it right up to the finish. Hulme passed Hill on lap 38 and challenged Surtees throughout the last lap, and Hill made a final effort to outbrake both of them at the last corner, but Surtees held on to win by a matter of feet at the end of 110 miles. It was the first major victory for the Lola 60, and it maintained Cosworth's record of having won all but one of this year's F/2 races. And by finishing sixth Jim Clark just managed to win the "Autocar" Championship, the final score being Clark 23 points, Hill 22, Hulme 21.

The F/3 race which opened the program was won by Roy Pike (Brabham-Cosworth Ford) after a long battle with Chris Irwin (Brabham-Cosworth Ford) and John Fenning (Cooper-Cosworth Ford). Irwin was forced to retire after colliding with a tail-ender, and Fenning eventually finished five seconds behind, with Peter Revson (Lotus-Holbay Ford) third. Pike knocked a second off his own F/3 lap record, leaving it at 1 min, 45.2 sec., 94.48mph.

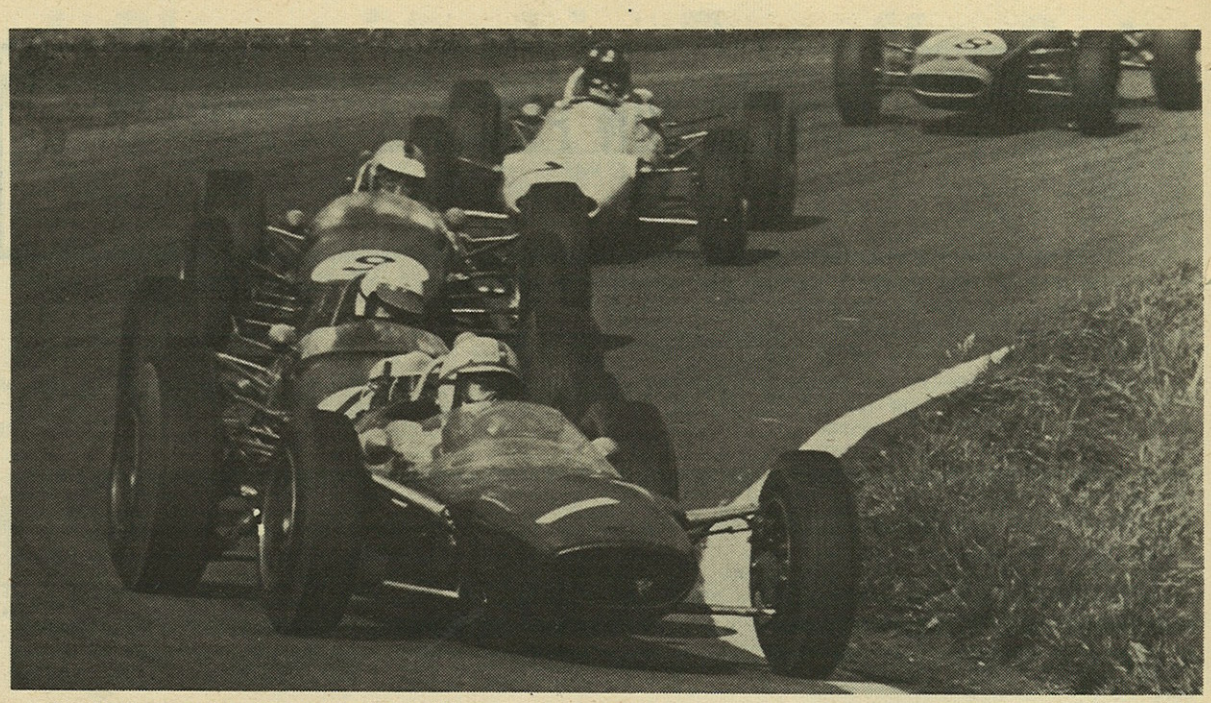
There was a lot of bumping and boring at the start of the touring car race, which was the final event in the British Saloon Car Championship. Hot favorite Roy Pierpoint (Ford Mustang) was one of those involved, and though he finally finished fourth, the championship went to Warwick Banks, who won his class in a 970cc Mini Cooper S.

Winner of the race was Jack Brabham (Ford Mustang), with Jim Clark (Ford Lotus-Cortina) second.

Results of the Oulton Park Gold Cup: 1 - John Surtees, Lola-Cosworth, 1.08:44, 96.40mph; 2 - D. Hulme, Brabham-Cosworth; 3 - G. Hill, Lotus-BRM; 4 - T. Taylor, Brabham-Cosworth; 5 - A. Rees, Brabham-Cosworth; 6 - J. Clark, Lotus-Cosworth.

Margolian Lands SIR

LAS VEGAS — Leo B. Margolian has been named general manager of Stardust International Raceway, it was announced today by M. B. Dalitz, president of the Stardust Racing Assn. Margolian, who is senior project manager of Paradise Homes in Las Vegas, assumes his new duties effective immediately.



John Surtees on his way to his first F/2 win in the Lola T60-Cosworth at Oulton Park, Sept. 18. Behind him are Alan Rees, Winkelmann Brabham-Cosworth; Denis Hulme, Brabham-Cosworth; Graham Hill, Lotus-BRM, and Jochen Rindt in the second Winkelmann car. Clark spun during the race and finished sixth but still won the "Autocar" British F/2 championship. (David Phipps photo)

Milan Mix-Up Costs Colin Eight Grand

MILAN, Italy — Colin Chapman was involved once again with continental gendarmerie here Sept. 13, in a contretemps that appears to have cost him the better part of $8000.

Following the Italian GP run Sept. 12, he arrived at Milan airport carrying an overnight bag and a briefcase containing the Team Lotus starting money, all set to fly off to Cheshunt.

Italian authorities blandly refused to give him takeoff clearance in his private plane when he failed to produce his pilot's license.

Chapman harangued impervious personnel for a full five minutes in tones that registered nine on the Richter scale without success, and in high dudgeon stormed off to a lobby telephone to raise help from somewhere else.

He placed the loaded briefcase outside the booth within eyesight. At the conclusion of the call the briefcase was gone.

The police were called in at once, and after insinuating that Chapman made off with the $8000 cash himself, agreed to investigate the matter.

SCOPES

After the Scopes trial, Willian Jennings Bryan sold his Cross o Gold with a CP classified.

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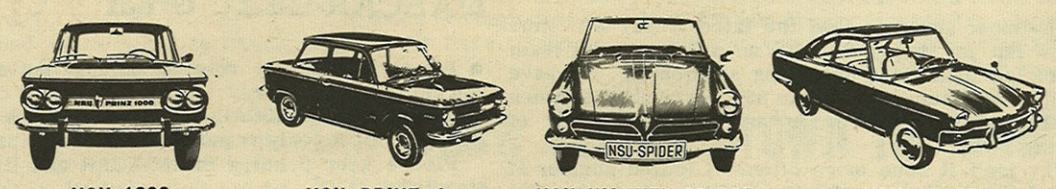
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Don't Call Us FIA, We'll Call You

While the FIA was in the process of patting the Americans and British on the heads last week, and telling them their big bore sports cars were fine, just fine, but they didn't want them running in the same events and contaminating real race cars like Steyr Puschs and Alpine Renaults and the like, American promotors nailed the lid on what might become the most interesting series in racing.

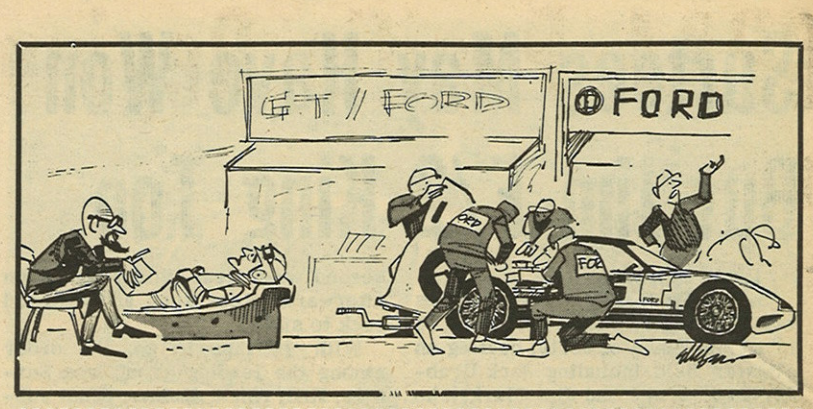
The FIA might not want the big bangers at Sebring or LeMans, but with the new Autoweek series, the FIA might just be on the outside looking in.

Meeting in Chicago Sept. 9, representatives from Mosport, Mont Tremblant, Kent, Laguna Seca, Riverside and Las Vegas approved a 9-4-3-2-1 points system, an overall purse, no over and under 2-liter split and payment to all starters for the series which is to begin in 1966.

The Chaparrals, Lola T70s, McLarens, Lotuses etc. have been huge successes wherever they have run. They have drawn enormous crowds, they have set absolute lap records heretofore held by F/1 equipment.

The FIA has seen fit to exclude these exciting, crowd pleasing cars from their championship races.

In so doing they have given the American and Canadian promotors the chance of a lifetime.





INSIDE CP

Release Dates a Joke As Magazines Break 'em

By Bill Finefrock
Editor-in-Chief

You'll see few, if any, of the new Detroit products on the pages of Competition Press and Autoweek.

The reason?

You've probably seen them anyway because of the manufacturers' method of handling release dates.

Because magazines require some three months lead time, the manufacturers give the books a preview of the new models four months before the release date.

And, if the magazine itself doesn't break the release dates by coming out early, the magazines' correspondents leak out the information.

The net result is that most of the models are old hat by the time the established release date rolls around.

I even read an account of the Olds Toronado in the Auburn-Cord-Duesenberg Club newsletter a month prior to its press showing.

The answer is apparent. All the material must be released immediately when the cars are shown to the press.

This gives everyone an even break. The magazines will all have the information at the same time and because they go into more depth, they'll still print the material.

Competition Press and Autoweek will, however, print a special section on American high performance autos after all of the cars are announced and available for testing.

LEMANS TOUR PROGRESSING

We're in the planning stages of an all-expense, deluxe tour to LeMans and one F/1 GP. In addition to at least two races, there will be tours of other European courses and factories. The price for a 21-day tour will be considerably less than $1000. All accommodations, carriers and facilities will be first class.

A BUSY COMPETITION BOARD MEETING

When the SCCA's Competition Board meets the third week of October, they'll really have their hands full.

Just a few of the things to be discussed are: the formation of a fall pro series, the possibility of rearranging those racing classes which have had a poor turnout, the USRRC problem whereby the person (Jim Hall) who won the most races overall was not the champion due to the under/over 2-liter distinction.

Another sticky problem: Shelby American and Porsche tied for first in the USRRC manufacturer race, but the General Competition Rules say there will be only one manufacturer champion.

An SCCA official announces that the two cars will be declared co-champions.

ON THE COVER

The Autoweek Championship started Sept. 19 at Mont Tremblant with an all-English sweep as John Surtees led David Piper and David Hobbs across the line. On the front row here, Surtees, Piper and Charley Hayes who DNF'd. (Lionel Birnbom photo)

CP READERS SAY

Reciprocity in Garbagedumpland

● We have read Stan Schaeffer's ludicrous column "A Garbage Dump?" (CP Sept. 18) and gather from his unfair and asinine remarks he is no lover of the British people.

Our hearts bleed for the simple Americans who are constantly being duped by the British, and we thought it would give you satisfaction to learn how a Britisher was taken in.

We decided to replace our beautifully prepared Climax 2-liter (which had been trouble free) with an American engine of larger displacement. The Climax was snapped up by a gullible American, Peter Revson, who continues to break records with it.

A V8 Olds was bought and installed, and from that moment our troubles began. On only one occasion did it manage to finish a 10-lap race. Upon dismantling the engine we discovered it to be made up of Olds, Buick, Ford and Chevrolet. The ports were thin and leaking, the sump was useless, the oil seals leaked and a large drill, of all things, was found in the water channel. Since April we have run only 500-mi with this engine and in that time we have had to fit 3 new crankshafts, 3 camshafts, con rods, pistons, bell housing, sump, tappet gear etc. etc.

The engine, which is not a Traco unit, cost in excess of 2000 good English pounds, the builder had the effrontery to tell us we should have bought two engines for safety.

It is often said in this country Americans are very good winners but not such good losers and they detest hearing anything detrimental to themselves.

We shall very likely not, therefore, have the pleasure of seeing this letter in CP.

ROGER NATHAN
London

All For One

● Relative to Donna Mae's "Justapositionwise" in CP Oct. 2, I agree with most of what the pink lady has to say. But.....

I disagree that timed acceleration runs provide an adequate measure of a driver's ability. It is better than pulling numbers out of a hat, and with limited timers and facilities it may be the only way to do the job.

The most accurate (and the fairest) way is to time every lap for every car by an official timing team during an announced qualifying session(s). We have found a minimum of about an 85% correlation between fastest practice lap order and finishing order of healthy cars.

Why isn't it done more often? Limited number of skilled timing personnel is basic (Heuer has a booklet that tells how), and race chairmen have not caught on to the fact that a limited timing crew cannot handle an unlimited number of cars.

If they would only make up a series of 45-min qualifying sessions, each session being for the cars in a single race, a small group of timers could handle the job.

JOE LANE
Timing and Scoring Organization, SCCA

Safety at Laguna

● I'm looking forward to my seventh consecutive trip to Laguna Seca as a spectator. This has to be one of the outstanding road courses in the world.

But the same thing that happened at Candlestick can't be permitted to happen at Laguna.

To prevent the obvious I suggest two things: a barrier must be constructed at turn four, and the slope off turn eight must be decreased.

A suspension failure under hard braking on four means blue sky, solid oak trees and a deep ravine. There is shoulder enough for a barrier.

The inside embankment on eight is a car flipper. One day with a motor patrol would easily decrease the slope of the embankment, and if a car goes off it would at least do so on its wheels.

Surely this work is not impossible. I, for one, drive 2000 miles twice a year to see road racing at its best. If it takes a couple of bucks more admission to do this work, charge it.

I'd much rather pay a little more, than not be able to go at all.

WALTER E. REIN
Fort Hall, Idaho

Blood and Thunder

● Yes, you do put out a good publication—the best in the field. But please don't start catering to that loathsome segment of spectators who come to race events primarily to see some dandy crashes and with luck maybe a little blood.

I refer to the full page ad in CP Sept. 18 offering color film portraying "spectacular 11 car pileup", "spectacular Corvette flip" etc. Sure, the people who dig this stuff exist, and I know their money is as green as mine, but I'd be most happy to pay a higher subscription price if it would help get this sort of ad into the "for he-men only" type of magazine where it belongs.

ART YTTERHUS
Reseda, Calif.

Glendy Followers

● Your new format and content is an added bonus for the reader. CP&A has always been noted for its excellent news coverage, but your current editions are a real credit to the editorial department.

With the NASCAR situation clearing up bit by bit, we have some hope of adding a little additional luster to next season's stock car performance in the south.

Your current coverage of that area by Bob Glendy is bound to attract a lot of new readers.

JIM WHITE
Public Relations, Competitive events,
Chrysler Corporation.

NASCAR-USAC Great

● Please accept my vote to balance out the others you get to the contrary.

I think your NASCAR-USAC coverage is great, in fact that is the only reason I renewed for three years.

Please keep printing the NASCAR and USAC point standings.

G. PETERSON
Midland, Mich.

CP&A First Overall?

● CP&A far outreaches SCG, R&T, C&D and NSSN in coverage of RDC, SCCA, NCSCC in California, USAC, NASCAR, FIA, USRRC, ARRC, ACCUS and GP events nationally and internationally.

It is even gratifying to see some occasional coverage of the NHRA and the CIA in CP.

Keep it up.

You are the M.O.S.T.

MILTON SMITH
Novato, Calif.

What Initials?

● I am a subscriber, paid through 1970.

I am well satisfied obviously, and think you have one of the finest race publications in the U.S. The only one I like better is the one with all the initials.

DAVID LEWIN
Frankfort, Ill.

COMPETITION PRESS AND AUTOWEEK is published weekly (50 times yearly) by Competition Press, Inc., 15 Boardman pl., San Francisco, Calif. 94103, (415) 552-1259. Cable: Compress.
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Subscription rates

U.S. & CANADA: $9 yearly, $15 for 2 years, $18 for 3 years, $25 for 5 years. Write for foreign and air mail rates.

CHANGE OF ADDRESS: Furnish imprint of old address from recent issue with new address.

Second class postage paid at San Francisco, Calif.

CP&A Pacific Regional Championship Runoffs Set

WESTERN EDITION
COMPETITION PRESS & AUTOWEEK
Oct. 16, 1965 PAGE A

VACAVILLE, Calif.—Three days of racing are in store for competitors of the Pacific Coast Road Racing Championships at Vaca Valley Raceway here Nov. 5-6-7.

Open to the top five competitors in each class from each of nine West Coast Regions, the championships will be sponsored by Competition Press and Autoweek.

A large number of manufacturers have expressed interest in the event, and pledged merchandise and other help to make it the largest amateur event on the coast.

First to volunteer aid was the Levi Strauss co., which will merchandise tickets and advertise the race through their regular advertising campaign. They have also pledged merchandise for winners.

Friday's schedule will begin with tech inspection from 7:30-10am and 45-min. qualifying sessions for the following classes: A, B, E, F, G, H prod; all modified classes, and all formula classes.

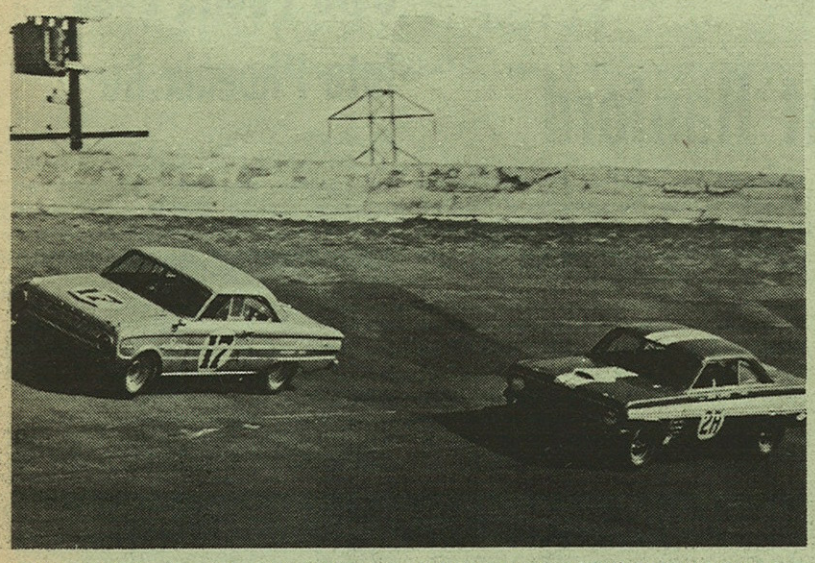
There will be qualifying Saturday morning for C and D prod cars and sedans followed by warmups and 40-min. races for G and H prod and H mod; E and F prod; A and B prod and F/V.

Sunday consists of warmups and 40-min. races for: C and D prod; F and G mod; C through E mod, and sedans.

Arrangements are currently underway to obtain a large nearby facility for a victory banquet, and numerous door prizes are planned.

The SCCA's San Francisco Region is the host organization. Other regions involved are: Cal Club, Northwest, Oregon, Arizona, Arizona Border, Utah, San Diego, Utah and Pan American.

Information may be obtained by writing Finefrock, Goebel and Smith, Inc., 15 Boardman pl., San Francisco.



Close duel staged by Ford Falcons of Pete Cordts (#17) and winner of sedan main, Don Pike (#24), as they take the banking on turn one at Hanford, Sept. 19. (Dave Ross photo)

Eglinton Wins Hanford Go In LeGrand-Alfa F/B

By Ron Hickman

HANFORD, Calif.—Two marques dominated the twin main events at Hanford Speedway in the third in the summer series of Formula-Sedan race programs.

In the 20-lap main for sedans, Don Pike and Pete Cordts in Falcons led the field home, while in the following formula main Bruce Eglinton and Karl Knapp in Le Grands finished one-two. An estimated crowd of 1100 witnessed the eight-race program.

The fast machinery registered immediate rapport with Hanford's six-turn, 1.8-mi. road course. With three of the track's turns banked from 30 to 40 degrees, and only a flat half-mi. of infield, there was a distinct resemblance to brand D (Daytona). Pike proved that 289 cu.in. were exactly one second faster than Eglinton's 1600cc in the contest for fastest qualifying time. Meanwhile, the small machinery resigned itself to a supporting role after enjoying two previous days of glory at Ascot's short circuit.

As the sedans roared away from the grid, Cordts found a clear path and worked his way rapidly up from the back row to take the lead within the first lap. Pike, however, got boxed in and had to wait until the



Conditions were ideal from the organizers' point of view, but not to the liking of G. McGaugle and W. Bergelt in the 1500 Karmann Ghia during the Calgary SCC's Loop Rally Sept. 12. (Hutchings & Patrick photo)

Grahame/Acteson Volvo Takes First In Ninth Calgary Loop

CALGARY, Canada—Pip Grahame and Henry Acteson, driving a Canadian Volvo, took first overall in the ninth annual running of the 750-mi. Calgary SCC Loop Rally, a national event counting towards the Canadian rally championship, run here Sept. 11-12.

Werner Wenzels and Bill Sheriff in a VW 1500TS were second ahead of John Beattie and Miles Heseldin's Isuzu Bellett. Helen Sheriff and Pat Goodhall took the Coupe des Dames and Calgary SCC won the club team award.

Snow was falling as the first of the 51-car field left the starting ramp in Calgary, and for the following 12 hours the competitors drove in ankle-deep slush.

At the end of the first section 12 cars had dropped out, and the remainder were immediately faced with a tough driving test at Happy Valley, site of the Calgary SCC's proposed $500,000 2-mi. road course.

The night section took the crews into British Columbia on a fast Monte Carlo section, followed by a .8-mi. hillclimb terminating at the ski lodge on Pigeon mountain, near Banff.

After 24 hrs. of following rallymaster Harry Hartley's route, 34 cars pulled into Calgary, leaving a total of 17 DNFs.

Vintage Renault Takes Judges Fancy at Concord

By Ed Brandt

CONCORD, Calif.—The first annual Diablo Concours d'Elegance Sept. 19 drew a crowd of 10,000 spectators and an entry list of 153 automobiles with B. J. Missimer taking Judge's Favorite with his beautiful 1911 Renault AX and Robert Burkholder winning Best In Show with a silver-gray 1935 Mercedes Benz 500 K convertible.

The Concours, sanctioned by the SCCA and sponsored by the Concord Transcript, with proceeds going to Diablo Scholarships, Inc., was held on the rolling lawn of the golf course at the Diablo Inn.

Credit for what must have been the finest and most successful first time concours on the western slopes, and which featured a fashion show, cars roped off for protection, refreshments, music by Abe Battat's trio, and a lush purple carpet for the winning cars, must go to Owen Owens, publisher of the Transcript. Owens, who displayed his SS100 Jaguar roadster, was assisted by Carl Jefferson, president of Diablo Scholarships. Jefferson also donated the Ford Cortina doorprize.

While there were such eye-catchers as the 1935 Brewster of John Ritchie (which was once owned by Charlie Chaplin); the 1909 canary yellow Herreshoff of Dick Silvera; and the classic 1941 Lincoln Continental of Bud Bowers; the crowd-pleaser was the 1911 Renault. Missimer bought the car in England three years ago while shopping for a classic Rolls Royce.

Missimer, a retired painter and business executive restores cars as his hobby. The car, which he said was in "terrible" shape when purchased, was shipped to his home in Santa Barbara. He completely disassembled the car for restoration. The engine, a 9hp two-cylinder plant, is dynamically balanced and runs better than new. The restoration represents thousands of hours of work and about $7500.

Wilcox VolksVair Routs Natives

By Katie Jaques

SAN DIEGO, Calif.—Don Wilcox and Ted Trevor invaded San Diego territory once again with the Volks-Vair spl. Sept. 19, and as usual the natives were routed.

Wilcox turned a 36.07 to set TTOD at San Diego Corvette Club's championship tralom at Mission Valley West, while Trevor took the class O trophy at 37.14.

Third fastest time of the day was set by Margie Walker with the Lotus S7. Margie's 37.30 sec. run won her the class K trophy.

Henry Hester proved that winning Cobras don't necessarily have to come from Los Angeles. The La Jollan turned a 38.12 to win class A, with second place going to Chuck Gunnarson's Sting Ray at 38.28.

Class B winner was Jack Brabban, who turned a 39.00 in his immaculate Corvette complete with riding mechanic. To help call attention to the car, which is for sale, Jack had an immense stuffed tiger strapped into the passenger seat.

Gerry Kikin, whose Lotus Elan has been laid up for some months waiting for engine parts, returned to the San Diego scene but couldn't beat the Porsche expert, Mike King. King took class E at 38.11, with Kikin second at 38.57.

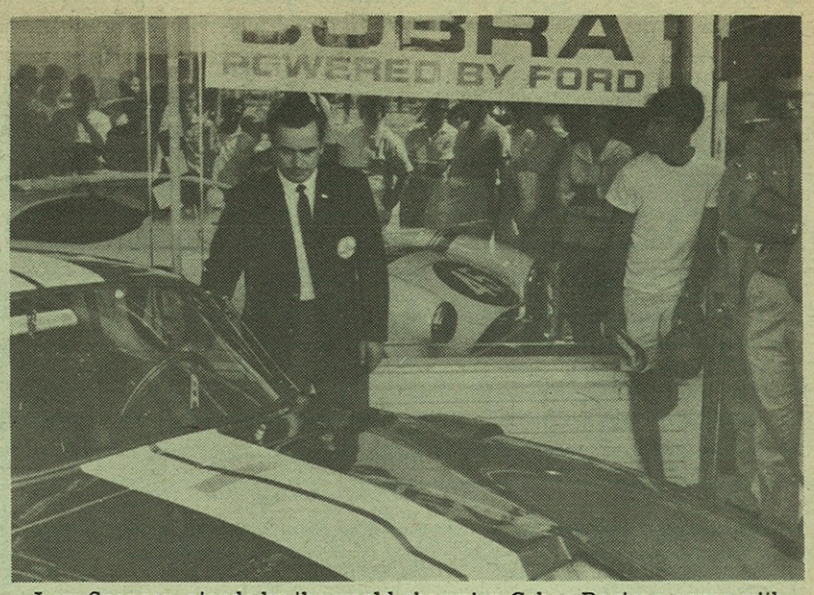
Joel Opsahl won class C with the MGB at 39.43. Second in C was Bill Berg, who barely edged out Gary Landers with a 40.16 to 40.17; both drove MGBs.

Ralph Anderson topped the sedans and won class I at 39.88 in a Mini Cooper S. The larger sedan class was won by Paul Bunnell in a Mustang.

STINGER TRALOM, SAN DIEGO CORVETTE OWNERS CLUB, MISSION VALLEY WEST, SEPT. 19.

TTOD: Don Wilcox, Volks Vair, 36.07.

CLASS WINNERS: A - Henry Hester, Cobra, 38.12; B - Jack Brabban, Corvette, 39.00; C - Joel Opsahl, MGB, 39.43; D-F. McQuillen, TR3, 40.28:



Lew Spencer stands by the world champion Cobra Daytona coupe with his Santa Barbara-winning Cobra 289 in the background during a showing at Hi Performance Motors in Los Angeles which drew over 5000 persons. (Bob Adler photo)

Car Show Marks Crown for Shel

By Bob Adler

LOS ANGELES—More than 5000 persons flocked to Carroll Shelby and Lew Spencer's Hi-Performance Motors in Los Angeles Sept. 10-12 as Shelby American celebrated its conquest of the world manufacturers' crown with a display of racing equipment.

On hand were the Rob Walker Le Mans Ford GT, the world champion Cobra Daytona coupe, Dan Gurney's twincam Ford powered Halibrand Shrike, a team 427 Cobra, Lew Spencer's Santa Barbara-winning 289 and the Titus B prod-leading 350 GT Mustang.

The show promises to become a permanent travelling display, and its success prompted Shelby American to announce the beginning of a series of tours of the factory for groups of no more than 30 persons.

Tours will be held twice a week, Tuesdays at 10am and Thursdays at 3pm. They will last about 90 min. and reservations are necessary through Shelby American Tours, Dept. CP, 6501 W. Imperial hwy, Los Angeles.

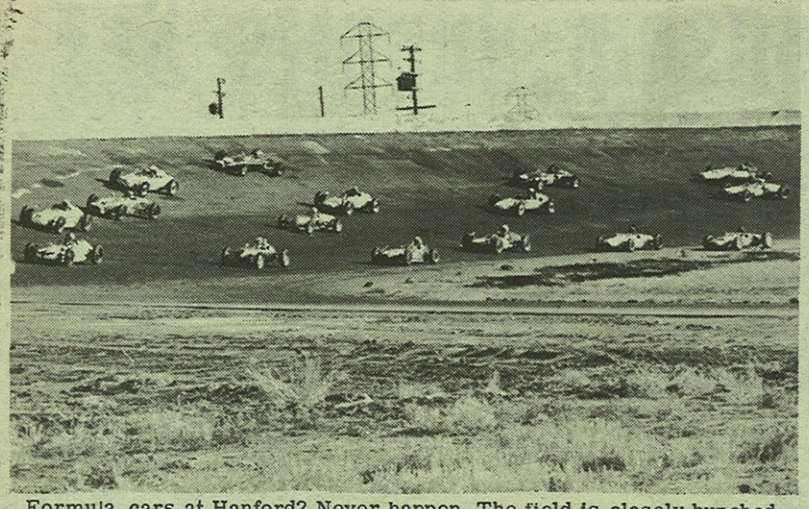
Beeny Beans Best Of Three Regions

By Bill Aiman

PRICE, Utah—Mike Beeny's Lotus S7 made it look easy taking an overall win in the annual Tri-City Khana here Sept. 12.

The event, which theoretically brings together the best drivers in the Utah, Rocky Mountain and Bonneville Regions of the SCCA, yearly becomes a reunion between Utah and Rocky Mountain with Bonneville invariably absent.

Utah took the travelling trophy home, again following tradition, and this year's event saw the first win of earnest competitor Eugene Grimm in a '63 Sting Ray who took class A.



Formula cars at Hanford? Never happen. The field is closely bunched in the Sept. 19 race going through banked turn one at the start of the main event. Eventual winner Bruce Eglinton, LeGrand-Alfa F/B, takes a high line as uppermost car at far right. (Dave Ross photo)

Wester Motors, Inc.



Porsche/Volkswagen 1187 Del Monte Ave., Monterey, Calif.

THE ROAD TO PERFORMANCE

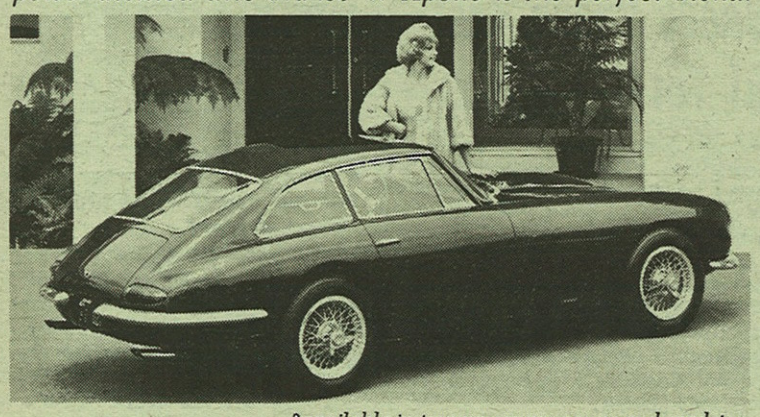
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MORE ON:

Pike Wins At Hanford

(Continued from Page W-A)

second time around to challenge, then pass Cordts. Further back, a fine race was developing between Tom Martindale in an Alfa, Dewey Christopherson's VW sedan, John Christy's Renault, and Moroney's Renault 4CV. The battle was finally resolved (after the group was led by each on four successive laps) with Moroney breaking away from the front of the group to finish fifth overall, trailed by Mel Zindler (who had joined the pack with his Simca), Martindale and Christy, as Christopherson DNFd.

In the formula main, Gene Levin's hot Lotus 18 led the 21-car pack the first three laps before being caught by Knapp who led for two laps as Eglinton casually worked his way up from the last spot after declining any first lap heroics.

Eglinton blasted his twin cam 1600cc Alfa by the charging but outgunned Knapp on the fifth lap, and romped home to the checkered flag.

Chuck Gounis spotted the rest of the field half a lap as his Elva overheated on the grid and balked, then finally outran Barry Blackmore's Lotus to gain fourth behind Bud Smith's Lotus. They both moved up a notch as Smith retired with no oil pressure, but not before giving everyone present a thrill by adding an extra 360 degrees to the highly-banked turn one by looping in his own oil. A good recovery caused him to only lose half a dozen positions, but it went for naught as a forced retirement ensued.

The only other incidents occurred when Cecil Wells broke a rear axle hub (also the upper suspension arm on a Lotus 20), swapped ends and hit the crash wall at 100mph on turn six. He caromed back into the infield, and came to rest with the Lotus in a shocking state of derangement, but only bumps and bruises to himself.

HANFORD FORMULA, SEDAN RACES, SEPT. 19.

FORMULA MAIN: F/B - Bruce Eglinton; F/C - Karl Knapp; F/V - Byron Quivey, Quivey-BMW; F/V - Tony Simonaro, Crusader. Trophy Dash - Eglinton; First heat - Smith; Second heat - Stan Foley, Lotus 20.

SEDAN MAIN: S/A - Don Pike; S/B - Kleth Swisher, Isuzu, S/C - Tom Martindale. Trophy dash - Pike; First heat - Christy; Second heat - Barry Burleson, Mini Cooper.

Ascot: Parnelli Tops Paul Jones In Race

By Ronnie Allyn

GARDENA, Calif.—Taking over a borrowed car Parnelli Jones, 1963 Indianapolis winner, walked off with the Sept. 18 50-lap USAC midget racing feature at Ascot Park before some 2,000 fans on hand for the action packed program on the 1/4-mi. dirt oval.

Jones came to the track to race the Vel's Ford Sales Offy, but blew the engine during practice. As Jones was the featured driver in pre-race publicity, he talked George Benson out of the ride in the Johnson Offy.

Starting fourth in the 18-car field, Jones moved into the lead on the fourth lap of the feature and was never challenged. Johnny Moorhouse, who had led until Jones went to the front, spun on the next lap and was hit by Lowell Sachs who landed on top of Moorhouse's car. Neither driver was injured.

Finishing second to Jones was Dempsey Wilson, another Indy veteran, while third went to Parnelli's younger brother Paul Jones driving the Trainor Offy. Up and coming Billy Vukovich Jr., son of the 1953-54 Indy winner, finished fourth.

STEERING

No car currently running the late model stock circuit has power steering, but Smokey Yunick did build two several years ago for Fireball Roberts and Marvin Panch.

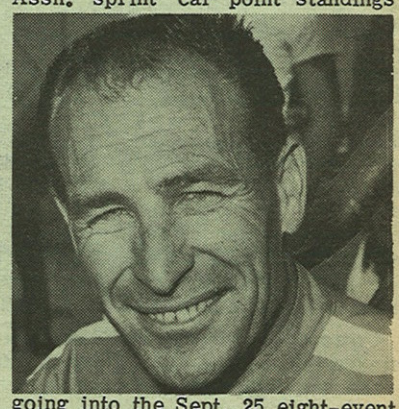
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Hal Minyard Takes Bare Points Lead Into Phoenix Go

By Ronnie Allyn

LOS ANGELES, Calif.—Only 1-1/2 points separate the top two drivers in the California Racing Assn. sprint car point standings



going into the Sept. 25 eight-event CRA program at Manzanita Park Speedway in Phoenix, Ariz., where a 40-car field will battle on the half-mi. dirt oval.

Defending CRA title-holder Hal Minyard has 637 points going into the night's 25-lap feature, but is closely followed by Paul Jones with 635.5.

In the closest point battle in years, three other drivers are also within striking range of the number one position. Nineteen-sixty three CRA champion Bob Hogle has 592.5 while Dick Fries has 587, and Ned Spath has 534.5. Fries has just returned from the Midwest, and will be making his first CRA start since mid-July.

1 - Hal Minyard, 637; 2 - Paul Jones, 635.5; 3 - Bob Hogle, 592.5; 4 - Dick Fries, 587; 5 - Ned Spath, 534.5; 6 - Billy Wilkerson, 394.5; 7 - Don Thomas, 328.5; 8 - Dick Atkins, 326; 9 - Jimmy Miller, 269; 10 - Bob DeJong, 267; 11 - Buddy Lee, 264; 12 - Frank Secrist, 225.5; 13 - (tie) Colby Scroggin, 209; Bruce Walkup; 15 - Donnie Melton, 155.

MacMinn, Mason To Judge Peacock Gap

SAN RAFAEL, Calif.—The third annual Peacock Gap Concours d' Elegance will parade its elegance on wheels on the grounds of the Peacock Gap Country Club Sept. 26.

The event is sanctioned by the SCCA S.F. Region, and sponsored by the Marin Circle of the Florence Crittenton Home, San Francisco - and is a benefit for the Home. Tickets will be available at the Country Club entrance, donation $1.00.

Honorary Judges will include Mrs. Jerrold Kingsley, President, Florence Crittenton home board of directors, Jules Heumann, Strother MacMinn, Frank Mason and Mayor C. Paul Bettini of San Rafael.

Special classes have been set up for both Packards and Rolls-Royce. Rolls-Royce awards will be presented by Her Majesty's Consul.

In addition to the elegance of the concours cars, spectator attendance will turn to a display of race machinery including the Kjell Qvale MG Magnette, Nick Reynold's Lotus 22 and Dave Ridenour's Genie-Comet.

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CP ABROAD

Ancient Austin Seven Inspires First Lotus

By Charles Fox
News Editor
(This begins a three-part series on the history of Lotus—ed.)

London in '47 was a shambles. The black market flourished and for the most part the people ran around like chickens less noodles. As an afterthought, weather gods on the swing shift lowered the boom with the coldest winter in living memory.

That winter found Colin "Chunky" Chapman an impoverished and shivering engineering major at London University.

Just 16 years later this dapper post-war phenomenon had collected the coveted constructor's trophy and made off with more marbles at Indy than one could shake an automated abacus at.

The idea that genius should attach to a mortal in his own lifetime is unpopular if not indecent. It is mannerly to wait a respectable time after expiration to be recognized.

Let us be unpopular and indecent and unmannerly.

Chapman is a genius.

He is a genius of design, a genius of improvisation and a genius at extracting the impossible from mechanics and from managing directors.

His energy is incredible, his comprehension immediate, his patience negligible and his toleration of inefficiency and bureaucracy nil.

From the word go, Chapman was a 25-hour-a-day-man.

The inadvertent conception of Lotus occurred in '47, when a motorcycle spill induced anxious parents to come up with a 10-year-old Morris Eight for Christmas.

Like all present-day automobile kings Chapman started his career in the used car business.

Gas was rationed severely after the war and new cars non-existent. Business was brisk until rationing was lifted and Chapman was forced to liquify his assets and sell out.

The only asset he failed to move was a disastrous looking 1930 Austin Seven fabric covered saloon.

Two minutes of deep thought were invested before he decided to transform this piece of early English perpendicular into a special. He called up his girl, Hazel Williams, and told her that the old lock-up garage behind her place in Muswell Hill was just the spot for a project he and a couple of the boys had in mind. Mere moments passed before an extraordinary crew arrived, towing the Seven with the Eight, and set to work.

Endless all night sessions followed until the machine was complete.

Only six persons and one multi-colored mongrel were on hand to witness the first Lotus roll into the light of day.

(to be continued)



MIDWEST

USAC Tells Drivers: Put A Giant in Your Washer

By Bill Maloney
Contributing Editor

USAC public relations director Jim Smith recently penned an editorial to all the troops in championship, stock, and 110 Offy divisions of the senior pro auto racing sanctioning body concerning neat and clean appearance of race cars running the circuit.

It behooves the pro boys to keep the equipment shiny as they're playing before live audiences on a weekly basis, and as the season draws to a close it wouldn't be a bad idea for the road racing set to dig the GCR covering conditions of racing sports cars. In the past three weeks we've seen some real road rats, both in modified and sports categories entered in fairly important races.

Without naming names, every region has a couple of cars that just do not see the metal shop from one end of the season to the other. On the other hand there are guys like Jerry Hansen, Chevette, Al Barker, Healey, Dick Drexler, Sprite, Quinn Calhoun, Elva 7 who make a real effort to field a near concours car. And I can name a dozen guys who busted fenders in the first two divisional races and are still running around held together with Bondo, masking tape and prime coat. From a spectator standpoint it puts us in the demo derby class. From a driver standpoint the car with the ratty appearances poses a psychological threat in wonderment as to whether it will hold together.

MISCELLANY

Racing insurance biggie Perry Luster of Chicago says that negative weather reporting is one of the biggest factors in keeping racing attendance down. He says why say "partly cloudy" when the report could just as easily be "partly sunny?" He has a point.

What Chicago area driver changed the flat tire in his G mod during the 75-min. holdup in the Road America 500 due to the Lindbergh-Ensley track blocking accident? By the way both injured drivers are OK.

Studded snow tires are illegal in Illinois, so Firestone is seeking a test case by having a top Chicago newspaper automotive editor drive around town on a set of their studs. They want to fight the ruling in court.

The new Grattan road racing course in Grand Rapids is supposed to be a beauty. It opens Sept. 25-26 with a Western Michigan SCCA regional and the entries are pouring in.

Chicago Chowderheads, Sept. 24, will listen to automotive designer, Brooks Stevens discuss the fabulous Excaliber S—sales of which are zooming. Cal Dunn will show hot-off-the-press flicks of the '65 Road America 500.

One of the finest tributes paid to USRRC winner George Follmer was dealt out by Hap Sharp on the midwest sports car roundup radio show. He praised Follmer's driving and thorough preparation.

International Conference of Northwest Sports Car Clubs (Ore., Wash., and B.C.) and Midwest Council of Sports Cars Clubs are in the process of working out a cross-licensing agreement so that member-drivers may race with either club. Salt Creek SCC and Chicago MG Car Club are also working in this direction with Midwest Council.

EVENTS

INTERNATIONAL

(All events are races except as noted—Events verified by Competition Press are marked by *)

OCT. 2—National sports car, Zandvoort, Holland.
OCT. 3—Achum Airport, W. Germany.
* OCT. 3—Grand Prix of the U.S., Watkins Glen, N.Y.
OCT. 3—Coupe de Salon, Montlhery, France.
OCT. 8-10—Munich-Vienna-Budapest rally, Hungary.
* OCT. 9-10—SCCA Northwest GP, Pacific Raceways, Kent, Wash.
OCT. 9-10—Rally of the Two Luxembourgs.
OCT. 9-10—Bayonne-Basque rally, France.
OCT. 9-10—Wartburg Rally, E. Germany.
OCT. 10—Consuma cup, Italy.
OCT. 10—Wiscombe hillclimb, England.
OCT. 10—Paris 1000 Kilometers, France.
OCT. 10—Messane hillclimb, Andora.
OCT. 10—Hockenheim, W. Germany.
OCT. 10—Prix du Tyrol, Austria.
OCT. 16-17—Laguna Seca, SCCA, Monterey, Calif.
OCT. 17—Wittlich hillclimb, West Germany.
* OCT. 17—NASCAR Charlotte Grand National, Charlotte, W. Va.
OCT. 17—Circuit de Carlos III, Spain.
OCT. 22-24—Thousand-minute Rally, Austria.
OCT. 23-24—Rally of the Catalognes, France.
OCT. 24—Grand Prix of Mexico, Mexico.
OCT. 30-31—SCCA, L.A. Times, GP, Riverside, Calif.

EAST

* OCT. 2—SCCA hillclimb, Weatherly, Pa.
* OCT. 3—USGP, Watkins Glen, N.Y.
* OCT. 8-10—SCCA national rally, New York, N.Y.
* OCT. 9—SCCA regionals, Reading, Pa.
* OCT. 9—SCCA regionals, Thompson, Conn.
* OCT. 9—SCCA regionals, Nelson Ledges, Warren, Ohio.
* OCT. 16—SCCA regionals, Lime Rock, Conn.
* OCT. 16—SCCA regional, Virginia International raceway, Danville, Va.
OCT. 16—SCCA regional, Watkins Glen, N.Y. - PRIVATE EVENT
* OCT. 16—SCCA regional, Nelson Ledges, Warren, Ohio.
OCT. 16-17—SCCA regionals, Pocono, Pa.

SOUTH

* OCT. 2—SCCA nationals, Bainbridge, Ga.
* OCT. 2-3—SCCA national rally, El Paso, Tex.
* OCT. 2-3—SCCA regional enduro, Green Valley, Tex.
OCT. 3—NASCAR, N. Wilkesboro, N.C.
* OCT. 9-10—SCCA drivers School, Alamo, Tex.
* OCT. 10—USAC sprint, Augusta, Ga.
OCT. 10—SCCA rally, Tampa, Fla.
* OCT. 16—SCCA regional, W. Palm Beach, Fla.
OCT. 16—NASCAR, late model modified, CMA, Charlotte, N.C.
OCT. 16—SFSCA rally, South Miami, Fla.
* OCT. 16-17—SCCA regionals, VIR, Danville, Va.
OCT. 17—USAC sprint, Bristol, Tenn. CANCELLED.
OCT. 17—Miami SCC Targa rally, Miami, Fla.
OCT. 17—NASCAR, National 400, Charlotte, N.C.

MIDWEST

* OCT. 1—USAC sprint, Tulsa, Okla.
* OCT. 2—SCCA regional, Wilmot, Wisc.
* OCT. 2—SCCA regionals, Tulsa, Okla.
OCT. 2—TSOA Time'l Tell rally, Chi. Area.
* OCT. 3—USAC sprint, Salem, Ind.
OCT. 9—WFSCC Wright Ramble rally, Chi. area.
* OCT. 9—SCCA nationals, IRP, Clermont, Ind.
* OCT. 9-10—SCCA regionals, Little Rock, Ark.
* OCT. 9-10—SCCA divisional rally, Wichita, Kansas.
OCT. 9-10—USAC late model stock cars, St. Louis, Mo.
* OCT. -10—USAC sprint, Winchester, Ind.
* OCT. 10—USAC midgets, Terre Haute, Ind.
* OCT. 10—USAC late model, Wentzville, Mo.
OCT. 16—SCCA nationals, Lake Garnett, Garnett, Kansas. CANCELLED.
OCT. 16—SCCA regionals, Lynndale farms, Milwaukee, Wis. CANCELLED.
* OCT. 16—SCCA regionals, Fort Sumner, Tex.
OCT. 17—USAC sprint, Rossburg, Ohio (tentative)

WEST

* SEPT. 25—SCCA nationals, Riverside, Calif.
SEPT. 25-26—AFM production races, Cotati, Calif.
* SEPT. 26—SCCA autocross, Kent, wash.
SEPT. 26—NCSCC sprint at Santa Cruz county fair, Watsonville, Calif.
* OCT. 1-3—Rolling High nat'l SCCA rally, Pan American region, Alamagordo, N.M.
* OCT. 2—SCCA regionals, Newport, Oregon.
OCT. 2-3—SCCBC, ICNSCC championship, Westwood, B.C.



EXHAUST NOTES

Racing's Alphabet Soup Upsets CBS' Digestion

By Art Peck
Contributing Editor

When I reported once again on CBS radio's "World Wide Sports" Friday Sept. 3 about the USRRC championship series, I ended my portion of the broadcast by saying that I would be back on Monday to tell our vast WWS audience as to how it all came out. Labor Day afternoon, I struggled with an explanation as to how come Follmer was the new USRRC champion and called our WWS studio at 5pm and had the piece taped. It never saw (heard?) the light of day.

The next day, with blood in my eye, I charged into the office of the executive producer of "World Wide Sports" and demanded an accounting. The conversation went something like this:

YOUR REPORTER: "How come you didn't use my report on the new USRRC champion?"

GRAND EXALTED EXECUTIVE PRODUCER: "For crying out loud, it was Labor day. We had 16 ball games, 2 football previews, tennis at Forest Hills, and 2 horse races." YR: "Yes, but this was important, we've got a new champion."

GEEP: "Yeah, I wanted to ask you about that. I heard the piece when it was recorded, and you said Jim Hall wasn't champion. Didn't he win all the races?" YR: "Well, sir, you see it was this way. Jim Hall won 6 of the 9 races, his partner, Hap Sharp, won 2, and George Follmer won one. But this isn't what counts. Follmer was running under-two-liters, and in his class he won more points than Hall did." GEEP: "Who won the prize money?" YR: "Well, Hall won most of it." GEEP: "But Follmer is champ?" YR: "Yes . . . but you see . . ."

GEEP: "Oh brother. What about this race coming up at Watkins Glen?"

YR: "Oh, that's the greatest. All of the international drivers will be there, including the 1965 world driver's champion, Jim Clark." GEEP: "You mean that championship is sewed up too?" YR: "Yes, mathematically nobody can catch him."

GEEP: "That I can understand. Just like the Twins and the Giants in the pennant race. I suppose Indianapolis helped him a lot, huh?" YR: "Well, not exactly. You see . . . Indianapolis doesn't count toward the world driving championship. That's for the F/1 drivers, and most of those races are in Europe." GEEP: "I guess those races brought Clark a lot of money, huh?" YR: "Well, no. Actually the prize money that Clark won at Indianapolis was probably considerably more than what he won at all of the Grand Epreuves put together." GEEP: "Well, who has the big crowds? And who has the big gate?"

YR: "You see, sir, there is no doubt that Indianapolis has probably the biggest gate of any sporting event in the world and pays the most prize money." GEEP: "But this has nothing to do with the world championship?" YR: "No sir."

GEEP: "Oh brother. But, hey, wait a minute. You've been touting me on having World Wide Sports covering of the Fall pro series of sports car races. If the United States Road Race driving champion has been chosen, I guess they aren't very important any more." YR: "Oh indeed they are. They definitely will have bigger entries, more international participation, and pay larger amounts of prize money than the USRRC races.

GEEP: "But the championship is all settled?"

YR: "Yes . . . but you see, this is a different series of races we're talking about." GEEP: "Aren't the western pro races all road races?" YR: "Yes . . ." GEEP: "But they don't count for the road racing championship?" YR: "No they don't, but you see . . ."

GEEP: "Look, buster, let me get back to my baseball, football and horse racing. Don't call me—I'll call you—when you guys get some rules I can understand."

Actually, this conversation never took place because the World Wide Sports Producer, John Chanin, is a progressive and understanding guy.

But it could have, and whenever sports car aficionados ask why "our sport" doesn't get the nation-wide coverage that it deserves, refer them to the above.

STANDINGS

AUTOWEEK CHAMPIONSHIP

OVERALL STANDINGS

	TOTAL	Mont Tremblant	Mosport/Sept. 26	Kent, Wash./Oct. 10	Laguna Seca/Oct. 17	Riverside/Oct. 31	Las Vegas/Nov. 14
1. John Surtees, England	9	9					
2. David Piper, England	6	6					
3. David Hobbs, England	4	4					
4. Ludwig Heimrath, Canada	3	3					
5. Lothar Motschenbacher, U.S.	2	2					
6. Earl Jones, U.S.	1	1					

USAC Stock Car

Through Sept. 19: 1 - Norm Nelson, '65 Plymouth, 3,052 points; 2 - Paul Goldsmith, '65 Plymouth, 2,340; 3 - Don White, '64 Ford, 1,795; 4 - Bobby Isaac, '65 Dodge, 1,440; 5 - Jim Hurtubise, '65 Plymouth, 1,380; 6 - Herb Shannon, '65 Dodge, 1,140; 7 - A. J. Foyt, '65 Ford, 820; 8 - Bay Darnell, '65 Plymouth, 800.

NASCAR's Top Ten

Through Sept. 10:
1 - Ned Jarrett, 32694; 2 - Dick Hutcherson, 29968; 3 - Darel Dieringer, 22172; 4 - G. C. Spencer, 20356; 5 - Bob Derrington, 18886; 6 - Marvin Panch, 18754; 7 - Wendell Scott, 17752; 8 - Neil Castles, 17702; 9 - J. T. Putney, 17448; 10 - Buddy Baker, 17408.

Bolton Win Gives Lead In Points

By Bill Simmons
Area Editor

WILLIAMSPORT, Pa. — John Bolton, of Schuylkill Haven, Pa., wheeled his Sting Ray to FTTD and took over the lead in the Pensylvania Hillclimb Assn.'s Ap point standings Sept. 19 as the Williamsport S&TC staged its first hillclimb at nearby Trout Run.

Bolton took a split second decision from Al Loquasto and Don Peterson, covering the twisty one-mi. circuit in 1:09.01. Loquasto was second at 1:09.13 secs. and Peterson was third with a 1:09.69.

With three races remaining on the '65 schedule (Weatherly, Oct. 3; Hyner, Oct. 24; and Hershey, Nov. 21) Bolton has 61 points followed by Peterson with 60 and McLuster with 55.

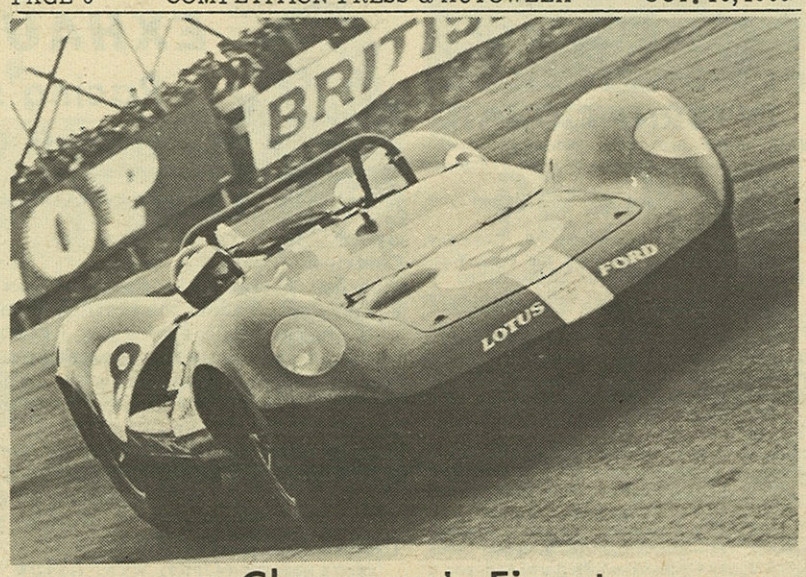
The seasonal point lead also changed hands in Bp and Hp. Craig Smith took over first place in Bp, with a class victory in a Corvette. Smith (58) holds a five point lead over Lou Fronina who did not run.

Radley Rice, driving a Sprite, took over the Hp lead as former pace-setter Ben Loquasto wrecked his Sprite and failed to place. Rice now has 67 points and leads by 10.

Point leaders were beaten in both Fp/1 and Fp/2, but placed high enough to retain their positions. In Fp/1 (TR3 marque) Kay Smith took a fourth and maintained a one-point edge over class winner Henry Hemmen, 47 to 46. A second by Charlie McDonald moved him into third place with 45 points.

In Fp/2, front running Mike Oleyar finished less than a second behind class winner Joe Wilkie both in MGAs. Oleyar retains a comfortable nine-point lead in the race for seasonal championship.

In all other classes, seasonal point leaders picked up first places to increase their margins: Cp - Dave Redmond, Lotus S7; Dp - Brad Christ, MGB; Ep/1 - Alan Singer, Porsche; Ep/2 - Nick Bielanowski, Austin Healey 100-4; Gp - Niel Fogelberg, Sprite; T/1 - Steve LeBoutillier, Saab; T/2 - Joe Christ, Saab; T/3 - Palmer Smeltz, Volvo; T/4 - Carl Muller, Volvo.



Chapman's Finest

Jim Clark in the new Lotus 40 will lead the Chapman equipe in the U.S. fall series.

Ed Lowther Collects Loot At Nelson Ledges Regional

By Wally Huskonen
Area Editor

WARREN, Ohio — Ed Lowther and his Genie-Ford led from start to finish to win $75 in the feature event of the Mahoning Valley restricted races at Nelson Ledges, Sept. 19. He averaged 3.59mph slower than the amount of his prize money.

The race, for big modified and A-Bp sports cars, was one of six 30-lap races for cash sanctioned under SCCA's little-used restricted category.

Payoffs for first places ranged from $75 to $150, depending on the number of starters in each race. There were 96 entries altogether.

In the semi-feature for under-2-liter sports cars, Bob Nagel led Chuck Dietrich past the line, only to be passed by Dietrich three laps later. Both were driving Elva-BMWs. Nagel regained the lead and the win when the tailpipe on Dietrich's car vibrated loose sufficiently affecting the exhaust tuning to cause a substantial power loss.

Leonard Anderson (TR4) won the A-Dp race after taking over the lead on the 10th lap when Dave Meyer's Lotus S7 retired. Jim Bennett, Austin Healey, challenged Anderson throughout but had to settle for second.

Roy Stetina's Sunbeam Alpine came out far ahead in the E-Fp event, while Bob Hopper's Sprite Mk2 finished just ahead of Bruce Glendenning's MG Midget to win the G-Hp race.

Rich Kohler, Bobsy-Vanguard, topped the F/V field by a third of a lap.

INCLUDES: SEGUIN, LAKE CHARLES, HAMMOND, GREEN VALLEY, KINGSVILLE, OPELOUSAS AND AUSTIN

CLASS LEADERS: Ap - Bill Steele, Cobra, 9 pts.; Bp - Dr. Zoltan Petrany, Corvette, 9; Cp - Gene Phillips, Lotus, 10; Dp - Joe Locario, Alfa Veloce, 22; Ep - Wally Gafford, A-H, 21; Fp - Bill Bagby, TR3, 36; Gp - Don Smith, Spitfire, 42; Hp - Dan Miller and W. B. Cox (tie) both Sprites, 39; Cm - Joe Starkey, Chaparral, 18; Dm - Dr. R. P. McGuire, Maserati-Ferrari, 6; Em - none; Fm - Joe Hutchison, Lotus 23B, 15; Gm - W. D. Roland, Jr., Merlyn, 15; Hm - Floyd Lambert; Lambert spl., 33; F/V - Leroy Melcher, Jr., Autodynamics, 37; F/A - none; F/B - G. M. O'Keiff, Lotus 27, 27; F/C - none.

Trenton Finale Set For Sept 26

Trenton, N.J. — The fourth annual Trenton 200, offering a $27,875 guaranteed cash purse, is scheduled for the Trenton Speedway Sept. 26.

Biggest of all east coast dates on USAC's national championship circuit, the 1965 edition of the 200-mi. race for Indianapolis Speedway cars and stars will close out the year's schedule in this part of the nation.

Carrying the co-sanction of the FIA (which permits Grand Prix international stars to participate), the classic will line up the 26 fastest qualifiers in official time trials starting at 1:15pm.

The race itself, longest of all 1965 presentations in the east, kicks off at 3:15pm.

LOCAL RACES

Flying Thin Man Soars to Easy Win

By Alice Bixler
Area Editor

WEST PALM BEACH, Fla. — "It was a tough race — right up until the first turn," said Charlie Kolb of his win in the 30-lap feature here at Palm Beach International Raceway, Sept. 19.

Florida's flying Thin Man ran off and hid from the rest of the field in his Porsche 904. John Norris in a Lotus 23 was a distant second, and Cobra driver Ralph Noseda placed third in the overall results.

The 30-lap F/V race was won by rapid redhead Tony Belcher in a Beach Vee. Gary Belcher kept close tabs on his cousin in the early laps of the race. Then he ran into trouble, dropped back and second spot was ultimately occupied by William Bean in a Formcar.

The race for the smaller set should have been a walkaway for Alfa pilot John Gunn who breezed into lengthy lead right at the outset. But a blown tire eliminated him midway in the race and the lead went to Pete Flanagan in an MG Midget.

Lawwill Wins Race But Markel Champ

By Joe Scalzo

SACRAMENTO, Calif. — Darkhorse Mert Lawwill rode a sick-sounding Harley-Davidson to the first national bike championship win of his career here Sept. 19 in the 20-lap feature that gave Michigan's Bart Markel the rider's title of the American Motorcycle Assn.

Lawwill, 25, of San Francisco, who doubted if his motor could have run another lap, was trailed to the finish by Gary Nixon, Dick Mann, George Roeder, and Markel. Time was 13:28.32, not a record.

Though troubled by ill-handling, and never being able to run with the leaders all day, Markel's fifth place still gave him the national AMA title by 14 points over BSA-mounted Mann. Totals for the 18-race circuit which began last March at Daytona Beach, Fla., were Markel (Harley-Davidson) 610, Mann, 597.

Club Marks Year End

By Bill Maloney

LYNNDALE FARMS, Wisc. — Oct. 17 is the date at Lynndale Farms road race course for the last sports car race of the season in these parts, as Chicago MG Car Club holds its annual Midwest Driver's Championship races.

A fine turnout is expected and the event is open to Midwest Council and SCCA drivers. For information: Tom Thornton, 3703 'B' Van Buren St., Bellwood, Ill.

Olsmobile Names Safety Engineer

LANSING, Mich. — Oldsmobile has added a key post on its product engineering staff with the appointment of Jack B. Ridenour as automotive safety engineer.

Ridenour will be responsible for coordinating all engineering safety efforts involving vehicle dynamics and component design.

An important part of Ridenour's appointment will be to serve as Oldsmobile division's representative to the General Motors automotive safety committee.

Meihlan Extends Midwest Streak

By Bill Maloney
Contributing Editor

WILMOT HILLS, Wisc. — Oak Park, Ill. C mod driver Jack Meihlan continued his winning ways in Midwest Council race meets in, of all things, a Healey-Corvette, and won the 15-lap Wilmot Hills feature for mods and big production cars Sept. 12. Second place went to Jerry Lagod's C mod Corvette, third Frank Reiman (Corvette) and fourth was Lotus Elan champ for this area, Dudley Davis.

The kicker came in lap four of the 20-car race as Jerry Jesk, driving Bob Lester's 3 liter Healey running fourth oa and first in Dp, put a bolt through the radiator while churning into the Wilmot hairpin. Result, water, slop, cars sideways, backwards, locked up, funny look on driver's faces, exit Jesk. Tom Hickey took the Dp win. Tom Peacock breezed home first in Gp with his new Sprite.

MIDWEST COUNCIL RACES, WILMOT HILLS, WISC. SEPT. 12.

CLASS WINNERS: Cm - J. Meihlan, Healey-Chev; Dm - B. Bossart, Chevy II; Ap - L. Klaeger, Sting Ray; Bp - F. Reiman, Corvette; Cp - D. Davis, Elan; Dp - T. Hickey, A-H 3000; Ep - C. Crowell, Porsche; Fp - T. Shiv, DB; Gp - Tom Peacock, Sprite.

Jackie Stewart's Win in Italian GP Gives Dunlop Perfect '65 European Year

MONZA, Italy—Dunlop extended its win streak to eight in the 36th Grand Prix of Italy, as Jackie Stewart and BRM took the final European GP of the season here Sept. 12. Dunlop has now been on every winning car in this final season of the 1500cc formula. Second to Stewart was teammate Graham Hill, also on Dunlops.

Dunlop tires are as much a part of Grand Prix victories as the checkered flag. For over six years, the winner in every World Championship Grand Prix meet has come across on Dunlop.

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Solana Gets First Competitive Ride For Mexico, U.S.

By Don Rose

ACAPULCO, Mexico — Moises Solana, the fast-rising young Mexican driver, will drive a new Lotus at Watkins Glen Oct. 3 and Mexico City Oct. 24, the final GPs of the current season.

Solana has won the last seven races held in Mexico. He started his career racing midget Alfas on his father's estate. He has run in the Pan American marathon and is one of the top Pelota players in the business.

This will be his fourth outing in the Mexican GP, but his first with competitive machinery.

He will have the advantages of hours of practice and 200,000 home fans rooting for him on race day.

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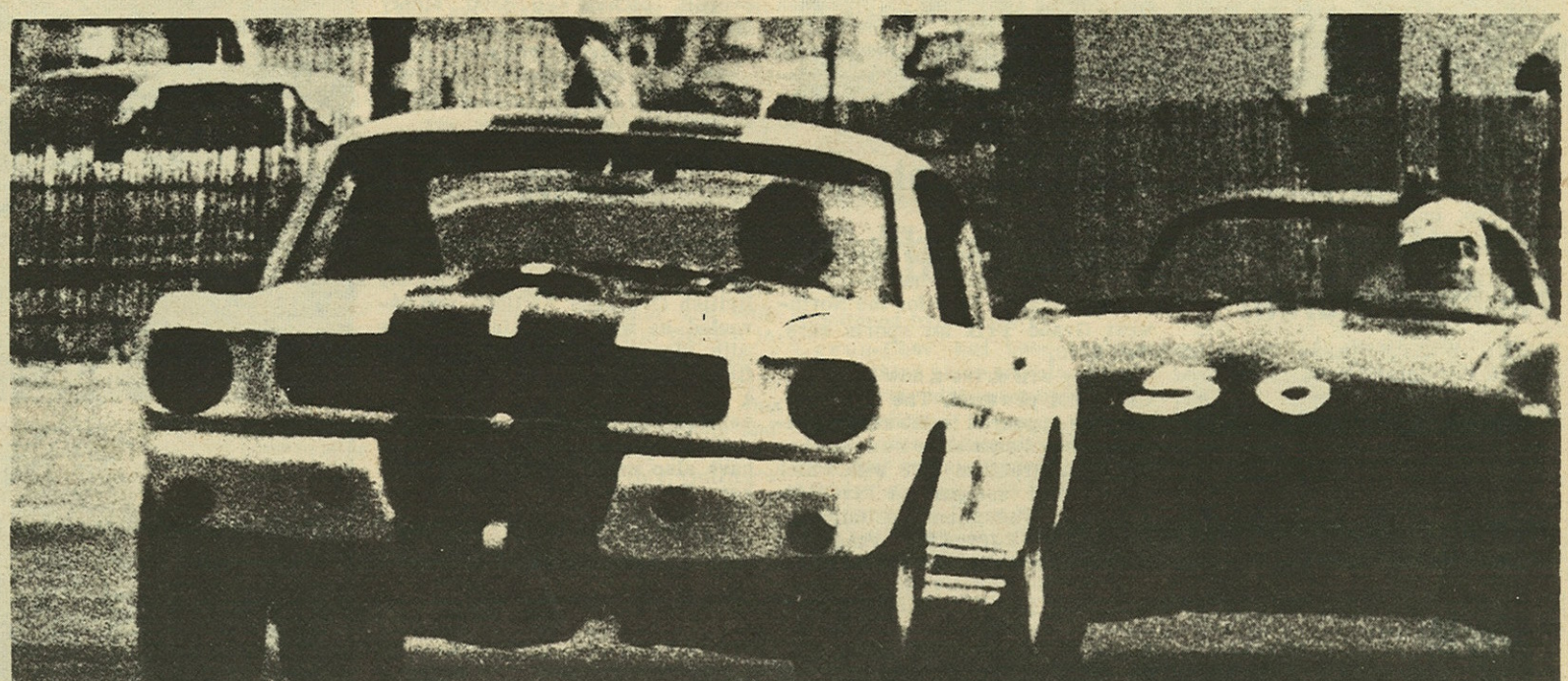


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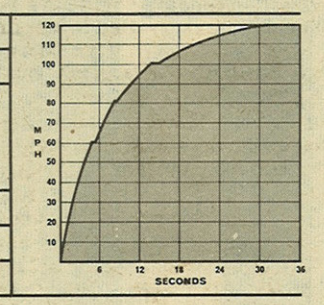
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Kent	Titus	1st overall
Cumberland	Johnson	1st in Bp
Lime Rock	Johnson	1st in Bp
	Donahue	2nd in Bp
	Krinner	3rd in Bp
	Owens	4th in Bp
Willow Springs	Cantwell	1st in Bp
Mid-Ohio	Johnson	1st overall
Dallas	Miles	1st in Bp



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SHELBY G.T. 350

MORE ON:

Charlie Parsons Wins Texaco Westwood

(Continued from Page 1)

under-2-liter leading Elva-Ford with a broken motor mount.

Ridenour won the heat with a seven second margin from Parsons. In the under-2-liter race, Pierre Phillips picked up the win from Bruihl who was still trying to make up time lost in the pits.

In the second heat, Parsons jumped into the lead once again with Jensen and Ridenour on his tail. Ridenour got ahead of Jensen and took after Parsons, passing him on lap nine, only to retire when his car froze in first gear, leaving Parsons to take the flag.

Ridenour had to be content with $120 lap money and $100 for a new lap record of 1:12.2.

In the under-2-liter fight, Bruihl was getting away from Phillips when he had to pit again. As the end of the race neared, it became clear to pit observers that Bruihl was making up enough ground to regain the lead. But it was equally clear to Phillips who put his foot in it and at the flag it was Phillips with two secs. over Bruihl.

Chuck Parsons received $1,190 for his win with Don Jensen second overall, picking up $300. Monty Shelton, in his first outing at Westwood, took third overall and $200.

Phillips' under-2-liter win was worth $635 while Jerry Bruihl's second won him $460.

Fla Bottom Crawl

KEY WEST, Fla. — The sixth annual Bay Bottom Crawl, sponsored by the Ecurie Vitesse SCC and sanctioned by the Florida Gold Coast Region SCCA is scheduled for Oct. 2-3.

The autocross type event will be run over a two mi course with nine natural turns. Ten classes including one for ladies will be run.

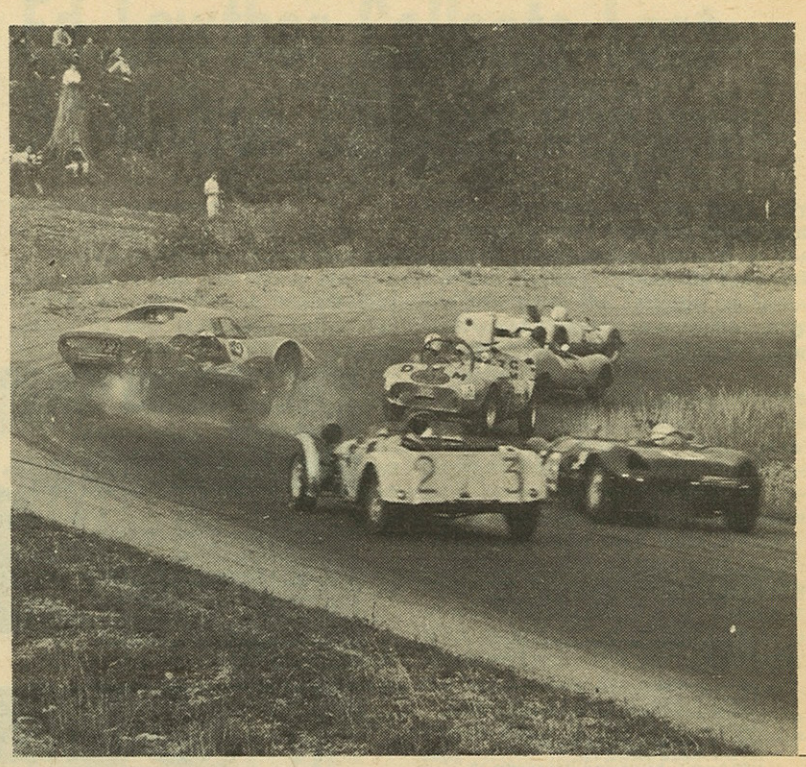
Hugh P.K. Enters Kent Grand Prix

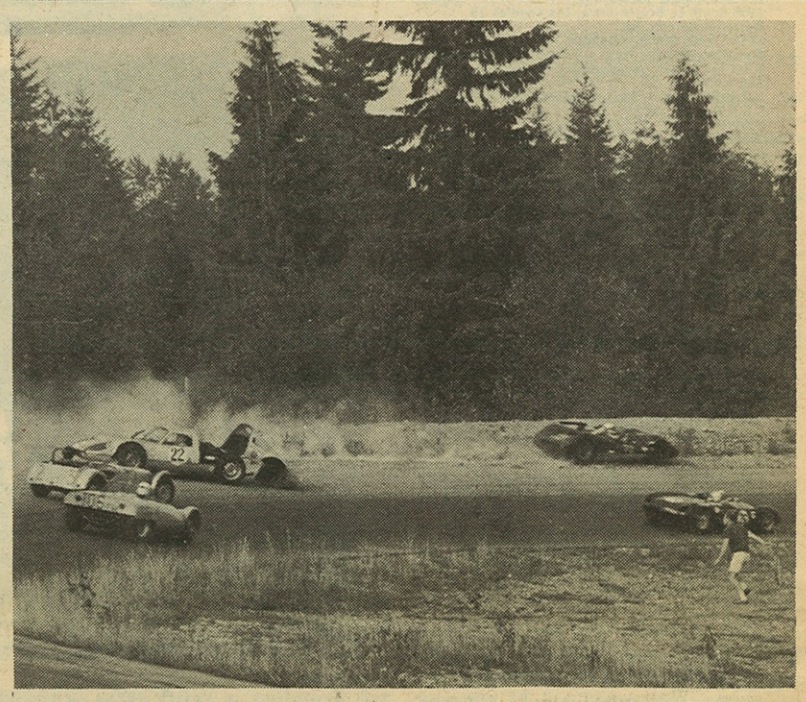
KENT, Wash.—H.P.K. Dibley, London, Eng. driver for the Stirling Moss Racing Team, has confirmed his appearance here for the Northwest Grand Prix for sports cars, Oct. 9-10.

Dibley will drive a new Lola T70, Chevrolet powered. The Britisher, who has appeared in the west in previous international events, has driven a Brabham BT8 with which he won his category at Riverside last fall. The same car failed to finish in the Laguna Seca race when a fuel line broke and the Brabham caught fire.

Dibley, when not racing for the Stirling Moss team, is a pilot for British Overseas Airlines, and revealed he was combining business with pleasure. Two days after the Grand Prix he will take delivery of a new Boeing aircraft destined for service with BOAC.

Northwest Region SCCA officials have also announced that Dan Blocker, the Hoss Cartwright of television's popular Bonanza series, had entered his new Genie-Chev with John Cannon nominated as driver.





Wade Carter, Porsche 904, is interrupted during the second heat of the Texaco Pro Invitational race at Westwood Sept. 19 as Jerry Mathews, Cooper-Maserati 2 liter makes contact with the rear of the Porsche in turn one. Damage to the Porsche was minor, Carter lost some laps while taking the body clear off, and then came back to take fifth in under 2-liter. (Dee Norton photos)

Texaco Qualifying Wilder Than Race

By Vince Howlett

WESTWOOD, B.C.—Qualifying for the Texaco pro Invitational race at Westwood Sept. 19, produced as much excitement as the race itself.

On Saturday, Stan Burnett's Burnett-Chev clocked 1:11.4. On Sunday morning Chuck Parsons arrived and turned in a 1:11 flat in his ex-Mecom Hilton Genie-Chev.

Earlier that morning Ridenour's rear suspension came adrift, and his pit crew worked frantically to get the car running for qualifying.

When Parson's time was announced, Burnett and Ridenour promptly went out and turned identical 1:11s. Realization of their equal times sent them out again, and Ridenour returned with a new lap record of 1:10.3 with Burnett .1 sec behind.

Surtees Reveals Refusal to Run

By Stan Schaeffer
Contributing Editor

MONTREAL, Canada — John Surtees, winner of the Sept. 19 Player's Quebec at Mont Tremblant, announced his team of Lola T70s would participate in only two further races in the Autoweek series on the North American continent.

The team will appear at this weekend's Canadian GP at Mosport, and will run its final race of the season at Riverside, Oct. 31.

The cars are modified T70s, powered by Traco Engineering 5.9-liter Chevy V8s coupled to Hewland LG 500 transaxles. In addition to the Player's, Surtees and teammate Jackie Stewart took a first and third in the recent two-heat Guards Trophy races at Brands Hatch.

Team Surtees will face a strong challenge from the Mecom Racing Team Lola T70s headed by old pro, Walt Hansgen. Surtees' continued reliance on the Lola T70 further enhances the probability that he and Enzo Ferrari will come to a parting of the ways at the end of '65.

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MORE ON:

Sharp's Ancient Chaparral Wins Double 500

(Continued from Page 1)

a 365P Ferrari were all in the running.

Hansgen had a psychological advantage—the Lola was running well and he has never lost on this course, but Sharp sorted out his problems and won with a two-lap lead over Pedro Rodriguez.

The day of the race was overcast and cool in contrast to Saturday's warm sunny first half of the Double 500.

The Grid positions showed Walt Hansgen, Lola T70, on the pole with a 1:39.6. Next to him was Buck Fulp, (Lola T70) in second position with a 1:41.6. Third was Pedro Rodriguez, Ferrari 365P (1:42.8); fourth, Bob Grossman, Ferrari 330P (1:42.8); fifth, Hap Sharp, Chaparral (1:43.0); sixth, Mario Andretti, Ferrari 275P (1:44.8); seventh, George Wintersteen, McLaren Elva -Chev (1:46.0); eighth, Lewis Kerr, Brabham BT8 (1:47.0); ninth, Dick Thompson, Cobra 427 (1:47.4); tenth, Robert Brown, Malibu Chevrolet spl. (1:48.2), and so on through 24 starting cars.

Skip Scott in a Ford GT40 could not start due to an ill-advised encounter with a sandbank in practice.

The rolling start was wild.

All lined up beautifully like a B29 squadron on a bombing run. At the end of lap one Pedro Rodriguez was leading followed by Hansgen and Sharp and 21 other howling machines.

The lead then swapped and swapped and swapped. When the dust settled it was Hansgen in front followed by Sharp in second. Walt was really turning it on, showing everyone why he is called King of the Bridge.

For the first 23 min. it was a walkaway, then going into turn five, a sharpish right hander, the Lola's rear suspension collapsed. Sparks flew and the big car slid ignominiously to a standstill on its rearend. Walt was unhurt and walked to the pits, leaving first to Sharp's Chaparral.

SETTLE DOWN

Things settled down to routine for several laps with cars retiring left and right. Peter Harrison, driving a Genie Mk10, departed the course end over end to retire the car in something less than an understated fashion.

Mario Andretti, driving for the North American Racing Team, retired with a fried gearbox. By this time Buck Fulp had inherited the lead by virtue of Sharp's routine pit stop. In came Fulp's T70 for gas and tires and at about 20mph drove into the steel pit fence which, unlike the car, didn't give. The Lola was pushed behind the pits for the day.

From then on Sharp had things pretty much his own way. Nobody else was in sight since he had lapped his nearest competitor, Rodriguez, twice. Big joke was his crew holding up "plus 1:69" signs. And they're building a faster one? This one was good for an average speed of 97.35 mph with the fastest lap at 1:40.0 (102.36mph.

Second overall and first in GT prototype was Pedro Rodriguez in the Ferrari. Third overall was Dick Thompson/Skip Scott in the Essex Wire 427 Cobra.

First in GT3 and fifth overall was one of two token entries from Shelby American, Bob Johnson.

SATURDAY'S DICES

On Saturday the race was for GT 1 and 2. It was notable for several really crowd-pleasing dices.

A three-way go for first with eventual winner Herb Wetanson in a Porsche 904 followed by George Alderman and Candito DaMota in loud Lotus 1600s.

This thing went on for just about the whole race and the crowd was literally brought to its feet by the last few laps. Alderman took over from his co-pilot Dick Young in the ailing Lotus, 75 secs. behind Wetanson with 30 laps to go.

Then, in an amazing demonstration of on-the-brink driving, George cut Wetanson's lead down to 16 secs. in five laps. With 25 laps to go, Alderman's right rear tire blew and the car slewed off the road. He finished the race with a fast on-the-circuit tire change to eventually place second overall and first in GT prototype under 1,600cc.

The BMC boys were there too—Messrs. Hopkirk (MGB), Makinen (Midget) and Aaltonen (Midget)—all rally types. They took the circuit by storm. Paddy Hopkirk eventually finished fourth overall with big grins all around.

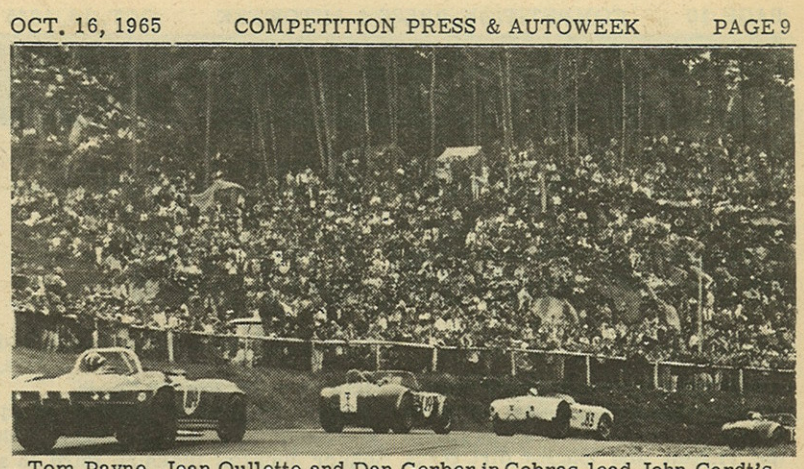
Makinen and Aaltonen were busily engaged in hammer and tong motoring with Carmello Guiffre in a 1600 Alfa Giulia. They swapped positions for hours on end, the Alfa wheeling around corners and the Midgets happily lifting wheels and going sideways all over the place.

After many laps of this, Guiffre's Alfa popped out of gear in the tight uphill right hairpin and he spun out of contention.

BRIDGEHAMPTON DOUBLE 500, FIA INTERNATIONAL RACES, BRIDGEHAMPTON, N.Y., SEPT. 18-19.

RACE 1 - GT PROTOTYPE, GT1, 2, APPENDIX C and SCCA MOD UP TO 1,600 cc: 1 - Herb Wetanson, Porsche 904; 2 - George Alderman, Lotus 1600; 3 - Fred Ashplant, Lotus Elan; 4 - Paddy Hopkirk, MGB; 5 - Paul Richards, Renault-Alpine; 6 - Rauno Aaltonen, MG Midget; 7 - John Girdler, Fiat Abarth; 8 - Harry Theodoracopulos, Alfa Romeo; 10 - George Owen, Alfa Romeo; 11 - Timo Makinen, MG Midget; 12 - Candido DaMota, Lotus 1600.

RACE 2, GT3, GT PROTOTYPES, SPORTS RACING OVER 1,600cc: 1 - Hap Sharp, Chaparral, 97.35mph, 3.13:57.9; 2 - Pedro Rodriguez, Ferrari 365P; 3 - Dick Thompson/Skip Scott, Cobra 427; 4 - Bob Grossman, Ferrari 330P; 5 - Bob Johnson, Cobra 289; 6 - Ray Cuomo, Cobra 289; 7 - Lewis Kerr, Brabham BT8; 8 - Dick Holquist, Ferrari 250LM; 9 - Bruce Jennings, XKE; 10 - Robert Brown, Malibu-Chev; 11 - George Ahrens/Bob Hutchinson, Ferrari 275GTB; 12 - Frank Dominiani, Corvette; 13 - Eno de Pasquale, Genie MK8; 14 - Robert Wiser, Austin Healey.



Tom Payne, Jean Oullette and Dan Gerber in Cobras lead John Cordt's 396 Sting Ray at Player's Quebec Sept. 19. (Lionel Birnbom photo)

MORE ON:

Surtees' Lola Wins St Jovite

(Continued from Page 1)

Laren-Chev had been holding a steady third place until lap 12 when his steering stopped working, and he had to retire.

The under 2-liter class was taken by a late entry—George Follmer's Elkhart co-driver Earl Jones in an Elva Porsche. He was invited to the race to be on the standby list as the grid had already been filled. But the high rate of attrition during practice got him a starting position and he drove a very smooth race to a sixth overall finish and the class win.

Highest place Canadian finisher was Ludwig Heimrath in his McLaren Elva-Ford in fourth overall.

PRELIMS

Earlier races saw photo finishes in both the under- and over-1600cc production races. Nose-to-tail dicing in both events provided the large crowd with some of the best thrills of the day. Max Nerriere grabbed the lead on the last lap of his race in his Lotus Elan and held it to the checkered flag—only a few feet in front of Horst Kroll in a Porsche Carrera. Tom Payne drove his Cobra to a similar victory in the over-1600cc production race but finished only a couple of car lengths ahead of Dan Gerber in a similar car. The sedan and formula race, however, were runaway victories for Craig Fisher in the Comstock Team Mustang, and Peter Broeker in his F/Libre Stebro.

PLAYER'S QUEBEC, ST. JOVITE, SEPT. 19.

FINISHERS: 1 - John Surtees, Lola T70-Chev; 2 - David Piper, Ferrari 330P2; 3 - David Hobbs, Lola T70-Chev; 4 - Ludwig Heimrath, McLaren Elva-Ford; 5 - Lothar Motschenbacher, Cooper-Ford; 6 - Earl Jones, Elva-Porsche; 7 - Tom Payne, Cobra; 8 - Jacques Couture, Corvette Gran Sport; 9 - Dan Gerber, Cobra; 10 - Herb Swan, Elva-BMW.

Fast lap, Surtees, 1:46.2, 93mph.

Costly Flips Mark Canada Practice

By Lionel Birnbom
Area Editor

MONT TREMBLANT, Que.—The Player's Quebec weekend proved costly for a number of drivers, as several wrote off some very expensive machines.

Peter Lerch flipped his car five times as he lost control on the high-speed back straight at more than 140 mph during a practice session. Miraculously, he escaped with a few minor cuts and bruises as his McKee Ford was totally demolished.

Sherm Decker also wrote off his Lola in another spectacular spill on practice day. M.M.R.C. President, John Spencer Nairn, found himself in a similar position during practice as he rolled his TR4 several times after colliding with Sprite Driver Ron Penniston. The Sprite was also heavily damaged.

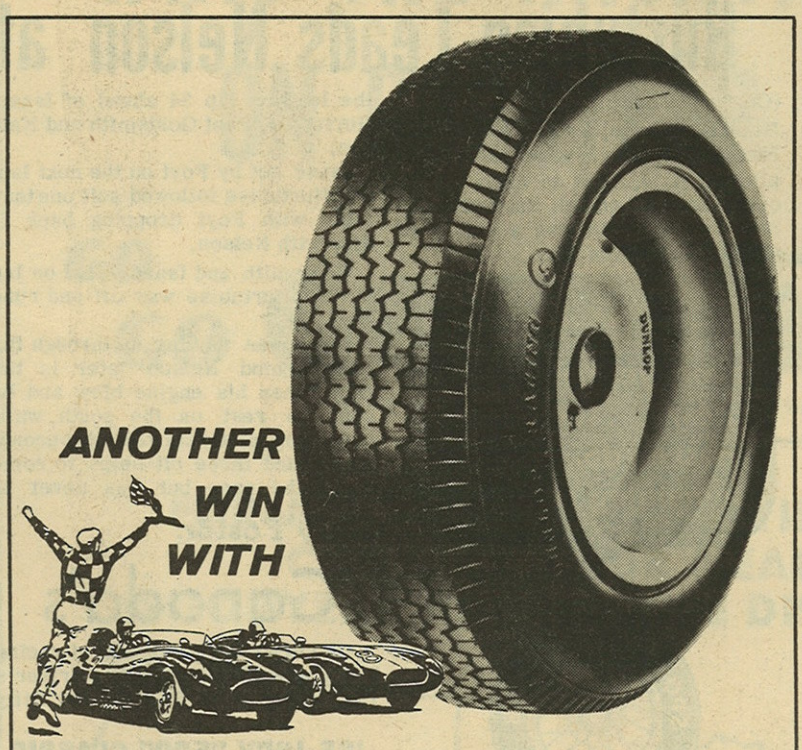
Mike Goth who had been entered in a McLaren Elva never made it to the track, encountering engine problems while practicing during the week before, and fourth place (and first Canadian) finisher Ludwig Heimrath just did make the race after replacing the engine in his McLaren-Ford the night before.

SURTEES

For John Surtees, it was a very busy week indeed. After signing for the Mont Tremblant race, he found that it conflicted with the F/2 race at Oulton Park on the same weekend. Rather than pull out of one, he practiced and qualified at Mont Tremblant on the Tuesday before, was rained out on Wednesday in another qualifying try and flew back to England on Thursday. After winning the F/2 race, he immediately boarded a plane back across the Atlantic to arrive at Mont Tremblant late Saturday night (due to the time difference) and went on to his second overall victory in as many days.

During his practice runs on Tuesday, Surtees' car was not performing quite right, and rain showers slowed his times as well. However, heavier rains slowed the official qualifying times on Saturday, and Surtees remained with the pole position.





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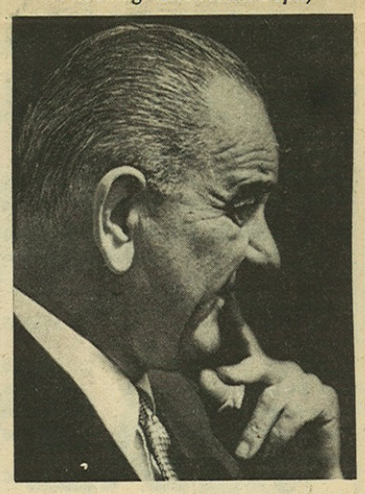
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STOCK CAR NEWS

David Pearson Wins Wreck-Marred Capitol City 300

By Bob Glendy
Contributing Editor

RICHMOND, Va.—David Pearson, driving a '65 Dodge, survived a rash of problems to go on to win the richest and longest dirt track race on the NASCAR circuit Sept. 18, as he took the $2,300 first place money in the Capitol City 300 over the Virginia state fairgrounds track before a capacity crowd.

Pearson, who led the race six different times, captured the lead for the last time with 18 laps to go in the 150-mi. event.

He pushed his Cotton Owens'-prepared hemi powered Dodge to an average speed of 69.98mph in winning the wreck-marred race.

Only 13 of the 37 starters managed to cross the finish line in running condition.

The once-postponed race was run without Richard Petty due to a conflicting drag race. Leroy Yarborough drove Petty's blue Plymouth but went out when the steering failed as he came out of the pits.

The Petty car went straight across the track and hit a utility pole. Tiny Lund could not avoid smacking Yarborough broadside, and Lund in turn was hit by Tom Pistone.

A wreck KO'd Dick Hutcherson while grand national point leader Ned Jarrett retired with a blown engine. Both were driving '65 Fords.

Darel Dieringer, piloting a '64 Mercury, took second place with Junior Johnson finishing third in a '65 Ford. Three caution flags slowed the average speed for the race.

J. T. Putney finished fourth in a '65 Chevy and Neil Castles brought Buck Baker's '65 Olds home to a fifth place finish.

CAPITOL CITY 300, 150-MI. NASCAR GRAND NATIONAL RACE, VA. STATE FAIR GROUNDS, RICHMOND, VA., SEPT. 18.

TOP TEN FINISHERS: 1 - David Pearson, '65 Dodge; 2 - Darel Deiringer, '64 Mercury; 3 - Junior Johnson, '65 Ford; 4 - J. T. Putney, '65 Chevrolet; 5 - Neil Castles, '65 Olds; 6 - Elmo Langley, '64 Ford; 7 - Wendell Scott, '63 Ford; 8 - Buddy Arrington, '64 Ford; 9 - Lionel Johnson, '64 Ford; 10 - Bob Derrington, '64 Ford.

NASCAR Competitors Injured on Highway

By Bob Glendy
Contributing Editor

GREENVILLE, S.C.—Former Southern 500 winner Larry Frank and NASCAR rookie Earl "Bud" Strickler are listed in fair condition in a Greenville hospital after a head-on collision just outside Greenville, Sept. 16.

The two men were injured when the car Frank was driving entered a highway and struck another car head-on. Two passengers in Frank's car escaped serious injury.



ERIE NOTES

Don't Miss Stockers On Road Courses

By Wally Huskonen
CP Regional Editor

Have you ever seen a stock car road race?

If your answer is no, you've been missing an important part of the current American racing scene.

I've covered three stock car road races this year, all at different courses, all staged by different sanctioning bodies. First, there was the 300-mi. USAC race at Indianapolis Raceway Park in May; then the 150-mi NASCAR grand national at Watkins Glen in July; and one week later, a 250-mi. ARCA late model race at Mid-Ohio.

PRETTY SATISFYING

All three were pretty satisfying affairs. Stock cars, with their big V8 engines, are spectacular in the noisy sort of way race cars should be. And you can't help but be a little in awe of the way stock car drivers are able to get their 2-ton machines around turns, slow or fast, right or left.

This is the only type of road racing left in which you see the cars cornering all hung out.

But there may be trouble ahead for these races. The crowds at all three were frighteningly low, IRP must have had less than 10,000 spectators, the Glen pulled about 6500, and Mid-Ohio had 7000.

It doesn't figure. Theoretically, stock car road racing ought to draw both oval track fans and road racing (meaning sports car) enthusiasts in large numbers. So far it hasn't, at least at these courses.

Announcements of 1966 schedules will show if the promoters at IRP, the Glen, and M-O will try stockers again. With NASCAR and USAC all squared away on stock car rules, the shows ought to be even better and the crowds larger.

If they do, and I hope they will, make sure you see these big cars run.

LOCAL NOTES

In 1963, the NEOhio Region was named SCCA's most-improved racing region. One year later, it got the regional achievement award, largely for its racing activities.

Now, the region is out of the racing business.

This situation developed when the Nelson Ledges national, tentatively scheduled for Aug, 1. was cancelled amid bitter controversy between course operator Marv Drucker and the region. Improvements required at Nelson (see CP Aug. 14) to qualify it for the national were not approved by the region's inspector, Charlie Ellmers.

As a result, Drucker has cancelled the region's racing at the 1.1-mi. course, and he says he won't do business with NEOhio until a new board of trustees is in power.

The region had staged the major races at Mid- Ohio until this year. A dispute with M-O over scheduling and remuneration ended with the organizing chores there being handed to the Cincinnati Region.

Rebs Refight Bull Run As Petty Wins

By Dave Roethel
Area Editor

MANASSAS, Va.—Showing some of the same resolve which got Stonewall Jackson his nickname at the nearby Bull Run battlefield, southerner Richard Petty marched into the Old Dominion speedway Sept. 17 and won a race-long battle with NASCAR point leader Ned Jarrett.

Driving his blue hemi-head Plymouth, Petty went the 400-lap distance over the .28-mi oval in 2.12:5 for an average of 68mph.

It was the second appearance in the Washington D.C. area in as many months for Petty. In August, he came north to inaugurate the new Baltimore-Washington speedway at Beltsville, Md., but a dropped valve put him out of contention and Jarrett's '65 Ford took the victory there with little opposition.

Their second meeting at the Manassas track however saw both drivers in close competition all evening, swapping the lead frequently. The only other car to take first spot was the '64 Ford of local pilot Elmo Langley, but three pit stops took Langley out of the running and he eventually wound up in sixth spot.

The Old Dominion race almost didn't make it when a heavy rainfall interrupted time trials on the scheduled date. Held over for a day, some of the entrants left town and the spectator crowd only averaged out to 2,500, a 50% drop from the expectations of promoter Al Gore.

Later Gore was reported to have declared himself out of the stock car racing circuit for good. Rain had interfered with most of his summer dates this year, and only his drags have kept him going.

If true, this could open all sorts of doors for the new Beltsville track.

For once, a NASCAR grand national had a good array of cars to spark spectator interest. Fords there were aplenty, but there was also Petty's Plymouth, Buddy Baker's Dodge, a couple of '65 Chevies and Neil Castle's Olds. In all there were 30 starters, but it was a Petty-Jarrett duel virtually from start to finish.

Petty won $1250 for his effort, and Jarrett got $625.

NASCAR GRAND NATIONAL RACE, MANASSAS SPEEDWAY, MANASSAS, VA., SEPT. 19.

TOP TEN FINISHERS: 1 - Richard Petty, '65 Plymouth; 2 - Ned Jarrett, '65 Ford; 3 - Buddy Baker, '64 Dodge; 4 - Tiny Lund, '64 Ford; 5 - Tom Pistone, '64 Ford; 6 - Elmo Langley, '64 Ford; 7 - Doug Cooper, '65 Chevrolet; 8 - Neil Castles, '65 Olds; 9 - Roy Mayne, '65 Chevrolet; 10 - Lionel Johnson, '64 Ford.

MORE ON:

Hurtubise Leads Nelson at Milwaukee

(Continued from Page 1)

Hurtubise once, as the two played chicken for the inside line. This allowed A. J. Foyt to move up unobserved and snatch the lead momentarily following a series of single file caution laps.

Foyt displayed an uncanny green-flag instinct and took his Ford into the lead on lap 34 ahead of Isaac, Hurtubise, Paul Goldsmith and Nelson.

Isaac got by Foyt on the next lap, and Hurtubise followed suit one tour later with Foyt dropping back to dice with Nelson.

Goldsmith and Isaac pitted on lap 72 and Hurtubise was off and running.

Isaac was moving up through the pack behind Nelson later in the race when his engine blew and he spun to rest on the south wall.

Nelson quietly moved into second. He needed three pit stops to complete the race but was never in danger after Parnelli Jones and Foyt both blew the engines in their Fords.

Goldsmith had Nelson in his sights towards the end, but was put out by a lengthy pit stop.

Hurtubise needed only two stops, and went to lap 115 before making his first.

USAC 250-MI. STOCK CAR RACE, MILWAUKEE STATE FAIR GROUNDS, MILWAUKEE, WISC. SEPT. 19.

TOP TEN FINISHERS: 1 - Jim Hurtubise, '65 Plymouth; 2 - Norm Nelson, '65 Plymouth; 3 - Paul Goldsmith, '65 Plymouth; 4 - Don Whit, '64 Ford; 5 - Bay Darnell, '65 Plymouth; 6 - Joe Leonard, '65 Ford; 7 - Billy Foster, '65 Dodge; 8 - J. C. Klotz, '65 Plymouth; 9 - Jed Hane, '64 Ford; 10 - Bob Slensby, '65 Plymouth.

Billy Foster:

Canada's Quickest Contribution

DETROIT—The stress of racing has a way of bringing out a driver's resources. With 27-year-old Billy Foster, the key word lies somewhere between "adaptable" and "easy-going."

A native of Victoria, B.C., the young Canadian challenger has built an impressive record in a variety of competition cars over the past 15 years—from jalopy meets in his hometown to the Indianapolis 500.

He has adapted like a chameleon to each and that's the way he's adapted too, to his latest campaign: racing a stock car on the USAC circuit.

Driving Rudy Hoerr's hemi-powered Dodge, Foster leaped into oval-racing this year. Behind him was a veteran's record of 28 wins out of 30 sprint and modified races in 1964, and two Northwest championship victories along with a second place over the past four years.

He finished 17th in his rookie race at Indy this year, and plans to keep both stock and championship careers going at the same time. His first race with Hoerr's Dodge was July 4 at Illiana Raceway at Schererville, Ind. where he scored second fastest in the heat race and came in sixth in the 100-lap, 50-mi. feature race.

Next time out was July 11 at Milwaukee's 200-miler. The race was a heart-breaker for Foster, but he managed to come in sixth fastest and eighth in the feature event. He was running fourth in the first half of the race, well ahead of Parnelli Jones and edging up on A. J. Foyt when he made a pit stop for tire trouble. According to the rules, only one fuel fill-up is allowed. He refueled too early only to run out of gas on the 197th lap.

Father of three children, Foster's racing ventures in the U.S. keep him away from home much of the time.

Running a stock circuit and the championship car at the same time promise a busy schedule for Foster; most of the racing season he is booked up solid on both circuits.

And some observers believe he's only just begun.



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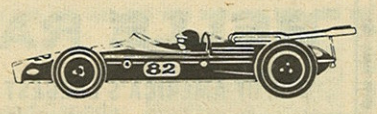
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Challenges Jarrett:

Hutch: '65 Sensation

By Bob Glendy

CHARLOTTE, N.C. — A 33-year-old father of three has captured the fancy of NASCAR racing fans in his first season of competition and has pushed his Holman-Moody prepared 1965 Ford into second place in the Grand National point standings.

Dick Hutcherson, formerly of Keokuk, Iowa, is second only to NASCAR veteran and former point champion Ned Jarrett of Camden, S.C.

"I've always run all the races," Dick said. The sensational rookie, virtually a cinch for the Rookie Of The Year award, ran 56 races in 1964 under the International Motor Competition Assn. sanction.

"We ran races from the Gulf of Mexico all the way to the Canadian border," Hutch said. "I didn't think I had much of a chance for the point championship at the start of this season, but we decided to run all the races we could."

"I don't think I'd do it again even if I win the championship this year."

Hutch explained that competing in every event didn't give him time to prepare for the races to the degree he'd hoped for. "I would like a chance to pick my races and spend more time getting my car ready.

"It helps to have Chrysler back in racing. I like to run against as much competition as there is and without competition the fans aren't going to pay to see the races," Hutch explained. "I have a great deal of respect and admiration for every one of these NASCAR drivers. I don't think there is a nicer bunch of guys anywhere."

By way of explanation, Hutch said he and Jarrett often share pit crews at some of the smaller races, with the only agreement being that whoever was out in front got to pit first. Jarrett and Hutch have traded places in race after race with only a few hundred points separating the two Ford drivers.

"I'm not driving any more cautiously since the point race is so tight. If my car is handling, I'm going to try to win any race I enter," Hutch said.

"With big races at Charlotte, Martinsville and Rockingham left, a finish of more than four places ahead of Ned could give me back the point lead and I'm going to be in there trying.

DIFFERENCE

"The main difference between IMCA and NASCAR as far as I can see is the major tracks and the variety of plants we have to run. We go from two and a half mile asphalt to quarter-mile asphalt and then to half-mile dirt. It requires a lot of work getting set up and running all the races. It is hard to get all the little refinements completed," he said.

"In running IMCA, most of the tracks were half-mile dirt and once you had your car set up there wasn't much to do if the car wasn't torn up," he explained.

Hutch first got into late model racing in 1959 when he ran a Pontiac. In 1961, Dick bought a Holman-Moody prepared Ford. Again in 1962 he went with Ford.

Both years Hutch finished second in the IMCA point standings. In 1963, he began to get a little help from Ford and he won the IMCA point championship. In 1964 he got a little more help and ran two 1964 Fords. Again he won the point championship.

MORE MONEY

This year he graduated to the big time in stock car racing. "NASCAR offers more money. I won $30,000 last year including point money. Already in 1965 I have won more than $40,000, and there is more than $200,000 in prize money up for grabs during the rest of the season."

Hutch credits much of his success to Ralph Moody. "He has helped me more than anyone else by explaining all the special tricks of each track we have run. He has been more help than I could say."

When asked if he was satisfied with Hutch's performance Moody's only comment was "just keep hurrying."

Hutch is satisfied with his Ford ride and wants to pilot a 1966 Ford next year. "I haven't heard anything from Ford yet but I'm ready if they want me," he said.

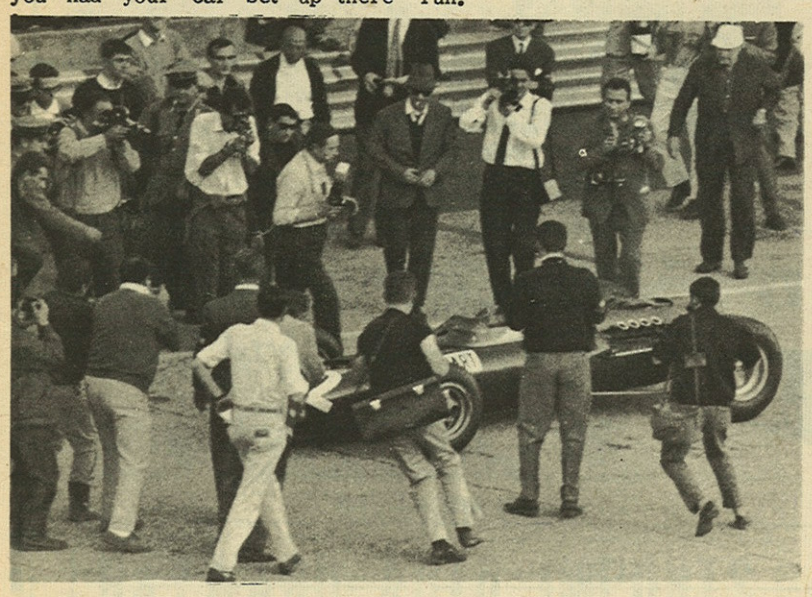
The young NASCAR rookie has been called a driver's driver. "When something happens out there (on the track) you have to react instinctively. There just isn't time to do anything else. The best bet is to head where the action started, because it is a good bet it won't be there when you arrive." he said.

"The speed doesn't really bother me except at Daytona," Hutch said. "The wind currents do strange things to a car traveling at speeds that approach the ragged edge of control, but I'll run just as fast as I can there."

Hutch not only drives his car, but also serves as chief mechanic. He is easy on his equipment. "A lot of it is just plain luck, but when you have to worry about fixing it as well as driving it, you have a tendency to think twice before you take a foolish chance on messing up your equipment."

Hutch's mechanical staff is one of the best on the NASCAR circuit. James Hilton, J.C. Elder, (a former Petty wrench turner) and J. P. Berthalette do most of the work on Hutch's 1965 Fords.

"I really like NASCAR," Hutch said. "In IMCA there were just three of us who won every race last year. In NASCAR there are more cars capable of winning every race. With Chrysler back, there are about 15 cars that can take the checkered flag every time a race is run."



Europe's Last '65 GP

Jackie Stewart in a BRM won Europe's final 1500cc Grande Epreuve at Monza in the 36th running of the Italian GP Sept. 12.

(D. O. Cozzi photo)

MORE ON:

USAC OKs 3-Liters in '68

(Continued from Page 1)

formula for the running of the '68 Indianapolis 500-mi.

The motion by the board climaxed a two-year fight and was not of course unanimous, though it was carried by a substantial margin. It established a piston displacement for non-supercharged overhead cam engines of 183.06cu.in. down from the present 256 being used by the powerful Ford V8 and Offy power units.

After Jan. 1 '68 these engines will not be used in any national championship event.

A maximum capacity of 122.04 cu.in. for supercharged engines was also established, which is less than the present supercharged Novi V8 and thus seems to doom this crowd-pleasing engine.

It is not anticipated that the change will spell reciprocity between Europe and the U.S. In fact it appears that it will erect a one-way sign to Europeans. It is unlikely that more than a handful of the American contingent will be interested in making the trek east.

Two very good reasons will be limiting American participation on the world's circuit. The first is that sufficient national championship events are now scheduled (with even more on the horizon) to keep competitors busy and in consequence interest in running in Europe is very light amongst the American racing fraternity.

The second is the cost factor. Basically the national championship trail is a losing proposition for almost every car owner in the business, and the extra cost of European running would be prohibitive.

Other important changes made at the meeting held in the USAC offices at Speedway, Ind., included a first-time limitation on the size of rotary engines.

The capacity for rotary engines has been set at 256.74 for the non-supercharged category and 170.856 cu.in. for supercharged.

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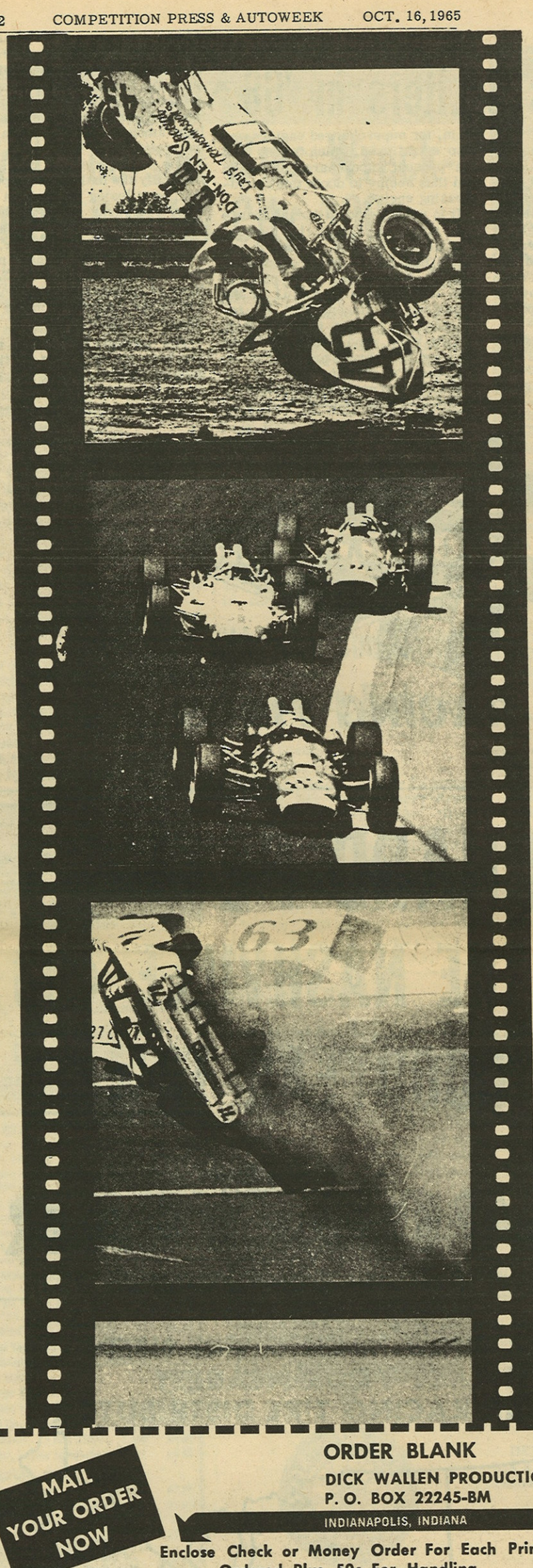
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San Diego Set For Jag Concours

By Vern Jaques
Contributing Editor

SAN DIEGO, Calif.—More than 100 of the west coast's most elegant cars, including many antiques and classics, will be on display at San Diego Jaguar Automobile Club's sixth annual Concours d'Elegance Oct. 9.

The show will again be held at the beautiful Catamaran Hotel on Mission Bay and cars will be displayed on a grassy area surrounded by the hotel facilities. Catamaran owner Bill Evans is a staunch member of the La Jolla chapter of the Horseless Carriage club.

Entries have been coming in for some time, with the first two being Ferraris. One of these, Nancy Tewksbury's '65 250 GT Cabriolet, was entered even before it was airfreighted to La Jolla from Luigi Chinetti's New York City Ferrari store.

La Jollan R. C. (Bob) Kohler's '56 Mercedes 300 SL coupe must be rated a favorite for top honors. The car was best of show winner in the last two San Diego events, and has won several other top concours.

Gene Babow of Kentfield, Calif. has entered a new Porsche 912. Katherine Goff of Buena Park has entered a '65 Excalibur SS—a modern "vintage" entry—and her 1933 Rolls-Royce Sedanaca.

Other cars in the classic category include a 1938 Maybach convertible entered by Leonora Pope Lytel of Chula Vista, and San Diegan Robert Steiner's 1924 Packard Dietrich roadster. Tony Giaimo of Van Nuys has added a 1930 Franklin entry in this category.

An interesting old timer is B. J. Missimer's 1911 Renault AX roadster from Santa Barbara. A 1908 Brush runabout entered by Don C. Batdorf of Blaine, Wash. should win long-distance honors.

The scoring system has been simplified in hopes of reducing the delay in judges' decisions. Ten classes will be judged, with $750 worth of trophies at stake.

Heading the judges is noted automotive design authority Strother MacMinn. His assistants include Bill Hamilton, Doug Garton, Al Bond, and Ken Sander.

The cars will be on display all day Saturday. A special exhibition of Scottish dancing and music by the Cameron Bagpipe Band and Highland Dancers will be staged on the exhibition grounds at 1:00 pm.

A banquet and entertainment will take place beginning at 7:00pm, followed by a dance cruise on Mission Bay aboard a private cruise ship.

A drawing for a '66 Mustang will be held, with all proceeds going to the Family Service Assn. of San Diego.

There will be no charge to spectators.



One of the favorites in the upcoming San Diego Jag club concours is R. C. Kohler's 1956 Mercedes 300SL.

NW Ready 2-Liter Pro Challengers

By Spencer Aust

WESTPORT, Wash.—Mike Eyerly and Gerry Warber, leading northwest competitors, are readying two potent two-liter challengers for the west coast pro series.

Eyerly, with the second Platypus in the world, and Warber with the only E mod Bobsy on the west coast, will pose a double-barrelled challenge for under two liter honors in the upcoming fall races.

Mike Eyerly, member of the northwest's most famous racing family, steps into the latest from Miles Gupton's Platypuswerke in Los Angeles. Eyerly ordered a two-liter Porsche 904 engine from Stuttgart, which the factory claims is putting out over two hundred DIN horsepower. Coupled to this is a 904 five-speed transmission. The car's low profile tires will be riding nine inch rims to help transmit power to the ground.

Seattleite Gerry Warber has chosen a Bobsy chassis in kit form from the factory. Ron Bucklin is assembling the car, all work being finished to aircraft specifications. For go power, Warber selected a BMW 1800 TI engine, to which Bucklin is mating a five-speed Hewland gearbox.

First Flood:

By Bill Sendelback
Area Editor

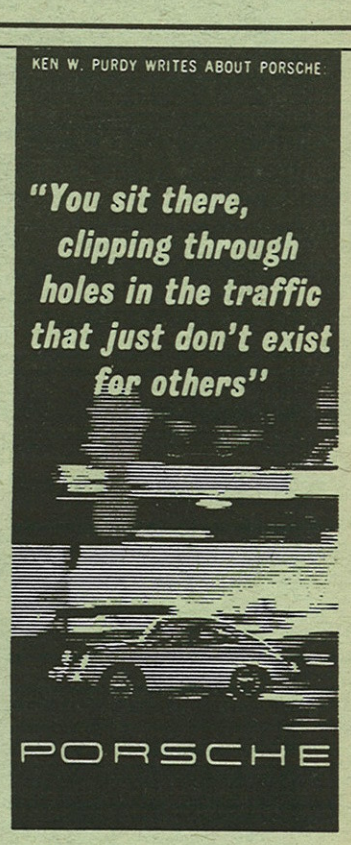
PORTLAND, Ore.—Stock cars will take to Portland's Delta Park road race circuit for the first time Oct. 10 in an event that might well prove to be the world's only destruction derby on a road race course.

Sponsored by the Portland Jaycees, 1955 through 1960 stockers will be competing on the rough circuit that is barely wide enough for sports cars. Built on streets left after the city of Vanport was flooded away in 1948, the course is narrow and tight and lined with such natural hazards such as trees, sloughs and telephone poles.

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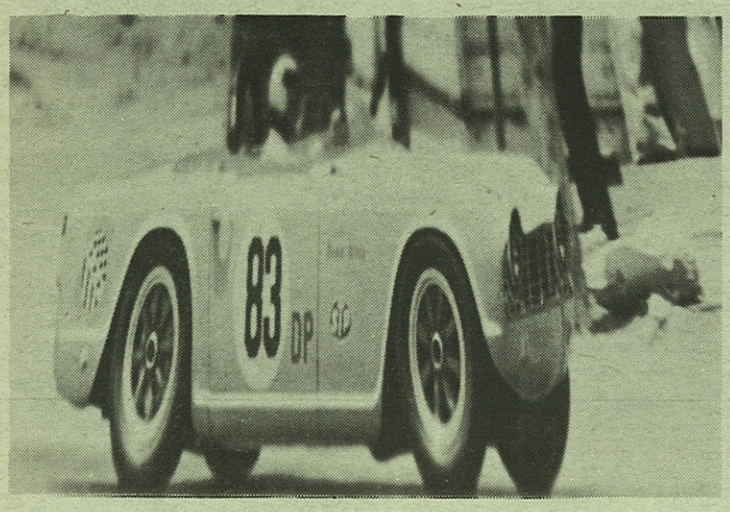
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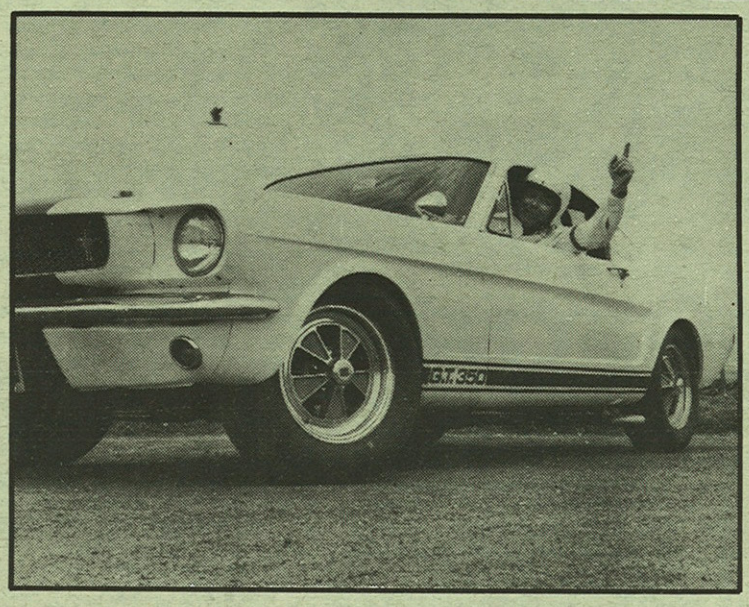
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WESTERN EVENTS CALENDAR

SEPTEMBER						
S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

OCTOBER						
S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

SEPT. 25-26,10am—NCSCC c'ship, Polaris GP endurance autocross by Lockheed SCC at Alameda County fairgrounds, Pleasanton, Calif. 14 NCSCC classes. Awards: trophies three deep; marque and BTD. Seat belts, tubes in tires, mufflers mandatory. Cut-off Sept. 12, mail entries only. Fee $5. Info: Lockheed SCC, P.O.Box 999, Mt. View, Calif.

SEPT. 25—CRA sprint races, Manzanita park speedway, Phoenix, Ariz.

SEPT. 25—SCCA hillclimb, Moab, Utah.

SEPT. 25—SCCA national races, Riverside, Calif.

SEPT. 25-26—AFM production races, Cotati, Calif.

SEPT. 26—Black Diamond T&D rally has been postponed, watch this calendar for rescheduled date in Oct.

SEPT. 26, 11am—SCCA Peacock Gap concours d'elegance by Marin County Circle for Florence Crittenden home of S.F. at Peacock Gap country club. 24 classes. Awards: trophies three deep; Rolls-Royce awards; Best of Show; door prize, camera contest. Spectator donation $1. Info: Mrs. Stanley Kennedy, 36 Bay View ave., Belvedere, Calif.

SEPT. 26, 8am—Championship Autocross SCCA northwest region at Pacific raceways, Kent, Wash. Awards: 30 trophies, TTOD, team, plus $50 place money. Fee $4, $3 SCCA members. Info: Bob Morse, 1549 N.W. 90th, Seattle, Wash. Phone: 237-5805 (days).

SEPT. 26, 9am—Cuartro horas de Velociadad fast navigation rally by Corvette Owners club of No. Hollywood from Oscar's drive-in at Sherman way and Sepulveda blvd., Van Nuys, Calif. One class. Awards: single trophies; team trophies; plaques to all. Fee $3.50 pre-entry. Info: Paul Kroes, 10974, Alta View dr., No. Hollywood, Calif.

SEPT. 26—NCSCC sprint car races, Santa Cruz county fair, Watsonville, Calif.

SEPT. 26, 8am—La Separateur European style rally by Convair SCC at San Diego, Calif. Awards: Three deep, team, marque, dash plaques to all. Fee $5. Info: Bob Fountain, 603 Niblick dr., La Mesa, Calif. 92041.

OCT. 1, 8pm—Friday nighter T&D rally by Clock and Dial from Harrold's drive-in at Arden way and Watt ave., Sacramento, Calif. Fee $2.

OCT. 2, 5:30pm—NCSCC variety navigational rally, Synanon 58, by Wandering Wheels touring club from South Shore shopping center, next to Mels drive-in at Alameda, Calif. Awards: trophies five deep, additional merchandise prizes five deep; marque awards; poker through 10; plaques through 10. Fee pre-entry $3.50, post $4. Info: Doug Smith, 438 El Cerrito ave., Piedmont, Calif.

OCT. 2—CRA sprint races, Hanford speedway, Hanford, Calif.

OCT. 2—SCCA regionals, Newport, Ore.

OCT. 2—SCCA hillclimb, Bisbee, Ariz.

OCT. 2-3—Olympic Alpine rally, a T&D event with Alpine type sections by Tyee Triumph club from Tacoma, Wash. to Olympia, Wash. Awards: Overall performance cup, trophies three deep overall and team; coupes des dames; dash plaques to all. Fee $6 per car and $21 per three-car team. An optional accommodation package is available for $15.50 per driver and navigator, including dinner, motel and no host cocktail party. Info: Gerry Brittingham, 10704 34th S.W., Seattle, Wash.

OCT. 1-3—Rolling High SCCA divisional championship rally by Pan American region, Alamagordo, N.M. Awards: silver trophies and dash plaques. Fee $25.

OCT. 2-3—SCCA regionals, Las Vegas raceway, Nev.

OCT. 3—ICNSCC championship races, Westwood, Vancouver, B.C.

OCT. 3—Braille T&D rally, Sacramento area, Calif.

OCT. 3—NASCAR 100-mi. race, Sacramento, Calif.

OCT. 3—Fourth Sense rally by Garden Grove FCCA, two hr. rally with one class, SOP. Awards: trophies have been donated for this rally to aid blind children. Info: South Bay FCCA, 1323 W. 71st st., Los Angeles. Cut-off date Sept. 28. Fee $2.50.

OCT. 8, 8pm—Friday nighter by TCVC from Harrold's drive in at Arden way and Watt ave., Sacramento, Calif. Fee $2.

OCT. 9-11—Caribou national championship rally by SCCBC at Vancouver, B.C.

OCT. 9—CRA sprint races, Ascot park, Gardena, Calif.

OCT. 9—Twilight Tour rally by FLIRT, Van Nuys area, Calif.

OCT. 9-10—AFM production races, course to be named.

OCT. 10, 8am—SCCA Concours d'Elegance by Santa Monica Eagles at Santa Monica civic auditorium, Santa Monica, Calif. 10 classes. Awards: trophies three deep, dash plaques to all. Entry deadline Sept. 20. Fee $5. Info: Santa Monica Eagles concours, P.O. Box 66265, Los Angeles, Calif.

OCT. 10, 9am—Odyssey II T & D rally by Clock and Dial from Rancho Cordova shopping center, east of Sacramento on hwy. 50. Fee $3-$4.

OCT. 10—Fall Alfa Cross, autocross by Alfa Romeo owners association of northern Calif. Info: Herb Beach, 415 Bernardo, #301, Sunnyvale, Calif.

OCT. 10—SCCA/FIA races, Pacific Raceways, Kent. Wash.

OCT. 11—SCCA regionals at Buena Park, Calif.

OCT. 15, 8pm—Friday nighter by Downtown Fords from Harrold's drive-in at Arden way and Watt ave., Sacramento, Calif.

OCT. 16—USAC midget, Gardena, Calif.

OCT. 16—CRA sprint races, Champion speedway, So. S.F., Calif.

OCT. 17—SCCA/FIA races, Laguna Seca, Monterey, Calif.

OCT. 22-24—El Camino Real 4, Cal Club SCCA nat'l rally, Bakersfield, Calif. Info: Nina Carroll, 14224 Roscoe blvd., Panorama City, Calif.

OCT. 23-24—Yosemite tour by Alfa Romeo owners club. Info: Herb Beach, 415 Bernadino, Sunnyvale, Calif.

OCT. 23-24—SCCBC, ICNSCC championships, Westwood, B.C.

OCT. 24—CRA sprint races, Ascot park, Gardena, Calif.

OCT. 29, 8pm—Friday nighter by South Bay FCCA at May Co. auto centre, So. Bay shopping center, Artesia and Hawthorne, Torrance, Calif.

OCT. 30-31—Enduro, Westwood, B.C.

OCT. 31—SCCA/FIA races, Riverside, Calif.

"So, What Else is New?"

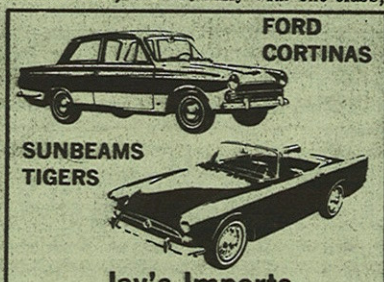


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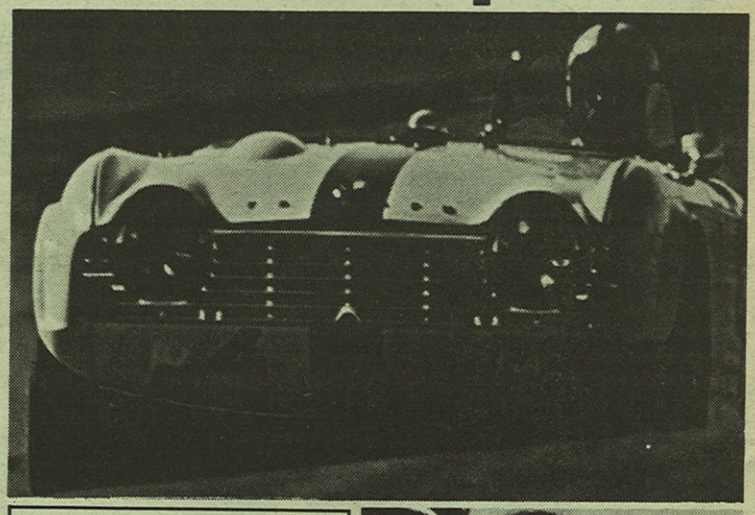
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1966 Formula 1 Regulations

FI SPECIFICATIONS TO TAKE EFFECT JAN. 1, 1966

Cars with conventional alternating piston engines with maximum cylinder displacement of 3000ccs unsupercharged, or of 1500cc supercharged.

Commercial fuel (pump fuel).

Minimum weight: 500 kilos without any ballast which is not solidly attached.

Compulsory Starter: With a source of power, electrical or other, on board and which can be actuated by the driver sitting at the wheel.

Protection against Fire: In addition to the precautions already provided for in Article 125 of the Code Sportif International, the car must be fitted with an electrical cut-off either of automatic type or to be used by the driver.

Driver's Seat: Must be such that the driver faces the road, that he can get into the seat or out of it without opening a door, without displacing any kind of panel, and without abnormal and extravagant efforts.

Attachment for Seat Belt: Although the use of same is optional.

Roll Bar: Mandatory with the following specifications:

a. must not be directly above driver's head;
b. must be at a level at least 3 cm (1-1/4") above the driver's head when wearing his helmet and when sitting at the wheel;
c. wider than the shoulders of the driver sitting at the wheel.

Wheels outside the body: ("Open-wheel"). The car must be so designed that no part of the body protrudes sideways beyond the vertical plane tangent to the inside face of the wheels (except for fuel tanks as specified below). In case of different treads, front and rear, the forward part of the body must be limited by the vertical plane tangent to the inside face of the front wheels and the rear portion of the body by the vertical plane tangent to the inside face of the back wheels.

A leeway is allowed for fitting lateral (side) fuel tanks, but they may under no conditions protrude beyond the vertical plane running through the middle of the tires.

Braking: A twin braking system is compulsory to be actuated by one pedal and defined as follows:

The action of the brake pedal must normally take effect on all four wheels in case of leakage or any other failure of the braking system, the pedal must continue to actuate the brakes at least on two heels of the same axle.

Fuel Tanks: Meeting with following specifications:

a. The opening and the tank cap must not protrude from the surface of the body of the car.
b. The opening through which the tank is filled must be of a size which allows for escape of air during fast filling (particularly when filling the tank under pressure) and, as the case may be, the opening must be such that there is no possibility of fuel escaping while driving.

Oil Recuperator: It is mandatory that there be such a device to collect any oil escaping through the breather or the oil filling mechanism. This device must be able to hold a minimum of 3 litres of oil.

Oil Topping — Up: No oil may be added during races.

All caps to the openings permitting the filling of oil tanks and oil radiators must be so arranged that they can be sealed.

Seals to the openings of lubricant tanks must remain intact during the whole of the races.

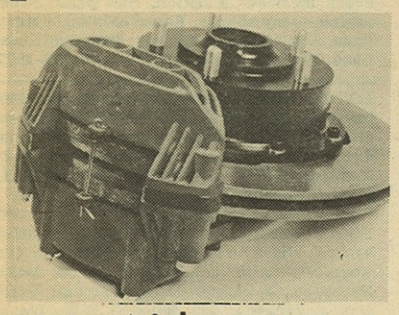
The seal(s) at the opening of an oil radiator (or oil radiators must be intact at the start but it may be removed during Pit Stops.

Symmetry: The construction of the car must be symmetrical in the sense that if the car is lifted from the side and weighed, its half weight on either side must be half of the total weight with a tolerance of plus of minus 5% of the half-weight. The total weight obviously must be at least 500 Kgs. (Kilos).

Engines: For engines with a rotating piston, these will be allowed on the basis of an equivalence of cylinder displacement varying according to the type of the engine. For those of the Wankel type, with 3 lobes rotor, this equivalence is 1-1/2 times the maximal volume of the "working chamber." Other specifications are the same as for cars with conventional alternating piston engines.

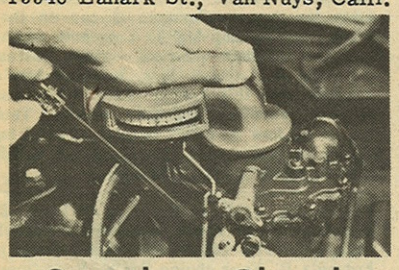
For cars with a turbine engine, no decision has yet been taken other than they will be related to cars with alternating piston engines on the basis of a coefficient which has not yet been finally settled.

New Products



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● Airheart's just introduced combination disc and hub unit for Triumph Herald type spindle delivers an extremely high ratio of braking torque. The unit is light: disc, hub, hat caliper and mounting brakets weigh only 13.75-lbs, and best of all the unit is available immediately. Discs come in 10-12 inch sizes, either ventilated or unventilated combination disc and hub. Info: Airheart Products, Box CP, 15540 Lanark St., Van Nuys, Calif.



Synchro-Check

● Synchro-Check is the first American Corporation-marketed device for balancing throttle openings of dual and multiple carburetors.

Operation is simple, the throttle linkage is disconnected, and the throttle opening of one carburetor adjusted until it registers a figure approximately in the middle of the gauge. Info: Marquette Corp., Box CP, 5075 Wayzata Blvd., Minneapolis, Minn.



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Montana's McKee:

Hemi Challenger From Arizona

By Gerry Pierson
Area Editor

PHOENIX, Ariz. — That the controversial Chrysler Corp. hemi head engine is hard to beat at a stock car race is well-known. That the engine could compete with distinction on a road course was a fact of which no one could be sure.

Phoenician Bob Montana and his Town & Country Plymouth spl. are quietly gaining attention as they go about finding out just how well the hemi will do on a road course.

Montana, president of the Town & Country Chrysler-Plymouth dealership in Phoenix, ordered the car from designer-engineer-builder Bob McKee of Chicago. The car was delivered in Phoenix late last winter and tested extensively over Phoenix International Raceway's 2.75-mi road course.

Although results in competition so far are not spectacular, the hemi head road machine has shown potential.

Montana's most rewarding race so far was at Elkhart Lake, Wisc. Starting 57th — and with a first-lap pit stop — the car was in fourth place only two laps from the finish. A broken water pump ended the bid for outright victory.

The car's first race — at PIR in an SCCA regional — ended when a bent push rod caused valve train troubles. The car dnf'd.

Then came the USRRC at Riverside, Calif. Montana and the 600-plus hp monster came in a strong sixth. Next was Elkhart — mentioned before.

The car's next competitive effort was at Salt Lake City. Montana drove to a first in class (C mod) and was clocked down the chute at a reasonably strong 178 mph.

PROBLEMS

Every new piece of racing equipment seems to present its own distinctive set of problems, and Montana's is no exception.

The carburetors flooded at high Gs and higher venting pipes had to be forged. The brake venting in the original body was inadequate and extra air intake ports had to be installed. The nonstock water pump, which ended a stirring comeback at Elkhart, has been replaced with a stock unit which promises no more trouble.

It sometimes takes years to disinfect a new car of its bugs. Montana feels his Plymouth is nearly ready for some serious competition after only six months of shake down.

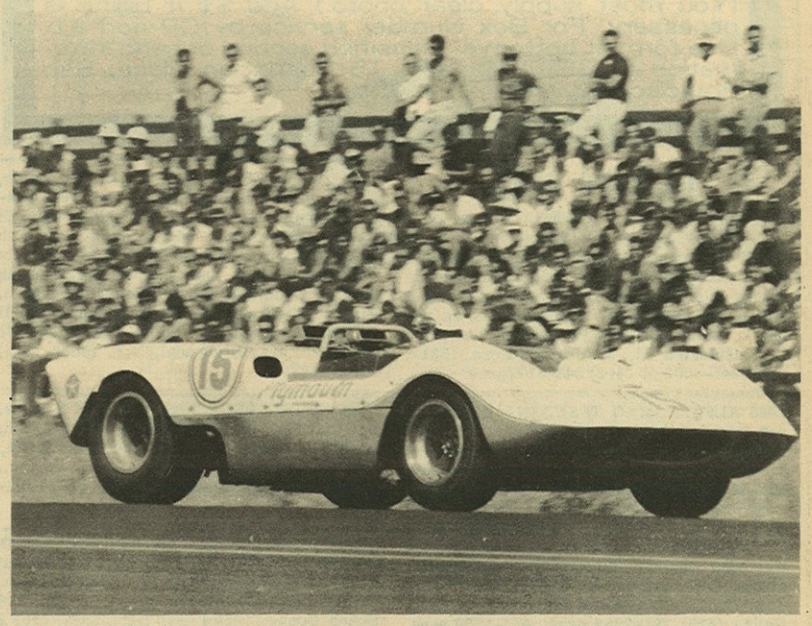
Montana, a three-year veteran of SCCA racing, believes the car has not yet reached its potential. In a way, Montana's career parallels that of his car. His first race was in a Cm Lotus three years ago. He won three races. Next up was a Lotus F/Jr. Montana finished third in the Pacific Coast regional championships and "won a few." Then came the Plymouth.

RAW TORQUE

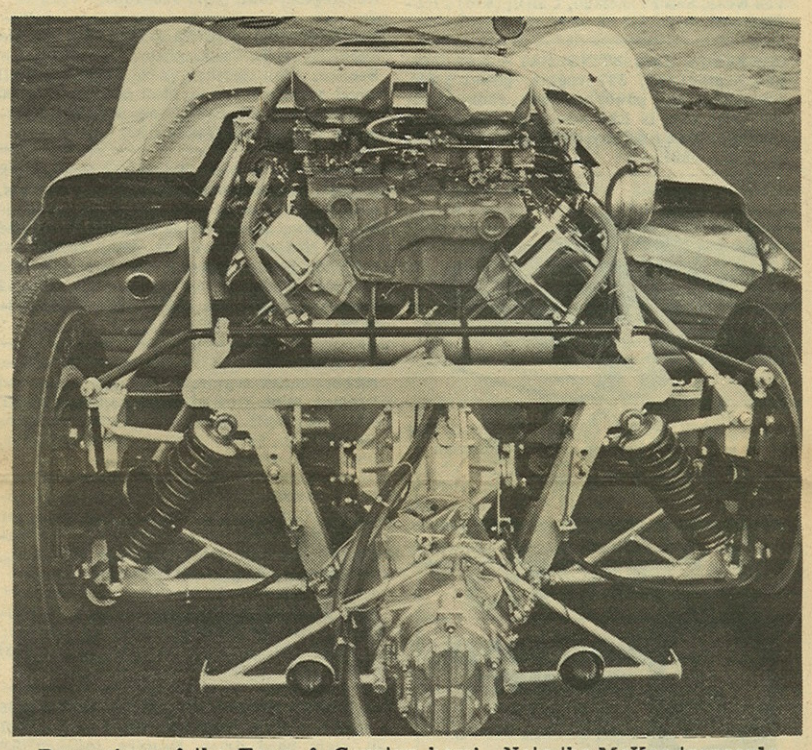
There is no doubt that when the chassis and driver have been shaken down properly, the car can win anywhere — anytime against any competition. The engine, already shaken down in years of successful stock car campaigns, has enough raw power to out straightaway anybody.

Montana feels that the car, running in the most highly competitive sports/racing area in the world, can be very reliable.

"Plymouth's stock car engines are made ready for only one race at a time and made ready to last only for that one event, "Montana said. "But I'm preparing this car and engine to last all season. It hasn't blown yet and I don't think it will."



The Bob Montana-Bob McKee-Town & Country Plymouth Hemi-spherical-Head over-two-liter-sports/racing machine. As it's known to its friends.



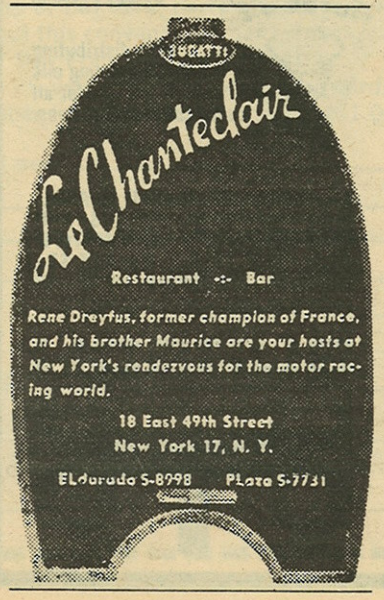
Rear view of the Town & Country hemi. Note the McKee transaxle, the disc brake venting pipes and the immodest size of the engine. (Gerry Pierson photo)

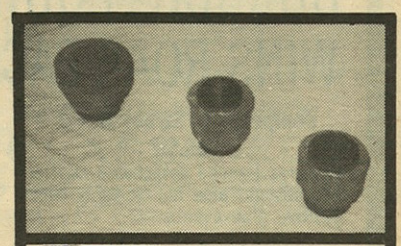
TOWN & COUNTRY PLYMOUTH Spl.

ENGINE: 426 cu. in. Plymouth Hemispherical combustion chamber, wet oil sump; Weight — 613-lbs.; Rated horsepower — 610 at 5,400 rmp; Carburetion — two four bbl. Holleys with ram manifold; Oil sump capacity — 4 gal.

CHASSIS/BODY: Weight — 1,033; With engine, 1,646; Suspension — McKee four-wheel independent; Wheel base —96-in; Length — 160-in; Body metal — .0050 aluminum; Frame — mild steel tubing; Steering — Rack and pinion; Ignition — 12 volt transistorized with magneto; Transmission — four-speed McKee transaxle with quick change; Tires — front — 9.20X15 Goodyear Indy specials; rear — 12.00X15 Goodyear Indy specials; Brakes — 12-in vented Delco discs.

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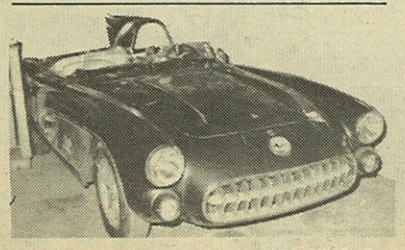
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FERRARI — 1965 275 GTB, silver with black interior; 1963 GTO; 1962 SWB Berlinetta; 1962 Farina Cabriolet; 1959 Testa Rossa; 1960 Testa Rossa; 1959 Farina Coupe; 1958 Boano Coupe; 1964 Lusso Berlinetta; 1962 2 plus 2. 1962 Pininfarina convertible; 1964 Berlinetta Pininfarina Lusso Coupe. In addition, 1964 DB/4 Aston-Martin. Inquire: Gordon R. Tatum, I.C.E., 3837 Plyers Mill rd., Kensington, Md.; (301) 933-1820.

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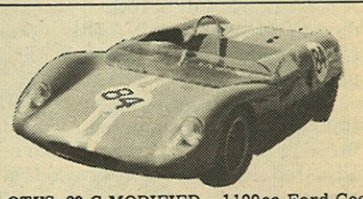
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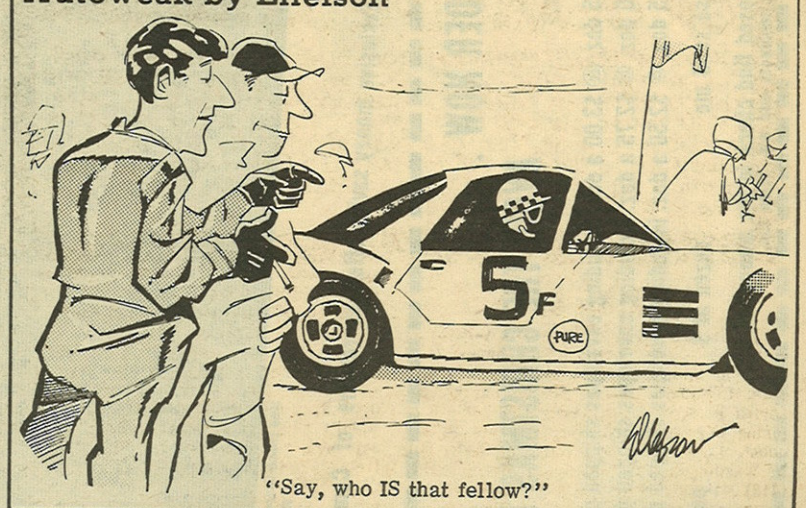
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