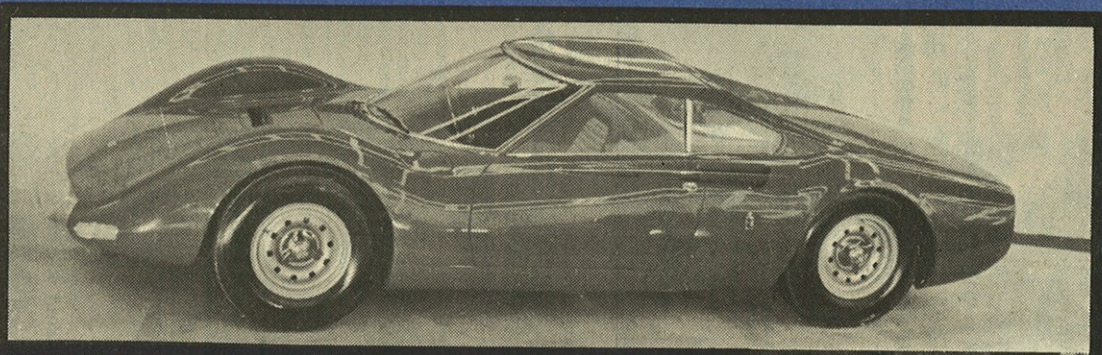
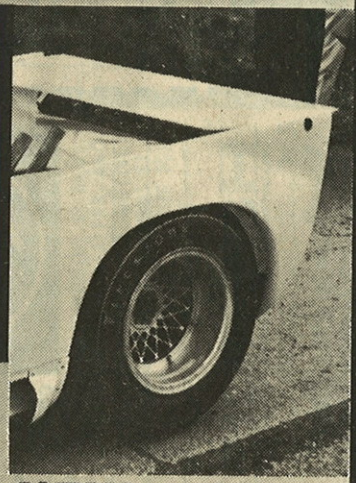
COMPETITION PRESS &
AUTOWEEK
NOVEMBER 6, 1965 25 CENTS

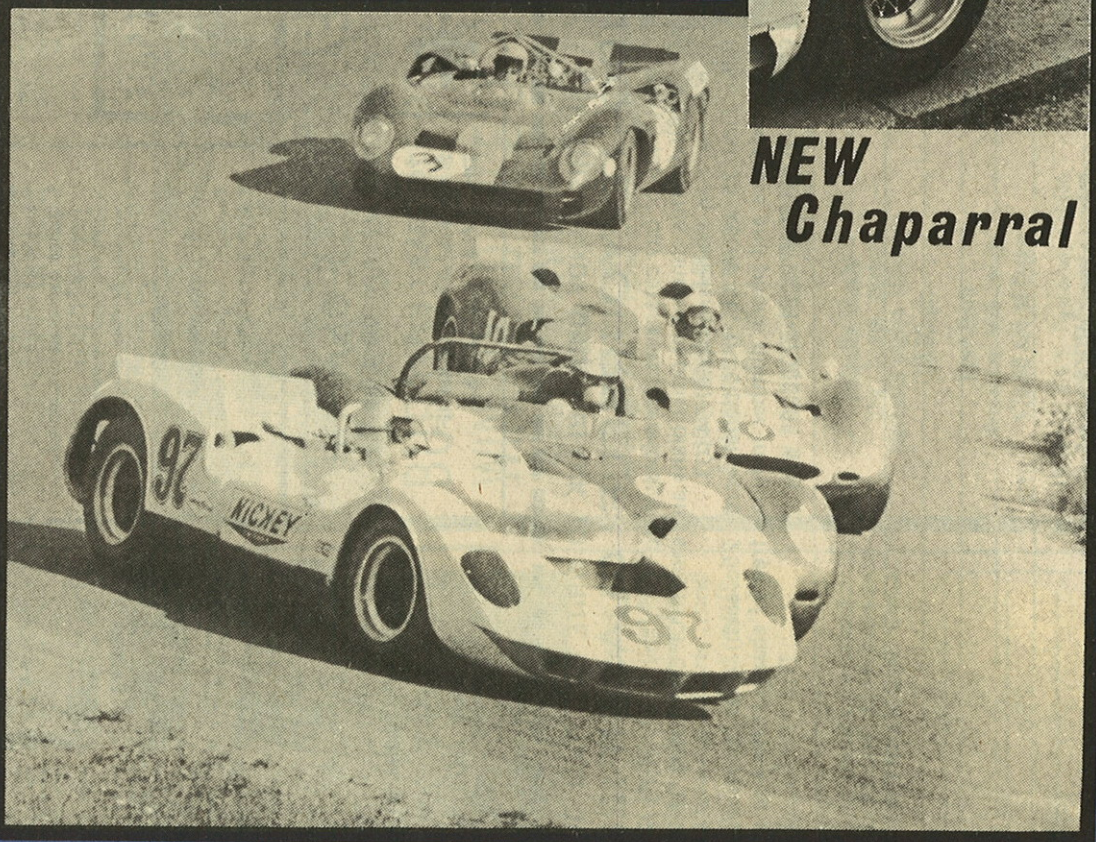


PARIS AUTO SHOW

NORTHWEST GP



NEW Chaparral



JAN HIGBERT
895 SINGING WOOD DR.
ARCADIA, CALIF.

Chaparral 2C Monopolizes Own Coming Out Party at Kent GP

By Bill Sendleback
Area Editor

KENT, Wash.—Midland millionaire Jim Hall unveiled his latest Chaparral, complete with large rear air-brake, here at Pacific raceways Oct. 10 and initiated his creation with a clean sweep of a semi-international field in the Northwest GP.

Hap Sharp held up his end of the team by taking second overall in his older Chaparral with a third place in the first heat and second behind his boss in the re-match.

HILL ONLY THREAT

Phil Hill, driving Bruce McLaren's personal McLaren-Olds, was the only real threat to the Chaparrals. The combination proved more than equal to Hall in the 2C until a piece of dirt lodged in the throttle cable and dropped Hill from a firm lead in the second heat—after he had taken second place to the Texan in heat one.

Hall and Sharp pocketed a total of $7,200 for their combined effort, claiming the lion's share of the $15,000 purse. Besides first and second overall monies and heat prizes, the pair took both top qualifying awards with record breaking runs.

Doug Revson took home the under-2-liter money with a first and a second to brother Peter Revson.

2C TOP QUALIFIER

Hall easily grabbed the pole position during Friday qualifying by dropping Sharp's two-month old lap record from 1:22 to 1:20.8. Sharp also bettered his own mark with a 1:21.3 on the 2.5-mi. course.

Phil Hill pushed the McLaren-Olds to third fastest, also below Sharp's old record with 1:21.8, but his Saturday run was after the first 10 grid spots had been filled so he settled for 11th on the first heat grid.

Rick Muther filled out the first row with a 1:23.2 in a Lola T70.

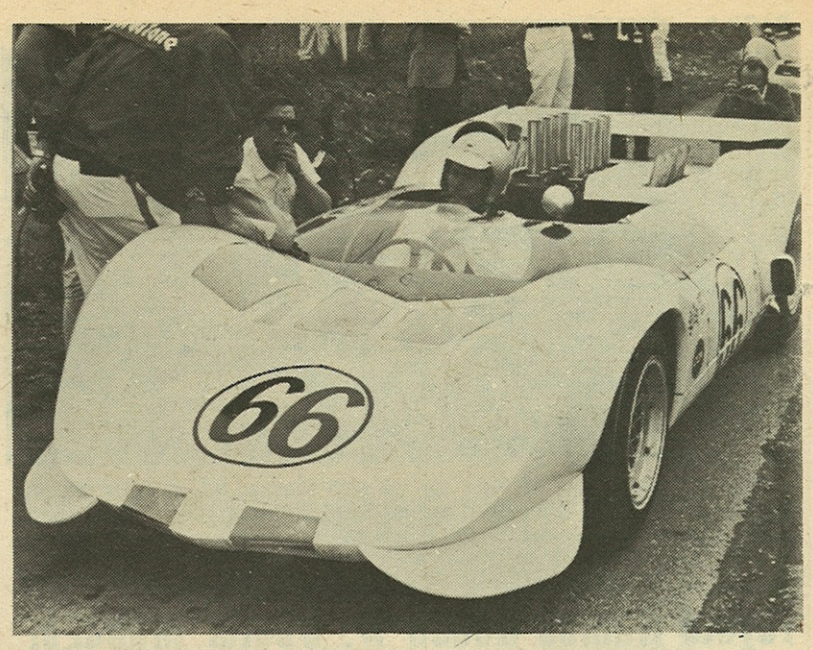
It just wasn't local boy Jerry Grant's weekend. His Bardahl Lotus 19-Chev was barely completed in time for qualifying—in vain. First the car rolled off the trailer and then a body panel blew off. After tying Muther with an identical run of 1:23.2, it was found he had not yet gone through tech inspection so he had to settle for the rear of the grid.

Hall grabbed the lead as the first heat flag fell with Muther in second then Don Wester, Genie-Ford and Charley Hayes, McLaren-Chev. One more lap and Hill had brought the McLaren-Olds up through the pack into third behind Muther.

While Hall had things well in hand by lap six, Hill moved by Muther just two seconds back and Grant stormed into fourth place.

Sharp was now by Hayes into fifth, the latter being plagued with a sticking throttle and no brakes. Following Hayes came: David Hobbs, Lola T70-Chev; Don Wester; Chuck Parsons, Genie-Chev; Dave Ridenour, Genie-Comet; Lothar Motschenbacher, King Cobra; Bob

(Continued on Page 9)



Jim Hall waits in the new Chaparral 2C at Kent, Wash., as photographers snap pictures of the new air foil.

(Bill Dunne photo)

COMPETITION PRESS & AUTOWEEK

Vol. 15, No. 43 — Entered as second class mail at San Francisco, Calif. — Nov.6, 1965

Group Nine Is Separate But Equal

By D. Garapedian

PARIS—The *CSI*, competitions committee of the FIA, voted Oct. 12 to reject the Anglo-American big bore modified cars for participation in manufacturer's championship events.

Races affected include Sebring, won this year by Jim Hall in the now-banned Chaparral, as well as such classics as LeMans and Nurburgring.

But the committee, gathered in full session concurrent with the annual FIA meeting, did accept the Anglo-American proposed category of big bore two seater race cars for the first time in the FIA's history.

The feeling in Paris is that despite the refusal to permit the big bangers to run with sports 40 and prototype cars, a separate championship for so-called group nine (SCCA modified) cars would be approved.

Such a championship would likely include two races in England, two in Canada, four in the U.S. and one in Mexico. Observers are confident

(Continued on Page 12)

Paris Car Show: 1964 Revisited

By David Phipps

PARIS—It is customary for motor show reports to decry the lack of new models, even when a whole host have been introduced in the previous few weeks.

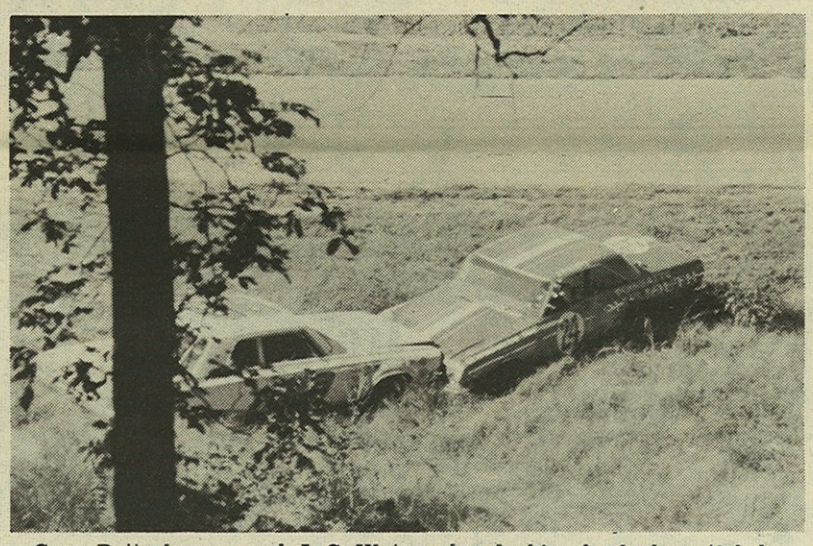
For once it is fair comment that there was very little in the way of new cars at the Paris Salon this year.

There had been rumors of a new front-drive Simca 1100 and a Chrysler-engined car bearing the name Talbot, but neither materialized.

However, most of the French big names did have something which was at least fairly recent on display; Renault the R10 with much improved luggage capacity; Peugeot an automatic 404 and a station wagon version of the very successful 204; Simca an automatic 1500

(Continued on Page 7)

Ford Definitely in 3-Liter F/1-Maybe



Gary Bettenhausen and J. C. Klotz end up looking for lucky artichoke hearts in the underbrush after locking up during their high speed dice at the USAC late model stock car race at Mid America Oct. 10.

(Bill Owens photo)

By Dick Payne

LONDON, England—English Ford is expected to move into the European GP circus next year with a 3-liter engine at an anticipated cost of $1 million.

This follows a series of hush-hush meetings between Ford representatives, Colin 'Lotus' Chapman and Cosworth designer Keith Duckworth.

In going ahead on this project, FoMoCo will solve an embarrasing dilemma for British constructors following Coventry Climax's withdrawal from racing.

Dagenham and Dearborn, however, are at odds on exactly how this 3-liter engine will be developed.

Reports from London state that a F/1 engine will be ready by this time next year.

Dearborn issued a release stating their British subsidiary will first develop a F/2 engine, and if this is successful, will go ahead on a F/1, 3-liter for '67.

Speculation in Britain points to a 32-valve, V8 design for the big mill, similar in design to the current 1.5-

(Continued on Page 12)

Whimsical Plymouth Pneumatics Give White's Ford Mid-America

By Mel Bogus

WENTZVILLE, Mo.—Don White of Keokuk, Iowa, parlayed a steady drive and a well prepared '64 Ford to victory in the USAC 200-miler at Mid-America raceways Oct. 10.

An estimated crowd of 15,000 watched the independent driver-owner take the lead on lap 45 and hold it to the checkered in a record time of 2.36:31.32.

This was White's first win in 14 races this year, and the first win for an independent driver over the factory teams on the USAC circuit this season.

Norm Nelson, current USAC stock car points leader in his '65 Plymouth, led for 45 laps until a broken generator bolt put him in the pits for seven minutes. He charged back into the battle between White, Jim Hurtubise and Paul Goldsmith only to retire two laps later with a shattered transmission.

Most of the large crowd sided with Hurtubise, who proved that his comeback is a complete success. For despite three pit stops. all for flat tires, he finished a strong second.

A scorer's mistake led most of the crowd to believe that Hurtubise had won the race when, with two laps to go, he passed White on the home straight. It was explained later that he was still a lap behind, due to his tire troubles.

Third place went to Paul Goldsmith in a '65 Plymouth. Goldsmith found the path to the money a difficult one as he had to overcome two pit stops and two spin-outs. The Indiana racing star received loud approval from the crowd for his come-from-behind effort.

The yellow caution flag was only out once, as a result of a spin and headon collision between Gary Bettenhausen's '65 Dodge and J. C. Clotz's '64 Plymouth. Duane Foster in a '65 Dodge flipped in turn eight on the last lap but was unhurt.

Parnelli Jones' lap record of 2:04.65 (81.25mph), set last year in a '64 Mercury, wasn't threatened as the best lap recorded was 2:05.80

(Continued on Page 12)

LATE NEWS

- The really, really new Chaparral is said to be a low profile car (lie down seat, F/1 style) with 4-wheel drive through twin torque converters. Chevrolet engineers were reported in Midland, Tex. to program track tests of the car into a computer via telephone lines to Detroit.
- Shelby American is out of racing with the Cobra on both national and international scene. An incentive program for private owners of Cobras and Mustangs is in the works, and S-A will race the GT40 under contract to Ford but with FoMoCo calling the shots.
- 1966 Detroit plans for NASCAR include: Chrysler, David Pearson in a Coronet and Dick Petty in a 405 117" Plymouth; Ford, Holman and Moody are working on Fairlane "drag cars" which are said to be nothing of the sort, but an answer to Chrysler's small car plans, and GM, which is absolutely out of racing, is represented by no less than Smokey Yunick at Charlotte this weekend, as well as Ray Fox with two cars and four other Chevies.
- Ferrari may very well be on Goodyears next year in F/1.
- Oct. 22 is the unveiling date for Dale Drake's new 168 cu. in. blown Offy rumored to be putting out nearly 520hp.
- Northwest SCC Conference members have been assessed $1 each "in order to give the conference some financial, as well as moral, support" in their legal battle with SCCA.
- Simca distributors are rumored to be scheduled to take over Rootes distribution in the U.S. Chrysler owns both.

TRIUMPH IN COMPETITION

Final Pacific Coast points standings are in and what a great season Triumph drivers have had . . . again . . . D Prod won by **BILL PENDLETON:** 2nd was **STEVE FROINES** and 3rd **LEE HERBERT** in TR-4's. **JIM DITTEMORE** and **LEE MIDGELY** are 1st and 2nd in F Prod with their TR-3's: **STEVE FROINES** also finished a fine 2nd in G Prod with his SPITFIRE. And everybody in the ruddy world should be delighted that **CHARLIE GATES** copped the D Mod title with the TR-4A. **WE ARE!** Let's do it at Daytona . . .

Competition Department
Standard-Triumph Motor Co. Inc.



English Ford's new Corsair for '66 with tweaked V4 of 1700-2000cc. Front suspension is revised to improve springing response to small deflections, and power is up 43% with an increase of 33% in engine capacity and 11.3% in power-to-weight ratio. Torque is up 40%.

Toyota Names Gooch W. Dealer Manager

LOS ANGELES—Veteran automobile executive Gale Gooch of Salem, Ore. has been named dealer development manager for Washington and the eastern and northern Idaho district by Toyota Motor Distributors.

Gooch's appointment is the latest move by the Japanese automotive manufacturer in its previously announced expansion program in the U.S. import market, which has seen Toyota double its U.S. dealer network during the first eight months.

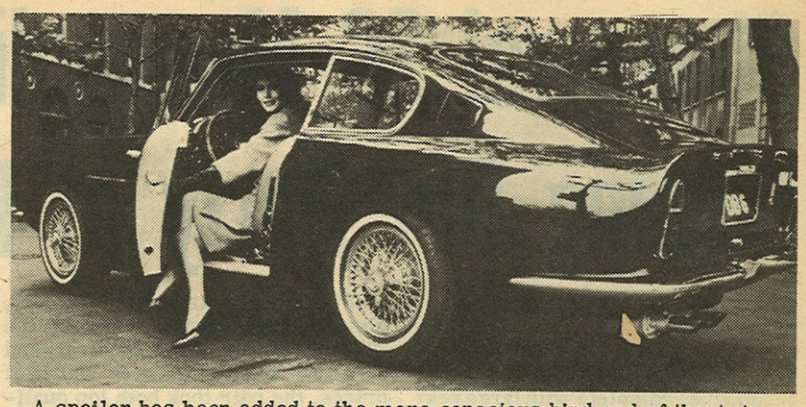
Carolina Speedway To Move American Start Time Back

ROCKINGHAM, N.C.—North Carolina Motor Speedway officials announced this week that the starting time for the inaugural American 500-mi stock car race Oct. 31 had been moved up from 12:30pm to noon.

The threat of darkness before completion of the event prompted the move. The extra 30-min virtually assures race fans of seeing 500-mi of competition, even if the average speed drops below 90mph.

"We regret this change in starting time because all our literature has 12:30 pm printed on it," said Chairman of the Board Elsie Webb. "But this extra 30-min could mean the difference in seeing a race to its advertised conclusion or having to cut it short.

"We advertised a 500-mi race, and that's what we want to produce."



A spoiler has been added to the more capacious hind end of the Aston. The car is said to be a genuine four seater, and with horsepower increase is quite likely a genuine 160mph machine.

Aston Announces DB6

NEW YORK —The new Aston Martin DB6 just announced in the U.S by Aston Martin Lagonda, has more rear-seat, head, body and leg room than any Aston previously built, and a new body design incorporating an aerodynamic spoiler on the familar fast-back styling to provide greater road adhesion and added safety at speed.

More important to American buyers: it is the first Aston Martin with full adult four-seater capacity.

The Volante convertible differs from its predecessor in such styling changes as divided wrap-around bumpers front and rear, and redesigned rear lights.

The new cars are introduced at the all-inclusive price of $15,400 (suggested east coast POE).

In arriving at the price it has been anticipated that there will be more demand for the new automatic gearbox and the higher performance Vantage engine.

Aston Martin Lagonda has decided to eliminate the cost variance for the buyer who wants alternative equipment. This means that the Vantage engine will now cost no more than the standard unit.

The standard specification of the DB6 and Volante now includes the alternative choices of:

- Vantage 325bhp engine with three twin choke Webers or the 282 bhp power unit with three SUs.
- ZF five-speed manual gearbox or Borg Warner model 8 automatic transmission.
- Chromed or painted wheels.
- Heated or plain rear window.
- Normal or limited slip diff.
- 3.73 or 3.54 ratio rear axle.
- Two or three-eared knock-off hub caps.

The new DB6 body design incorporates a slightly higher roof line over the rear passenger compartment, more steeply-raked windshield and upswept fast-back tail. The wheelbase is 3 3/4 ins. longer than the DB5, but the overall body length has been kept as short as possible, resulting in an effective increase of only 2 ins.

A new frontal aspect to the DB6 is achieved by the introduction of divided bumpers. This styling is also given to the rear with new style tail-light clusters, and back-up light.

Production of the new cars is planned at an increased total of 4 a day.

The body shape and the fast-back tail design were developed by Aston Martin and tested in the MIRA (Motor Industry Research Association) full-scale wind-tunnel at Nuneaton, Warwickshire.

On wind-tunnel tests the new styling showed considerably reduced drag and lift co-efficients compared with the DB5, and lift applied to the rear wheels is almost halved. On MIRA's special circuit for testing ride and handling characteristics, the DB6 proved faster than the DB5 through all hazards.

Chev Points For 3 Mil

LOS ANGELES—Chevrolet in 1965 will become the first individual auto maker ever to achieve a 3 milion year according to E. M. Estes, the division's general manager.

Chevrolet is counting heavily on west coast assembly facilities toward achievement of a 3 million vehicle production year said Estes. These plants include Chevrolet-Los Angeles and the General Motors assembly division plants at Southgate and Fremont.

Estes said Chevrolet-Los Angeles produced 128,000 conventional Chevrolets and 28,860 Corvairs in the 1965 model year despite a lengthy strike.

Perhaps once in a generation the opportunity arises to create an entirely new car.

To start with a dream and a clean sheet of paper.

To apply insights gained in seventeen years of testing, racing and refining what was already the most advanced car of its time.

To design and build—almost without compromise—the ultimate car for getting from here to there in the quickest, safest, most enjoyable manner possible.

Result: The new Porsche.

New in every detail, yet unmistakably a Porsche.

Go ahead. Drive it. You'll never forget it.



The high-performance, unusually well-instrumented Porsche 911 has new 6-cylinder, air-cooled, 148-hp rear engine, new 5-speed gearbox. Top speed 130 mph. The lower-priced Porsche 912, sister to the 911, has famous SC, 4-cylinder engine, new 4 or 5-speed gearbox. Top speed 115 mph. New Porsche fastback design offers 75% more field of vision, even better suspension, far more elbow room and under-the-hood luggage space. Superb 4-wheel disc brakes, precise handling, welded body make Porsche one of world's safest cars. Complete interior safety package is standard. For domestic or overseas delivery, see dealer or write Porsche of America Corp., 107 Tryon Avenue West, Teaneck, New Jersey 07666.

PORSCHE STUTTGART

Private Cortinas Dominate Down Under

By Peter Bakalor

BATHURST, N.S.W., Australia—Like Ferrari at Le Mans, the Ford Motor Company's prestige was saved by a pair of private entries in the 1965 Armstrong 500, Australia's top production touring car race, here Oct. 3.

Ford played the regulations to the limit, and built a special series of 100 "Cortina GT 500s" for the race, but works entries driven by Bob Jane/George Reynolds and Leo and Ian Geoghegan both retired, giving victory to the private entry of Barry Seton/Midge Bosworth by 1:45 from Bruce McPhee in another GT500.

Regulations for this race allowed only unmodified catalogue model production sedans with no optional extras.

To qualify their GT 500 Cortina, Ford had to list it as a regular model and build and register more than 100. This car had a modified engine, long range fuel tanks and close ratio gears, so that it was perfect for the race.

The major challenge came from the works Morris Cooper S 1275s of European drivers Hopkirk/Makinen, and locals Foley/Manton and Harvey/French.

Studebakers driven by Warren Weldon and Victorian policeman Fred Sutherland led the early stages of the race, but fell behind with no brakes and plenty of breaks (wheels).



Peter Manton nears the top of the mountain during the Armstrong 500 Oct. 3 in Australia in the class-winning Mini Cooper S. (Peter Bakalor photo)

Jane's works GT 500 led for some time after the Studebakers slowed, but there was seldom more than a few lengths between him and the Coopers of Foley, Makinen and Greg Cusack, who was in a nonworks car.

Mixing it with them was Geoghegan's GT500, but he made an early pit stop and later lost time with a loose exhaust, while Jane had a rod come through the block just on half distance.

The Coopers took turns at leading, with Cusack looking secure until a fuel leak slowed a pit stop, and then all the Coopers lost time changing tires, giving the race to the two private GT 500s, which spent very little time in the pits.

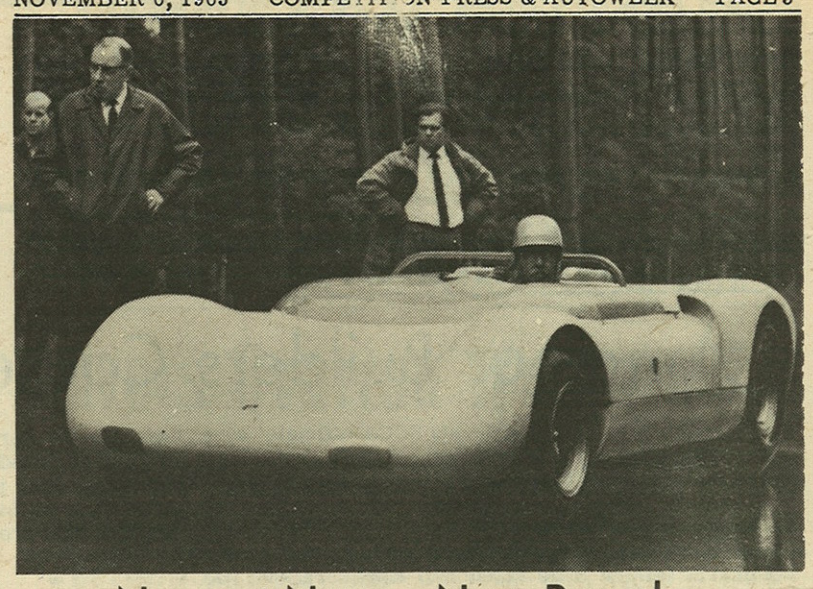
Second place man McPhee drove all 500-miles bar one lap.

Cortinas won three of the classes, the Coopers taking the fourth, and three works Toyota Coronas were impressively reliable, finishing 2, 3,4 in their class.

OVERALL - Seton/Bosworth Cortina GT 500, 130 laps, 500-mi; 2 - McPhee/Mulholland Cortina GT 500; 3 - Foley/Manton, Morris Cooper 1275; 4 - Little/Pomroy Morris Cooper 1275; 5 - McLachlan/Murray, Cortina GT 500.



First lap traffic jam after the start of the Australian Armstrong 500 with the Sutherland/Mottram Studebaker outgunning the field into the first corner. (Peter Bakalor photo)



Newest Newer New Porsche

Huschke von Hanstein set two new world records and three international class E records on the new Porsche 2-liter Spyder. The records were set over the FIA's newly-established standing 500-meter and standing quarter mile, the first turned in 13.557 sec/82.503mph, the second 11.892 sec/75.683mph. The car was run at Germany's new Hockenheim circuit in rainy weather. Class E records eclipsed John Cooper's international marks in the standing kilometer raising the top figure to 100.711mph.

Jensen FF, World's 1st 4WD

By David Phipps

LONDON—It looks just like the Jensen CV8, but the FF on the rear panel shows that it is in fact the world's first production sedan with four wheel drive.

The FF stands for Ferguson Formula, and the transmission system is basically the same as that used on the 1961 F/1 Ferguson and the four wheel drive Novi.

Yet another world first on the Jensen is the use of Dunlop's Maxaret in conjunction with the four wheel disc brakes; Maxaret is a device which prevents the wheels locking and ensures maximum braking efficiency at all times.

The engine of the FF, like that of the CV8, is a 330 bhp version of the 383 cu.in. Chrysler—in unit with a Torqueflite automatic gearbox. Front suspension is by double wishbones and coil springs, and the live rear axle is mounted on semi-elliptic springs.

The heart of the transmission system is the central differential; the input shaft, as well as being geared to it in the normal way, is also connected by additional spur gears to both output shafts. The ratios of the spur gears are so arranged that in normal conditions they merely freewheel, but if one shaft speeds up—as a result of wheelspin due to cornering or encountering a slippery surface—the free-wheel locks and equalizes the speed of the two shafts.

The effect is similar to that of a conventional limited slip differential, but in this case the result is to balance the speed of each pair of wheels.

Similar benefits are obtained in the braking department by the use of the Dunlop Maxaret unit. This incorporates a small flywheel, which runs at the speed of the road wheels. If any sudden check occurs (as when a wheel begins to lock) the flywheel opens a by-pass valve to reduce the hydraulic pressure to the brakes. As soon as the locking tendency is overcome—and normally this is almost instantaneous—full pressure is restored. This means that maximum braking effort can be applied in all conditions without any risk of the car going out of control.

On a conventional vehicle it would be necessary to use four Maxarets units—one per wheel—but on the Jensen only one is necessary, driven off the central differential.

Furthermore, as the transmission system prevents the locking of individual wheels or pairs of wheels, the Maxaret unit only comes into use when all four wheels begin to lock.

At 5250 pounds sterling (including British purchase tax) the Jensen FF is obviously not going to find its way into everybody's garage, but it may inspire some of the larger manufacturers to look into the possibilities of four wheel drive at a more popular price level.

What a pity such a historic car does not have a more distinctive appearance.

Looks Like a Hat . . .



Protects Like a Helmet

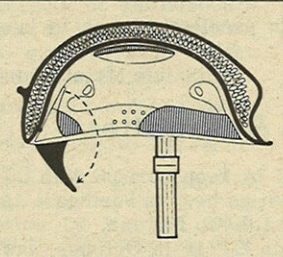


HELMET-HAT™ by Buco®

Now there's a way to combine safety and smart looks in a protective hat to wear for motoring, cycling, and sports. Buco Helmet-Hats incorporate scientific design principles to help reduce head injuries from vehicle and sport accidents.

If you don't wear a helmet, play it safe, wear a Buco Helmet-Hat. Send name and address for free color brochure showing all models and styles for guys and gals. Include ten cents for helmet research report.

Dealer inquiries invited.



- Outer shell of Bucoron to help disperse the force of an impact.
- Bucolite liner specially formulated to absorb impact energy.
- Head suspension adjustable for comfort permits ventilation.
- Hold-down harness for stay-on security, adjustable, stores as part of trim.
- Secondary hold-down at rear for additional stabilization, flips inside when not in use.



JOSEPH BUEGELEISEN CO., BOX 1056
NORTHLAND CENTER, SOUTHFIELD, MICH.

*Buco helmets are covered by one or more of the following patents: U.S. Pat. 3015103, 2991478, 3082427, 3082428, 3116490, 3116488, and 3137859. British Patent 905358—other patents pending.

CP READERS SAY

Amateur Builders Cause Problems

● Regarding Northern California SCCA officials' concern about equipment failure and magnafluxing—let's get to the crux of the problem.

Certainly mandatory magnafluxing must be ruled out as being unworkable.

But here are two ideas on possible reasons for equipment failure little taken into consideration. Too many car builders, in their almost fanatical efforts to cut weight, are making components with a safety factor of zero. The consequences are self evident.

Let's do something about WHO can design and build a race car. Today, anyone with a torch and a supply of tubing can design a car, built it, and then put it on the track with you and me. Building race cars is not a hobby for amateurs.

We still feel the driver is the best source of weight reduction.

BERT HORTON, Nodak Racing Team
Jamestown, North Dakota

Schaeffer Strikes Back

● Response to my article, "A Garbage Dump?" (CP Sept. 18) brought a tremendous outcry from Anglophiles everywhere.

A total of one incensed letter from the U.K. and several anonymous phone calls resulted.

Though the outraged letter writer and callers did not deny what was said in the article, they plied me with bitter tales of how American suppliers of competition goodies had reciprocated. An old Ethiopian axiom comes to mind: economic rape prevails everywhere, Mama-san! Unfortunately, slipshod workmanship and faulty assembly know no ethnic boundaries.

So, maybe we should have titled the original piece "Litterland: USA." In one view, all those English junkers need is a George Follmer to make 'em run fast and reliably. Ask G. Follmer and Trans Ocean Motors how much loot was poured into that 23 to make it go and show.

Back to English competition quality. Shortly after the column appeared, a particular item came to the attention of the author. A new English sports/racing car arrived at a local Gulf Coast port. Arriving home, the new owner eagerly tore into unpacking the shipping crate. Hours later, he was carefully scrutinizing the various magic components that reputedly make his little sports rod so rapid.

Lo and behold, he found that his unused, five-speed transaxle's shifting forks were showing gigantic fatigue cracks along their fork fingers. A fast call to the local English distributor of his English jackrabbit disclosed that since the car was a competition vehicle it carried no component warranty. New owner: "Impossible!" Distributor: "Buy some new ones or let it sit in the garage!" The Union Jack treasury was already several thousand dollars ahead of the day before.

Another recent memento of English pride of workmanship comes to mind. A competition version of an English sports car with a fiberglass body bears mentioning. In modifying the standard fender wells to take the optional wide mag wheels, a new owner noted cracks in the gel coat around all the modified fender wells. Sanding through the cracks revealed that the builtup new fender wells were constructed of burlap bag material—not 'glass cloth. So instead of "A Garbage Dump" let's change it to "Litterland: USA" Much more appropriate and accurate for the castoff remnants of English competition vehicle constructors and component modifiers.

STAN SCHAEFFER
Houston, Tex.

Groovy Happenings

● You finally printed a letter from someone who wanted to put you and Brock Yates down that's forced me to write one in answer to him and all those like him.

"Sports Cars are Out" (CP Aug. 28) and "A Garbage Dump" (CP Sept. 18) were written, I believe, to point out that we Americans have gotten to be insecure, snobbish asses.

Jim Hall has proven that we are capable of building the best race cars in the world, we have the best metallurgical machining talents and the fact that a piece of equipment comes from Europe hardly, as a result, makes it automatically better than a home-grown product.

If a study were made of all the successful modified cars built in Europe and raced in the U.S., I'm sure you would find (with the exception of Porsche) that almost all had been rebuilt with American parts to make them both competitive and reliable.

Why then do we Americans refuse to accept what we have started here until it goes to Europe and returns as an English fad?

Look around you, people! There are a great many groovy things happening if you'd open your eyes and see them. Be proud of what we've got.

JACK NORIE
Huntington Beach, Calif.

DMM Maligns Solution

● I suspect Donna Mae Mims (CP Oct. 2) is maligning one of the best solutions to determining starting grid positions in her criticism of the honor system.

It may be that eastern drivers chisel a bit (which I frankly doubt), but I have yet to hear a complaint from a driver or race official out west.

A driver turning in a phony lap time is like a stripper wearing falsies. When the show starts, it takes about three minutes to find out who is cheating and who isn't. The best cars and drivers are going to finish in front whether they start in the first row or in the fifth.

In direct contrast to DMM's complaints, I know of instances where a driver has padded his best time by a second or two so he could start a couple of rows back and do a little showboating on his way to the front.

If I can get around a given course a half a sec. faster than another driver, he can turn in any lap time he likes, because grid position isn't going to help him very much.

BOB KIRBY
Los Angeles

Reader Profile

● Some comment on your reader profile.

Unless I am terribly mistaken, I suspect the percentage of response you will receive will be quite low and may not give you the level of confidence you require in order to analyze your reader profile.

In any case, I read every issue of CP from cover to cover and I am always and extremely anxious and happy to read about my ex-competitors in Canada, notably Craig Fisher for whom I used to navigate in many Canadian rallies.

MICHAEL CASTRO
San Francisco

(Reader: We were as curious as you, perhaps more so, about the percentage of response we would get to the survey sent to all our subscribers. As of this date, we stand just short of 50 percent, which you will agree is extraordinary. But then, so are our readers.— ed.)

Accident Ads

● In reply to the letter (CP Oct. 16) requesting you ban ads concerning color film showing "spectacular accidents" let me say I've bought two such films and am well pleased.

In auto racing there's bound to be spins/accidents. People watch races because they're exciting, and a part of the excitement is the knowledge that hard-driven cars are on the edge most of the time.

Now then, would people buy racing films if they contained no spins, no accidents? People don't want to see blood, but they do want excitement. Can we not have such excitement without blood?

If a spectator goes to a race today to see blood, he will most likely be disappointed unless he bangs his shin against something.

SP/4 JOHN DUTTON
Ft. Douglas, Utah

Awareness

● I am not a racing enthusiast, however my market development work with high performance engines dictates that I keep an awareness of who's doing what and where.

I find CP an excellent means of keeping abreast.

C.W. FIELD
Titanium Metals Corp. of America

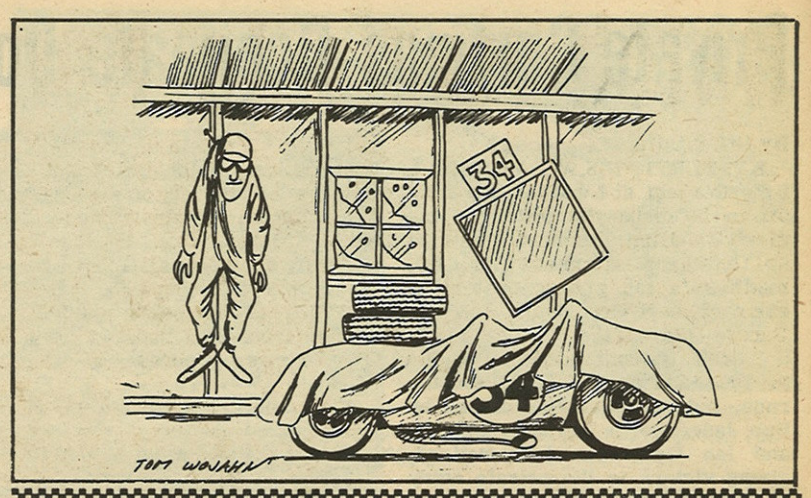
VC Postal Authorities

● It is difficult to keep abreast with the latest racing events and activities here in Southeast Asia because my CP takes a long time to find me.

If the Mexican GP is in October, the VC will get a break while I take time out to swing down south of the border to see an old buddy race.

DON MCCLAIN
OL-20

(Reader: We've tried very hard with the Viet Cong postal authorities, but they're almost as uncooperative as the post office in New York. ed.)





JAUNDICED EYE

2 Months and 5 Days Away, The Golden Age of Racing

By L. Mandel

Are you emotionally prepared for the Golden Age of Racing?

You haven't much time, it's scheduled for two months and five days from now.

That's when parimutuel betting is going to be introduced to stock car racing in Japan according to the plans of a Northern California NASCAR competitor.

And you know how long things stay unimported from Japan. Especially when they come from the U.S. in the first place.

Well, if there's anything a third-most-popular sport needs to become a first-most-popular sport it's money. And if there's anything that happens to a third-most-popular sport become a first-most-popular sport by means of money it's corruption. And if there's anything that's golden it's something that's both first-most-popular and corrupt too.

Think of it.

A handle of hundreds of thousands of dollars in one day at the Wentzville regionals; a morning line from the betting commissioners in Las Vegas on the Sprite race at Vineland, a daily double on the driver's school at Lime Rock.

Obviously there are some drawbacks. Certainly there should be strict segregation of drivers, and equally strict psychiatric tests for each competitor.

And saliva tests for officials. Come to think of it. . .

But the advantages are overwhelming. Crowds in the millions, tax deductions, form charts in the newspapers, chartreuse silk driving suits, and My Old Kentucky Home played before the feature at Daytona.

And most surely betting would stop all this nonsense about safety. Who can be bothered with blood when money's at stake? Certainly not the Congress. They know on which side their picture of Benjamin Franklin is buttered.

Of course parimutuel betting is going to require a whole new organization for automobile racing in this country. It's just not going to be possible any longer to have an ACCUS with four member clubs, each with two representatives and a board of directors to boot.

No, what's needed now is a small, tight efficient administration. You can't run things for the good of the sport or its members when the public's money is on the line.

There are those who claim that parimutuel betting is an immoral idea.

On the other hand it's not a very bright one either.

ON THE COVER

Pininfarina showed what might just be the Fiat mass-produced version of the Ferrari Dino due in the U.S. in '66. (David Phipps photo) Jim Hall's new Chaparral sports a spoiler-cum air brake cum mystery fin. (Bill Dunne photo) Charley Hayes leads Art True's Porsche, Junior Parson's Hilton Genie-Chev and David Hobbs in the T70 at the N.W. GP. (Cam Warren photo)

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.
William L. Finefrock .....President
Russell R. Goebel .....Publisher
Duke Q. Manor .....General Manager
Kenneth Shaff .....Business Manager

Staff

Editor-in-chief ..... Bill Finefrock
Editor ..... Leon Mandel
News Editor ..... Charles Fox
Production Manager .... Pat O'Daniels
Circulation Director ..... Dan Hollearn
Circulation Manager .....Pat Thompson
Classified Manager... Carolyn DeVinny
Accounting ..... Joyce Ebrahimi
Proofreader.....Olivia Mandel
Contributing Editors ...Tracy Bird III, Peter Bakalor, Pete Biro, Fred Bonavita, D. O. Cozzi, Frank Falkner, Bob Glendy, Scott Harvey, Ed Leslie, Vern Jaques, Bill Maloney, Bill Marvel, Bob McLean, Donna Mae Mims, Art Peck, Dave Roethel, Stan Schaeffer.

Advertising representatives

HOME OFFICE: 15 Boardman pl., San Francisco, Calif. 94103, (415) 552-1259.
SO. CALIF.: Del Owens, 5766 Hollywood blvd., Hollywood, (213) HO 4-7000.

Area editors

NORTHEAST: John Hearst Jr., 150 E. 77th, New York City; Bill Simmons, Inquirer, Philadelphia. SOUTHEAST: Joan Costley, 922 Lullwater rd. NE, Atlanta, Ga.; Alice Bixler, 101 Navajo st., Miami Springs, Fla.; Dennis Cipnic, 56 Beverly Garden dr., Metairie, La. MIDWEST: Wally Huskonen, 6644 Hawthorne, Brecksville, O. SOUTHWEST: Mary Ann Chapman, 4214 Shoalwood, Austin, Tex.; Gerry Pierson, The Republic, Phoenix, Ariz. CENTRAL: James Schweiker, UPI, Des Moines, Ia.; Bob Posen, Post-Dispatch, St. Louis, Mo.; Jerry Peterson, 3501 E. 46th, Denver, Colo. PACIFIC COAST: Bill Sendelback, 1462 NE Oleander lane, Hillsboro, Ore.; Cam Warren, P.O. Box 428, Santa Barbara, Calif. EASTERN CANADA: Rich Clee, 21 Rondale ave., Toronto; Lionel Birnbom, 5397 Grovehill pl., Montreal. INTERNATIONAL: Bill Gavin, 23 Redcliff rd., London SW 10.

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.

WESTERN EDITION
COMPETITION PRESS & AUTOWEEK
Nov. 6, 1965 PAGE A

Hatch Hauls to Kent Victory

By Bill Sendleback

KENT, Wash.—Everett Hatch proved again that horsepower pays off as he drove his new front-engined 3.5-liter aluminum Buick V8 spl. to a hard earned win in the all-modified and big bore production event of the NW regionals, Oct. 9 at Pacific Raceways.

Wade Carter moved his more agile Porsche 904 up to challenge Hatch and led the parade for awhile. The 904 caught Hatch in the twisties but the stronger Hatch-Buick got the final word on the long straight. Hatch finally got all systems go and pulled out a 20-sec. lead at the flag.

Todd Webb spent all season sorting out his XKE coupe and it finally paid off, as he took a solid third well in front of a rapid mixture of Corvettes, Cobras and sundry others.

It was hardly a contest for Jack Scoville in the small bore production event, as even Fp champion L. C. Thomas could not catch the Gp Spitfire. Thomas brought his Alpine home a distant second and not all that far ahead of Dave Tatom in an older Alpine.

A grand total of nine cars tried to make a race out of the open wheel event, but it was a lonely affair. Bill Bannister lapped everyone in the tiny field in his Lotus 20 to lead from flag to flag. Second place however went to a F/V with the only other junior finishing after a lengthy pit stop.

Pete Lovely in his Cooper-Ferrari and Mike Fisher in a Lotus 27-1600 Cosworth proved the only highlight of the race as they started at the rear of the grid in a "just for fun" duel. As the flag dropped, Fisher waited for Lovely to get a push start and then the two were off side by side.

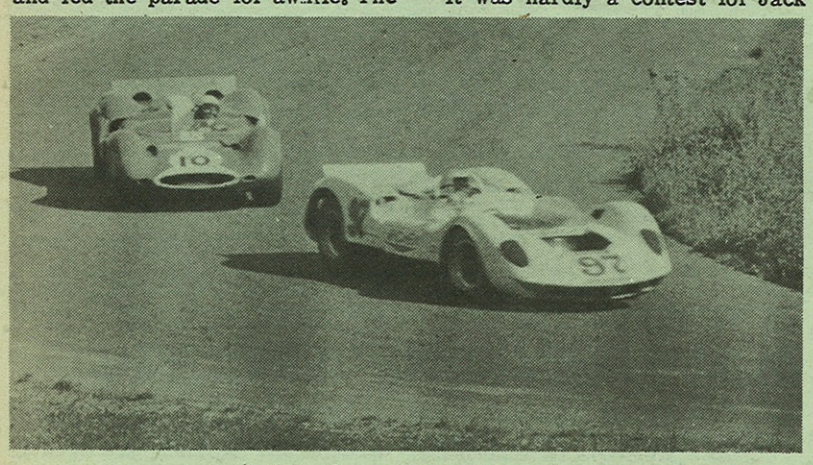
By lap two, both had passed the entire field, Fisher holding a 100-yd. lead. Lovely finally got by on the straight at the halfway mark with Fisher very close.

Fisher challenged strongly four laps later but Lovely hung on to take the flag by a mere 10 feet.

A-D PROD & C-G MOD: 1 - Everett Hatch, C mod spl.; 2 - Wade Carter, Porsche 904; 3 - Todd Webb, Jaguar XKE. CLASS: Cm - Hatch; Dm - Bill Cupp, Porsche; Em - none; Fm - Don Duncan, Horribellus; Gm - George Miller, Lotus 11; Ap - Carter; Bp - Webb; Cp - Russ Gilbertson, Corvette; Dp - Bill Pendleton, Triumph TR4.

F-H PROD, H MOD & SEDANS: 1 - Jack Scoville, Spitfire; 2 - L.C. Thomas, Sunbeam; 3 - Dave Tatom, Sunbeam. Fp - Thomas; Gp - Scoville; Hp - Bob Egen, Sprite; Hm - Lyle Forsgren, Forsgrini; S/M - Dennis Pillar, Alfa TI; S/S - Rod Fleener, Austin-Cooper.

FORMULA CARS: 1 - Bill Banister, Lotus; 2 - Jack Nell, Vee; 3 - William Gregg, Vee. F/C - Banister; F/V - Nell.



Action at Kent

Charley Hayes, McLaren-Chevy, and Chuck Parsons, Genie-Chevy, were battling for third place overall during the Kent races. Hayes took a seventh in the first heat, and a third in the second. Parsons was fifth and fourth. (Cam Warren photo)

Laguna Boasts U.S. Best

MONTEREY, Calif.—Four Lola T70s, an equal number of McLarens, a King Cobra, a McKee LMD, a Chevette and a herd of Genies will challenge Jim Hall and partner Hap Sharp at Laguna Seca's Monterey GP Oct. 17 for a record $40,000 purse.

The Chaparrals are odds-on-favorite to repeat their May Laguna win in the USRRC, but not if the likes of Charley Hayes in the Nickey McLaren, Ludwig Heimrath in another McLaren, and Lola drivers Rick Muther, Walt Hansgen, Ronnie Bucknum and Parnelli Jones can help it.

With the Chaparral 2C, last weekend's Kent winner, back to the drawing boards, Hall and Sharp will have to go with the "ancient" Chaparral 2s which have dominated big bore sports car racing in the U.S. for almost three years.

But the dark horse may well be Lagunameister Ken Miles in a Ford GT40. Miles is as fast as the best, and at Laguna he has been faster.

Of the Lola pilots, Ronnie Bucknum, Honda F/1 team driver, probably knows the twisting 1.9-mi. course best, having won in years previous at Monterey in production machinery.

It would be a mistake however to discount local drivers (and past Laguna winners) Don Wester and Junior Parsons, both in Genies. Wester's car, and an extensively reworked Genie-Ford, has been devastatingly quick this season, and Parsons will be piloting the ex-Mecom Genie-Chev now owned by Randy Hilton, a car that has proved to be a real challenger.

Vaca Prizes To Total Over $3000

SAN FRANCISCO—The 1965 finale for amateur drivers in SCCA's seven-state Pacific Division is scheduled for Vacaville, Calif. Nov. 5-6-7.

The concept of a Pacific Coast regional championship race was formulated by the Pacific Coast advisory committee composed of the regional executives of the nine racing regions in the seven western states.

The invitational event will be open to the five leading drivers in 22 classes, in each of the racing regions in the division. A preliminary poll of the regions indicates a turnout of more than 300 drivers for the three-day event.

Because of the stature of the event, an unusually large victory banquet has been planned, and will be held within three miles of the race course. The highlight of the banquet will consist of trophy awards, and a continuous drawing for more than $3,000 in prizes made available through dealers, distributors, and manufacturers.

An early sampling of giveaways includes five sets of racing tires, magnesium wheels, fire suits, lubricating products and gift certificates.

Participation by the motoring industry is encouraged, and inquiries may be directed to Finefrock, Goebel and Smith, Inc., 15 Boardman Place, San Francisco, 94103.

Renault Rolls, Wins San Diego Jaguar Concours

By Vern Jaques

SAN DIEGO, Calif.—B. J. Missimer's 1911 Renault AX roadster, a consistent trophy winner in recent west coast concours competition, took Best of Show at the sixth annual Jaguar Automobile Club of San Diego Concours d'Elegance here Oct. 9.

Reserve Best of Show honors went to Bill Castle's '63 Porsche Coupe. R.C. Kohler's Mercedes 300SL, best of show at the two past San Diego Concours, had to settle for top spot in class C for sports cars over $6000.

The oldest car in the show, Robert Gottlieb's 1898 National roadster, topped the antique car class.

A large turnout of top concours machinery was on hand for the show, held on the grassy lawns of the beautiful Catamaran Hotel.

BEST OF SHOW: 1911 Renault AX Roadster, B. J. Missimer.

RESERVE BEST OF SHOW: 1963 Porsche Coupe, Bill Castle.

CLASS WINNERS: A: Jim Taplin; '60 MGA; B: Eric Hook, '36 Jaguar SS100; C: R. C. Kohler, '56 Mercedes 300SL; D: Manuel Goulart, '64 Volkswagen; E: W. J. Betteridge, '64 Tempest GTO; F: William Bledsoe, '58 Mercedes 220S; G: Robert Gottlieb, 1898 National roadster; H: Robert Steiner, '24 Packard-Dietrick roadster; J: Ed Thompson, Jr, '27 Ford Roadster; K: M. L. "Bud" Cohn, '36 Mercedes-Benz 540K; L: Tom Groskritz, '65 Jaguar D; M: Carl Burnett, '30 Ford phaeton.

Times GP Stars Come Oct. 31

RIVERSIDE, Calif.—An entry list that reads like racing's who's who, including four world champion F/1 drivers, national champions on the USAC and NASCAR circuits and a supporting cast of thousands will take the grid for the $40,000 Times Grand Prix for sports cars here Oct. 30-31.

Jim Clark, double world driving champion, will drive a Team Lotus 40 in its west coast debut and must be reckoned as a favorite. The flying Scot has won every major race he has finished this year.

Graham Hill, the Englishman's Englishman, will drive a McLaren-Olds in the 200-mi. classic over the twisting 2.6-mi. Riverside course.

Australian Jack Brabham, who started his career racing midgets down under and was driving champion in '59 and '60, will pilot a Brabham BT17 and also from that part of the world, Bruce McLaren, the fastest New Zealander around, will pilot a McLaren-Olds and is an obvious power to be reckoned with.

Leading a staggering parade of U.S. stars is the formidable Chaparral team of Jim Hall and Hap Sharp.

The new Chaparral 2C should be present, though Hall feels that the car needs further work done to it after he took both heats at Kent, Wash. Oct. 10.

Dan Gurney will drive a new McLaren-Ford for All American Racers, Inc., a team formed by himself and Carroll Shelby. Other hot-footed Californians in the line-up include Don Wester in his Genie-Ford and Rick Muther who will swell the Lola ranks with a Chevy-powered T70.

John Mecom Jr. has announced that 32-year-old Parnelli Jones, Indianapolis winner in '63, will make up his team with Walt Hansgen, a 15-year road racing veteran.

Drivers Overrun Westwood In Conference '65 Finale

By Vince Howlett

WESTWOOD, B.C.—The last Conference event of the season, the Vancouver Sun Fall Trophy Race at Westwood Oct. 2-3, was one of the wildest of the year.

For openers, there was more equipment than expected, and the organizers' decision to lump the last two races together resulted in an event with well over 40 competitors.

But overall, form ran true, and new Canadian Champion Bob McLean won a pair, taking trophies in both the sedan and F/libre races.

On Saturday a full 26 car pack took the starter's flag in the novice race, with Hec McDonald surviving in his Sievers-Climax for the win. Earlier the race had been a battle between Scott Taylor's Porsche and the MGBs of Terry Vaughan and Curt Green. But Taylor bobbled in turn two and the two MGs shunted trying to avoid him, Green being sidelined for the race. The team go was won by Tod Webb's E Jag.

Eighteen cars ran the A-E prod race, opening Sunday's program with vigor. John Randall's Lotus S7 sailed past Lee Edwards' sick running Sting Ray for the win, one of three victories during the weekend for Randall.

One thing about Conference racing. There's plenty of it.

Most interesting dice in the production go was in Ep, a class led first by Lloyd Saunders' TR4 which promptly threw a wheel in turn three without damage to Saunders or the car, but with considerable effect on his lead position. Dave Cooper inherited the top slot and motored home in his TVR to take the win just ahead of Chuck McKaig's TR4.

Dick Finch fought his way through a good part of 31 cars to take the overall in the F-I prod go. Early leader Fred Roehr spun his open-doored Porsche on the last lap but took eighth place nonetheless. Gerry Fortier (first in Fp) was closing on Finch's Porsche, while Gordon Munroe won Hp and took a third overall after Dave Ogilvy's MGA developed evil digestive ailments.

The sedan race turned into a real cliffhanger as Bob McLean in his Mustang waited until the last lap to gobble up Dom Sportelli's BMW 1800TI. Sportelli finished the race on three wheels and a rim, his right front tire having let go on the last lap.

Wade Carter, Seattle VW dealer, took his ex-Eyerly Porsche 904 to the flag in the 30-car modified race, with Jerry Matthews (Cooper-Maserati) trailing him in.

And Dave Ogilvy followed that act providing considerable excitement by bringing his open wheeled Cooper from last to first to win the F/Jr. event over Peter Ray's spl.

The F/libre go was a walkaway for the McLean championship Lotus 23B especially after Wade Carter's Porsche and Dave Ogilvy's Cooper went sour.

But Carter had the 904 running crisply for the last (GT) race as he took the win from Tod Webb's very fast Jag E coupe. This last event fielded 42 very brave drivers, but surprisingly no one was shunted.

Everyone but Ted Rodgers scraped through the day without major problems. Rodgers, from Seattle, did squash his Sprite on turn three, but escaped unhurt.

ICNSCC WESTWOOD FINALE, OCT. 3, 1965.

CLASS WINNERS: Novice - H. McDonald, spl.; Team - Tod Webb, XKE; Ap—Lee Edwards, Sting Ray; Bp—Stan Holinaty, XKE; Cp—John Randall, Lotus S7; Dp—George Sterne, Morgan; Ep—Dave Cooper, TVR; Fp—Gerry Fortier, Morgan; Gp—Dick Finch, Porsche; Hp—Gordon Munroe, MGA; Ip—Jim Newman, Sprite.

S/1—M. McGuire, Mini Cooper S; S/2—Dom Sportelli, BMW 1800; S/3—Bob McLean, Mustang; Cm—Lee Edwards, Sting Ray; Dm—John Lyle, TR spl.; Em—Wade Carter, Porsche 904; Fm—John Randall, Lotus S7; Gm—Ken Legg, Lotus 11; Hm—Mel Joneson, Renault spl.

F/Jr1—Dave Ogilvy, Cooper; F/Jr2—Peter Ray, spl.; F/V—Garth Hopkins, AD; GT/A—Wade Carter, Porsche 904; GT/B—Tod Webb, XKE; GT/C—John Randall, Lotus S7; GT/D—Dave Cooper, TVR; GT/E—John Hall, Porsche; GT/F—Gordy McMillan, TR3; GT/G—Don Lamont, Datsun; GT/H—J. D. Lamb, Sprite; F/Libre—Bob McLean, Lotus 23B.

Carlsbad Opens With Bike Prix Go

By Katie Jaques

CARLSBAD, Calif.—Carlsbad Raceway's long-awaited road racing circuit hosted its first event here Oct. 10, when the American Cycle Association staged races for grand prix and production motorcycles.

The 1.25-mi. road circuit incorporates part of the drag strip, the return road to the pits, and a newly-paved section diving down from the pits and returning to the drag strip. There is also a short course, approximately 5/8 mi. Neither course has yet been approved by SCCA for sports car racing.

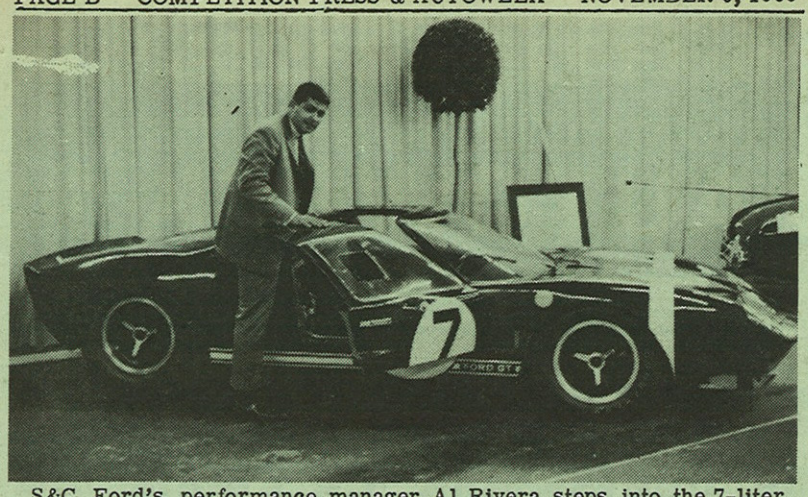
The long course was lengthened somewhat further for the motorcycles by the addition of a hairpin turn at the far end of the drag strip, followed by a series of chicanes marked with pylons.

The main event, for 350cc, 500cc, and open class cycles, was won by Ron Grant on a 500cc Norton. Grant was harried all the way by a 350cc Yamaha ridden by John Buckner, who actually led for several laps and finally finished second. Third was Don Vesco on a 500cc Matchless, followed by C. B. Harper's big Norton, first in the open class.

Buckner nearly rode a smaller Yamaha to a win in the 250cc race, but retired near the end after leading all the way. The lead was inherited by Tony Murphy's Yamaha, which took the flag just a whisker ahead of James Dehan's similar machine. However, Dehan was penalized 15 secs. for modifying the course by displacing several pylons in the drag strip chicane, and officially finished fourth behind the Yamahas of Ron Pierce and Ivan Wager.

The production race, which included all classes from open down to 50cc, was led from the LeMans-type start for several laps by Wallace Shaw's Harley Davidson, until he dumped it in the hairpin. Ron Christie won the race on a big Norton, followed by the 350cc Hondas of Dick Kilgroe and John Clark and Rich Hutchins' 250cc Harley-Davidson Sprint.

Dave Allee's Honda, the only 175 cc bike in the 125-175cc race, led all the way and lapped all the smaller cycles once and most of them twice.



S&C Ford's performance manager Al Rivera steps into the 7-liter Ford GT40 displayed by the new San Francisco Shelby American dealer at the Winter Sports Fair at the Cow Palace Oct. 10.
(Spencer Aust photo)

Performance Show, S&C at S.F. Ski

By Spencer Aust

SAN FRANCISCO—A highlight of the second annual Winter Sports Fair at San Francisco's Cow Palace Oct. 9 was the first public showing of the complete line of Ford cars, including the Ford GT40, Cobra 427, 350GT Mustang and the Bronco, as well as the regular Ford line.

A similar display, but without the 1966 passenger cars, drew more than 7000 spectators at Carroll Shelby and Lew Spencer's Hi-Performance Motors in Los Angeles a month ago.

S & C Ford, Shelby American's newest west coast dealer, drew at least 10,000 spectators in the three-day run of the show. The display included a standard 350GT, the Pacific Division B prod championship car, the racing 350GT of Jerry Titus, the new 7-liter Cobra, the racing version of the 7-liter Cobra, and the Daytona coupe.

But the biggest crowd pleaser of all was the GT40, the car which turned more than 210 mph down the Mulsanne straight at the 24 Hours of LeMans. Shown was the 7-liter version, a configuration which has been running exhaustive tests day after day both at Daytona and Monza with the Ford Motor co. slogan "win LeMans or else" painted in high recognition orange on both sides.

3-Yr Restoration Project Pays Off At Hayward Show

HAYWARD, Calif.—Forrest Camp's beautiful 1947 MGTC took Best of Show in its second outing at the SCCA's second annual Hayward High School concours d'elegance at the school's athletic field Oct. 11.

The car was delivered to the west coast from England in Sept. 1947. Forrest purchased the car in Nov. 1960 and is the third owner. Camp and his family have been restoring the car since Nov. 1962, and have spent more than 2400 hrs. readying it for competition. This immaculately restored TC still has the original engine, and original cylinder bore with more than 134,000 miles on the odometer. It was entered in its first competition two weeks ago at the Peacock Gap concours where it won its class.

More than 90 cars were on display, of which 73 were judged in 17 classes. Well known racing drivers were in competition in a different category as Stan Peterson showed the '66 Sunbeam Tiger he drove to a mark of 149mph at Bonneville and Red Faris was there with his massive, memorable Corvette. They won second and third respectively in the current competition class. MC Roy Story of KGO radio entertained the more than 7,000 spectators who attended the event.

Honorary judges included: Allen Strutz, Pres. of Hayward's Chamber of Commerce; Daniel Cooper, Hayward's Mayor; Sid Hoos, Sports Editor, Hayward Daily Review; Raymond Doran, Jr., Hayward's City Manager and Ed Dunckelmann-Sports Car Columnist of the Oakland Tribune.

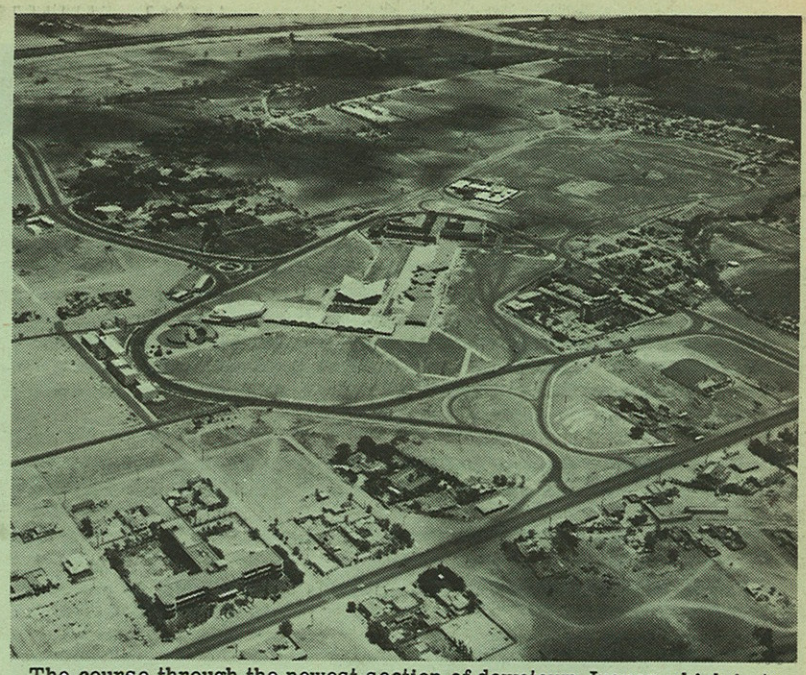
Stu Berry, SCCA's concours chairman, announced five cars that were consistent winners would be on display at the Imported Car Show in San Francisco. Three of these were selected after Hayward and include a 1911 Renault, a 540K Mercedes and a 1925 Packard.

Don Ferguson won class D as well as NCSCC's Xmas Tree award showing his beautiful 1959 Porsche.

CONCOURS D'ELEGANCE, SCCA SAN FRANCISCO REGION, HAYWARD, CALIF. OCT. 10.

CLASS WINNERS: Harry Gifford, '52 MGTD; Les King, '54 XK120; G.A. Freck, '47 Lancia; Don Ferguson, '59 Porsche; Ernie Spitzer, '55 Mercedes Benz; B. J. Stein, '63 Jag; Richard Miller, '60 Mk 9 Jag; Bernard Johnson, '59 Dodge; Bill Langlois, '61 Corvair; Larry Evenson, '55 T-Bird; Bill Martin, '64 TR4; Kark Keesling, '50 Ferrari; Forrest Camp, '47 MGTC; Beverly Ferreira, '25 Packard 6; Neil Grant, '31 Ford A; Richard Green, '32 Aston Martin; Joseph Cali, '30 Cadillac.

Overall: Forrest Camp, '47 MGTC.



The course through the newest section of downtown Juarez which is to be used for the first Grand Primo of Juarez Nov. 5-7.
(Darst-Ireland photo)

Plans Finalized For Juarez Prix

By John Collins

JUAREZ, Mexico — Final plans for the first Grand Primo of Juarez were revealed here at a press conference held by local promotors and officials Oct. 10.

The race will be run Nov. 5-7 over a 3-mi. course through the newest section of downtown Juarez and has 10 turns. The new ultra-modern hotel Camino Real will be race headquarters and also the site of the start/finish line.

The $15,000 prize money will be distributed to SCCA F/A, B, C, cars, F/4 and GT machinery and sports car categories. Bonus prizes will be awarded to sports cars under 2-liters and to GT cars under and over 2-liters in the remote event of their taking first prize money.

SCCA and the Formula Racing Assn. both have approved the race and are lending their support to the promotion. But since this race is held outside the U.S. it cannot be sanctioned by the SCCA.

However, the race will be governed by SCCA regulations and will be run by SCCA officials and SCCA drivers and officials are free to participate.

Race officials have been appointed and Tracy Bird of Tucson, Ariz. will be chairman of the stewards with Dr. Frank Parsons of El Paso, Tex., the chief operating steward.

The city, state and national governments of Mexico have promised full support to the Juarez-El Paso race promoters.

The Mexicans have proclaimed the whole weekend a fiesta, and there will be hosted cocktail parties and innumerable social functions for race crews and drivers.

Although entry forms have only been out a few days, over 30 open-wheel cars are already slated for the grid. Joe Starky has entered the venerable Chaparral 1 and a new McLaren-Olds. Pedro Rodriguez is looking for a suitable machine to race and John Mecom's entry is in the offing.

Information on the race can be obtained from S. W. Promotions, 416 Mills St., El Paso, Tex.

Rogers Cobra Tops Mexican Autocross

By Jim Hawes

TECATE, Mexico — Bennett Rogers of the Mavericks SCC drove his Cobra to TTOD at San Diego Asebring Drivers Foreign Affair tralom Oct. 10 at the Tecate Airport.

Rogers turned a 67.23 on the fast course.

Rogers defeated fellow Cobra drivers Nick de Courville and Chuck Potter, who turned 67.97 and 68.22 respectively.

Fastest non-Cobra time was turned in by Bill Kirk's Sting Ray. Kirk's 68.64 beat Henry Hester's Cobra for third in class A.

Other times below 70 secs. were Stan Smith's class O-winning Devin at 68.94, and the Sprites of Jim Hawes and Don Devendorth, who turned 69.32 and 69.91 respectively for first and second in class H.

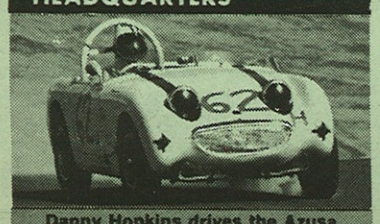
Jack Brabban proved upset winner in class B, beating local favorite Don Price, also in a Corvette, by a full second at 70.03.

Jim Springfield, driving his Lotus Elan, broke up the Porsche monopoly on class E, finishing second to Jack Rober's Speedster, which won the class at 70.17.

The sedans put on their usual good show, with Doug Kroll, Austin 850, defeating the MG1100s and Mini-Coopers and showing the spectators that even the little ones aren't so slow. Second in the small sedan class was Bill Allen's MG 1100.

Harry DuRae, in what is probably the world's quickest Volvo, won the large sedan class ahead of Woodie Woodhouse's Ford Cortina and a herd of Mustangs.

Southern Calif.—
San Gabriel Valley's
SPORTY & RACY CAR
HEADQUARTERS



Danny Hopkins drives the Azusa Autosport Sprite

SERVICE & REPAIR / SCCA APPROVED ROLLBARS/HEADERS/ALL TYPES OF PREPARATION FOR: RACE/RALLY/SLALOM

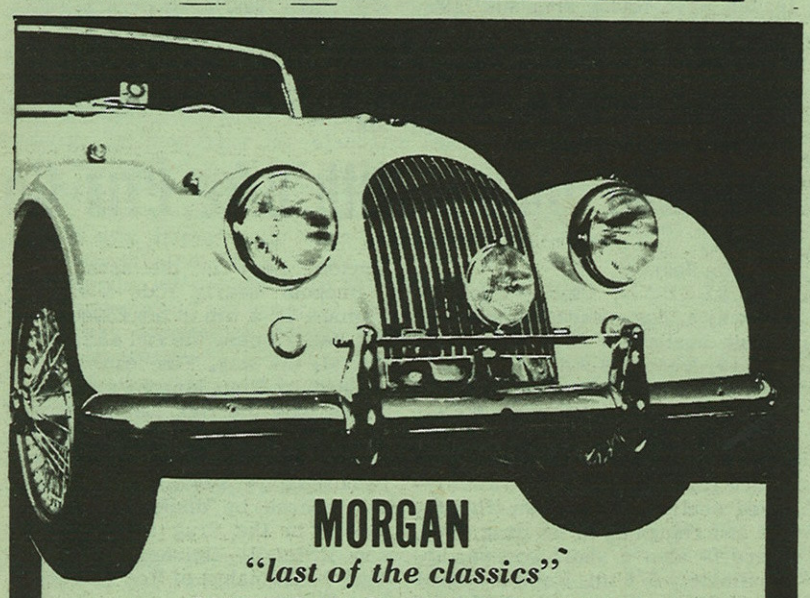
FROM OUR ACCESSORY DEPT.: GLOVES / HELMETS / DRIVING SUITS / MIRRORS / SCCA APPROVED WIDE BASE WHEELS

"Everything for the Car and Driver"

AZUSA
AUTO SPORT
917 W. Foothill (at Georgia)
Azusa, Calif. (213) 334-9165
OPEN 6 DAYS A WEEK 9-9

We Have
A Reputation
for our excellent Citroen work, but we're not so specialized that we can't repair your foreign thoroughbred whether it be Porsche, Renault, BMW, Sprite, MG, Triumph or Alfa. Just give us a try. We don't give trading stamps, just tender, loving care.
Paul Bowles / John Calvin
BOCAL
Imported Car Repair
5344 Cahuenga Blvd.
No. Hollywood, Calif.
769-9592

DATSUN All New Sports Car — 1600cc, 96hp, 4 spd. synchro, disc brakes up front, roll up windows: $2595 includes R/H, W/W & Tonneau.
Delivered at:
Crown Motor Company
1847 N. Wilson Way
Stockton, Calif. (209) 464-4883



MORGAN
"last of the classics"
SUTTON & PFLUG, INC.
SALES / SERVICE / PARTS
2042 S. Sepulveda Blvd. • Los Angeles, 90025 • GR 7-6739
OR CONTACT YOUR LOCAL DEALER
Geno's Imported Cars
5911 Steilacoom Blvd., S.W.
Tacoma, Washington
Roger Sagner's Motor Mart
726 S.E. 6th Ave.
Portland, Oregon
European Motors
1740 Van Ness Ave.
San Francisco, Calif.
Ray Wolff Motors
5331 N. 27th Ave.
Phoenix, Arizona
Mo-Tech Ltd.
6121 Mission Gorge Rd.
San Diego, Calif.
Economy Cars Ltd.
315 E. 18th Ave.
No. Kansas City, Missouri

SOUND SYSTEMS
FOR AUTOCROSS OR RALLY AS LOW AS $37.50
HARRY McCUNE SOUND SERVICE
960 FOLSOM STREET • SAN FRANCISCO (415) 982-1863

CORVETTES
327's & 396's



Lots of Competition Equipment available. Complete Sting Ray & Corvair preparation for Slalom, Rally or SCCA racing. We have on hand racing tires, wheels and suspension kits. Cars built to your specifications.
CLIPPINGER CHEVROLET
Home of one of the largest Corvette & Corvair Clubs in the U.S.
Citrus at San Bernardino Road
Covina, California
Contact Bob Wingate for further information on your next Chevrolet.
(213) ED 9-6261

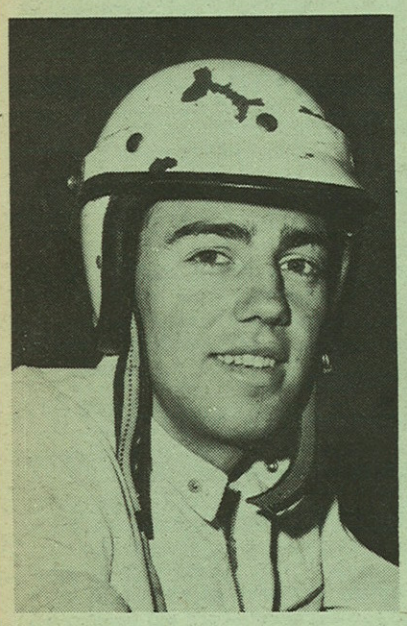
IN RIVERSIDE
DINE WITH THE RACE CROWD
CASINO STEAK HOUSE
6 MILES WEST OF RIVERSIDE
ON OLD MISSION BLVD. GLEN AVON
8607 MISSION BLVD. RIVERSIDE CALIF
OV 5-5284

USE COTATI RACEWAY
FOR TESTING & TUNING
Course for rent
to licensed drivers
for $10 per day,
(or portion thereof)



CALL (415) HE 1-8979 FOR DETAILS

Allen Captures First CRA Win



Rookie CRA sprint car driver Chuck Allen who scored his first major win Oct. 9 at Ascot Park.

By Ronnie Allyn

GARDENA, Calif. — Twenty-one-year-old rookie CRA sprint car driver Chuck Allen scored his first major win Oct. 9 when he won the 30-lap CRA feature at Ascot Park, leading from wire to wire in his own Chevy V8-powered car.

Allen, 1964 San Diego Racing Assn., super-modified champion, became the 14th different driver to win a CRA feature this year on the circuit that reaches from Northern California to Arizona and New Mexico.

Leading every lap on the one-half mi. dirt oval, Allen sped home two car lengths ahead of CRA point leader Paul Jones in the Bromme 270 Offy. Third went to Bruce Walkup, with Dick Fries fourth and Billy Wilkerson fifth.

The time for the 15 mi. was 11:47.30.

Jones' second place finish gives him a 65-point lead in the battle for the 1965 CRA driving title. Jones now has 702 points, with Hal Minyard second with 637 followed by Dick Fries with 626 and Bob Hogle with 592.5.

The battle for the CRA championship resumes Oct. 23, when the annual 100-lap grand prix is held at Ascot.

Last round in the championship fight will be held at Champion Speedway in Brisbane, Calif. Oct. 30. in the 50-lap western states championship race.

DUEL

The Hamilton-Burr duel was provoked because both wanted the last available seat on CP's Tour to Le-Mans.

Slaloming CP

The Half Fast Sport, And Impertinent Comparisons

By Bennett Muir Rogers

Improbable as it may sound, the Anaheim High School band director, a clean-cut thirtyish type named Don Wilcox, is currently Southern California's top slalom driver in a passionately purple contraption called the Crown Manufacturing "Mongoose" VolksVair Dune Buggy — undoubtedly the nicest bit of nomenclatural nonsense since 1963, when Rufus Parnelli Jones scurried to glory in the J. C. Agajanian-Willard Battery Special to gain the traditional Indianapolis victory kiss from a beauty queen named Linda Lou Mugg.

Wilcox is an intelligent and articulate citizen with a modicum of road racing experience who believes that our leading slalom drivers could probably take a race car around any of the local tracks as fast as most SCCA drivers.

As a result, he has issued an interesting (if impractical) challenge — any number of licensed Cal Club drivers ("super-stars" excused) against the same number of unlicensed slalom drivers on any course in the area, all drivers to drive the same car. (There would likely be no shortage of driving volunteers on either side, but the mind does boggle at the thought of a Shelby, Hall, Chinetti or Mecom queuing up to donate a suitable vehicle.)

In the meantime, it's undeniable that many slalom competitors have already gone on to success in racing (there's this guy named George Follmer . . .), and some of the racers are alternating between the two sports, going wherever the action happens to be on a given weekend.

In some respects, at least, slaloming requires even more physical skill and ability than racing does. The good slalom driver spends a considerably greater percentage of his time at "ten-tenths;" indeed, he virtually lives at the absolute limit of his adhesion. If a racer were to exhibit the same unrelenting raggedy-edge push, his driving style would resemble that of the late Marquis de Portago — with a similar inevitable end.

The reasons for this are fairly obvious once you stop to think about them.

First of all, a slalom run normally lasts something on the order of 60 secs.

For this brief length of time a driver can employ tremendous powers of concentration that he could never sustain over the duration of even the shortest race. By the same token, pacing and stamina are merely words in the dictionary to a slalomist.

With no need to conserve himself or his vehicle and with no other competitor on the course to hinder or distract him, the slalom driver is always all-out all the way.

And since the typical slalom layout is a twisty snaky serpentine-like affair with minimal or nonexistent straights, the driver is therefore in the constant clutch of centrifugal force and is continuously balancing on the delicate line separating control and loss of control.

One must also keep in mind that slalom courses are relatively slow and safe in contrast to racing circuits, and consequently a slalom driver needn't leave himself even the slightest margin for error. If he does make a mistake, overcooks a corner, and spins out, it doesn't really matter (except on the scoreboard), because there is nothing solid he can hit, no way he can get hurt.

As a result, the slalomist goes past the point of no return so frequently that he becomes remarkably expert at recognizing exactly where his ultimate limit lurks.

But no matter how finely he hones his skills, the slalom driver is figuratively a tightrope artist who performs six inches above the ground; his ability is thoroughly tested, but never his courage.

For the next few weeks, this column will be making somewhat impertinent comparisons between the racing driver and the slalomist, in the hope that by examining the relationship between the two, the reader will not only have a better idea of what the half fast sport is all about, but will also be able to assess its merit as an incubator of future Grand Prix idols.

WESTERN EDITION



Bob McLean, winner of the 1965 Canadian driver's championship shown here receiving the Player's Challenge Trophy from Paul Pare of Imperial Tobacco, won both the sedan race and the F/Libre go at Westwood's finale, Oct. 3. (Lionel Birnbom photo)

INTRODUCTION

Enzo Ferrari saw his first endurance race on CP's Tour to Le-Mans.

SACRAMENTO'S High Performance, Track or Street, Automotive Service. / 600 H.P. DYNAMOMETER / ENGINE WORK / CHASSIS PREPARATION.

Jim Seeds
AUTOMOTIVE SERVICE
2021 TOWER AVE.
ONE BLOCK OFF FULTON AVE.
SACRAMENTO 483-5148

F&G AUTOMOTIVE ELECTRICIAN
CORVAIR 85.00
Valve Grind plus parts
ELECTRONIC TUNE-UPS
GR 4-1898 845 POLK SAN FRANCISCO

Pries Motors
San Leandro
BMC
COMPLETE LINE OF ALL BMC CARS
Austin Healey
MG B
A.H. Sprite
MG Midget
MG 1100 sedan
Mini Cooper "S"
Over 50 Used Sports Cars and Compact Sedans
13690 East 14th St.
San Leandro, Calif.
357-8700

FANTASTIC NSU WANKEL
IT'S HERE
PENINSULA IMPORTS • Mountain View
1544 W. El Camino Real • 968-3771
A & E MOTORS • San Francisco
1023 Mission Street • UN 1-6882
GABRIEL MOTORS • Hayward
17996 Mission Boulevard • 276-9727
SCHLEICHER MOTORS • Oakland
7954-56 MacArthur Blvd. • 569-5520
A & E MOTORS • San Rafael
835 Lincoln Avenue • GI 6-5319

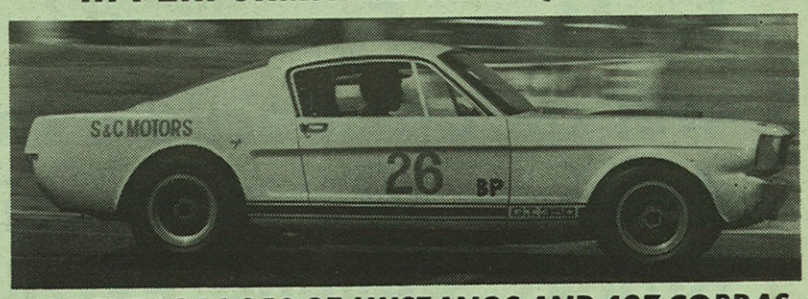
SPORTS CAR SPECIALIST
ITALIAN MECHANICS
OPEN SATURDAYS
Alfa Romeo • Jaguar • Mercedes • MG • Fiat • Volkswagen
Porsche • Austin Healey • Triumph • Renault • Peugeot • Lancia
Volvo
John Rocco & Lorenzo Massagli
IMPORTED MOTOR SERVICE
1583 BUSH STREET • SAN FRANCISCO
(Bet. Franklin & Van Ness) (415) TU 5-5245

HEWLAND GEAR BOXES
West Coast Distributor
For Sales and Services
Chequered Flag Racing Cars Inc.
P.O. Box 361, Mill Valley, Calif.
Telephone (415) 388-5574

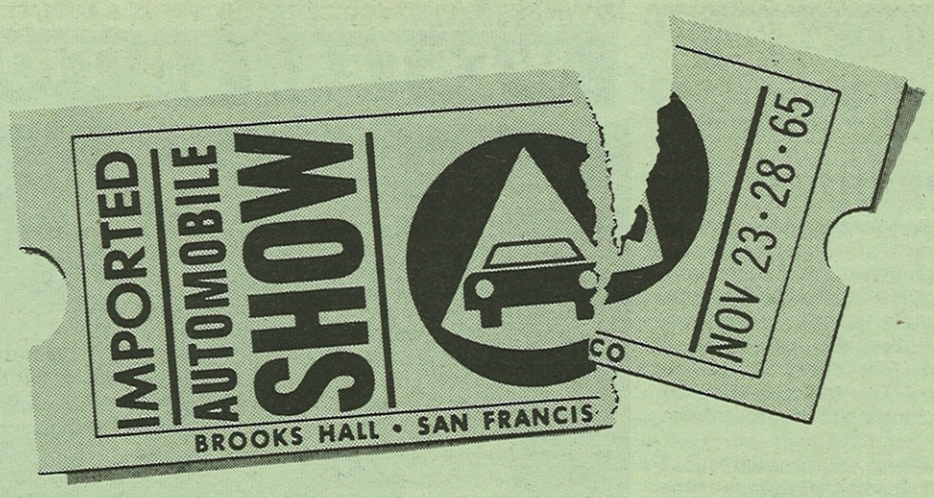
Don't Forget!
Pacific Division
Regional Runoffs
November 6-7
VACAVILLE

DUNLOP
Tires of Quality
FOREIGN - DOMESTIC
SINCE 1921
WHEEL BALANCING
VULCANIZING
RECAPPING
BATTERIES
FLEET ACCOUNTS ⇔ ROAD SERVICE
WHEEL ALIGNMENT AND BRAKE SERVICE
A & D Tire Clinic
Official Brake Station
NO. 4940
777 CALIFORNIA DRIVE BURLINGAME, CALIFORNIA
DIAL 344-6803

HI-PERFORMANCE HEADQUARTERS



FOR THE 1966 350 GT MUSTANGS AND 427 COBRAS
S&C MOTORS
2001 Market Street (corner of Dolores)
San Francisco, California
Telephone (415) UN 1-6000
Come in and talk facts with Al Rivera, S&C's Hi-Performance sales manager, about buying or leasing a new Cobra or Mustang.



. . . you read this at Candlestick:

Planned for this year's IMPORTED AUTOMOBILE SHOW is the exclusive first time showing of a Russian limousine, actual assembly production line Volkswagen, James Bond's newest Aston Martin from the feature film "Thunderball", the drama and excitement of an exhibit reenactment of a competition race with such actual cars as the Ford GT 40, AC Cobra, Rover Motors' experimental jet turbine car, those fabulous Bertone one-of-a-kind automobiles, the Leslie Special and Hannibal 8 from "The Great Race", grand championship award amongst antique, classic and vintage cars, continuous film showing of the world's most outstanding sports car races, slot car championships, start-finish contest, driver reaction test, plus showing of over 200 additional automobiles and more, more, much more at . . . BROOKS HALL, NOVEMBER 23-28, 1965.

And look what has been added, making this year's show even more spectacular!

Le Mans Ferrari, the world's number one racing car, will be on special exhibit for the first time in the U.S.A. Alfredo Vignale's Fiat Record Sperimentale 1000, Brooks Stevens' Excalibur SS will be displayed beside the famous Mercedes SSK, the Wonderful World of Wheels, first US showing luxury one-off Viking and



EXHAUST NOTES

Lotus' U.S. GP Jinx, Peck Interviews J. Clark

By Art Peck
Contributing Editor

"Ford will supply three-liter engines for Colin Chapman's 1966 F/1 efforts." Or words to that effect.

The story was broken on the Wednesday after the U.S. GP at the Glen, and perhaps explained why Chapman had been so noncommittal over the weekend about 1966 plans.

But it all seems too simple to the Chanteclair bench racers, engineering division. Word from Detroit indicates that any such a Ford plunge would be strictly a Dagenham effort by Ford of Great Britain. And where will such an engine come from at this late date? Chapman has stated publicly that to bring in a winner, he will need 140hp per liter. The present Ford four-cam Indy engine, as being tuned for the USAC circuit, turns out approx. 100hp per liter and a scaled-down version would end up at the back of the grid . . . a position very unfamiliar to the team of Clark and Chapman.

THE U.S. GP JINX

"I wasn't aware of it," answered Jim Clark when I asked if he knew about the jinx. The occasion was the Humble Oil testimonial dinner given for Clark and Chapman for their Indianapolis victory. Team Lotus was going to the Glen the next day and I grabbed the opportunity to do a couple of interviews for CBS Radio's "World Wide Sports."

Well, Jim is now aware of it as he helped perpetuate the jinx for at least another year.

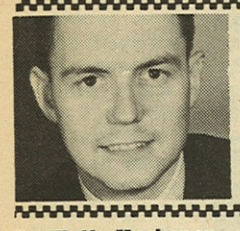
A check of the records shows very plainly that since Alec Ulmann introduced the modern series of U.S. Grands Prix at Sebring in December of 1959, no winner of the race has also been world champion for that year. Jack Brabham was champ in 1959 and 1960. McLaren won at Sebring and Moss at Riverside. In 1961, when Phil Hill became champion, Innes Ireland won the first of the GP series run at the Glen. In '62, Graham Hill became Champ and Jim Clark won at the Glen. In '63, when Clark won his first championship, Graham Hill started his three-time winning streak which held through Surtee's championship year and this year. As for the last few races at the Glen, there's a double jinx on Clark. He'd be happier if he could just manage to finish a U.S. GP.

ANGLO-AMERICAN SPORTS CARS

As this is being written, it looks very much as if the FIA will stick with the decision not to allow the category nine "big modifieds" to run at the organizers' option in championship events where FIA prototypes are running for manufacturer's points.

As this affects Lotus chassis along with the other English constructors, I asked Colin Chapman for his opinion of the matter. He said he thought the ruling would stick and — to my surprise — he said that this was as it should be for the overall good of the sport.

In 1966, Sebring, Le Mans, Targa Florio and the Nurburgring will go with prototypes and sports (read that as this year's grand touring cars), but if the rule is to apply to other International events, such as the Bridgehampton Double 500, the organizer will do well to take a long, hard look at the big picture . . . with the result probably being the dumping of the FIA sanction and bringing in all the Anglo-American big modifieds available. Let's face it, these are going to be the most exciting competition machines around, and the spectators will flock to where the action is. They couldn't care less that someone back in fourth spot took home nine points for the manufacturer of his GT (or whatever) class.



ERIE NOTES

Instant Bubbles Fight Fire at Watkins Glen

By Wally Huskonen
Area Editor

While I was at the Glen for the U.S. Grand Prix I saw what may be the answer to the problem of gasoline fires in auto racing.

It's a special foam generator that can almost instantly turn a gallon of water into 1000 gal. of fire-smothering foam.

Fortunately, there was no need to use the new, giant fire extinguisher during the Grand Prix, but I saw how it works when it was demonstrated for the Race Communications Assn. (RCA) after qualifying was over.

In seconds, 35 gal. of water were transformed into a pile of suds that would have completely hidden any race car — even a stock car.

When this foam touches a burning object, the water in it is converted into steam, a process which absorbs a great deal of heat and cools the burning material. Granted, a cubic foot of foam does not contain much water, but as long as the fire continues, it sucks the foam into it by convection, causing a quenching action.

Also, the oxygen content of the foam is less than that required for active burning.

But now get this — the foam is breathable. In addition, it acts as an insulator, shielding a driver from the flames and heat.

Therefore, the foam does double duty when a driver is trapped inside a burning race car. It extinguishes the flames and protects the trapped driver as well.

The foam generator is portable, weighing about 180 lb. At the Glen, it and its water supply (200 gal) were mounted on the back of a pickup truck.

The generator makes the foam by blowing a mixture of water and a special foam concentrate through a nylon netting and out a 25-ft-long canvas discharge tube. Two firefighters direct the foam onto the fire by moving the canvas tube in close, much as they would now with CO-2 or dry chemical extinguishers.

In the event of an accident, the truck is dispatched to the scene. By the time it reaches the wrecked car, the generator is making the foam fast enough that the car can be covered in seconds. The unit has sufficient capacity to handle multiple-car wrecks. It will be used at all future Glen races.

Walter Kidde & Co. manufacturers the foam generator and the foam concentrate. A complete outfit, including a water tank, is said to cost only about $2000.

To our knowledge, the Glen is the first to adopt this innovation in firefighting. I only hope now that we will be seeing similar equipment elsewhere in the very near future.

EVENTS

INTERNATIONAL

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

OCT. 20-30 — Motor show, London, Eng.
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.
NOV. 3-14 — Motor show, Turin, Italy.
NOV. 6 — Rand Nine Hours, Kyalami, South Africa.
NOV. 7-8 — Tour de Course, France.
NOV. 12-14 — Tour of Belgium, Belgium.
NOV. 14-20 — RAC Rally of Great Britain, England.
NOV. 20-21 — Flandre-Hainaut Rally, France.
NOV. 21 — Sandown Park, Australia.
NOV. 27-28 — Covennes rally, France.
NOV. 27-Dec. 6 — Nassau Speed Week, Nassau, Bahamas.

EAST

* OCT. 23 — SCCA regional, Vineland, N.J.
* OCT. 23 — SCCA regional, Marlboro, Md.
* OCT. 23-24 — SCCA hillclimb, Hyner Run, Pa.
* OCT. 24 — USAC stock cars, Langhorne, Pa.
OCT. 26-31 — New England international auto show, Boston, Mass.
OCT. 30 — BSCOA, Lime Rock, Conn.
* OCT. 30 — SCCA regionals, Bridgehampton, N.Y.
* OCT. 30 — Closed race, British SCOA, Inc., Lime Rock, Conn.
* NOV. 5-7 — SCCA Appalachian nat'l rally, Philadelphia.
NOV. 9-13 — West Orange auto show, West Orange, N.J.
* NOV. 13 — SCCA regional, Marlboro, Md.
NOV. 19-21 — Autorama auto show, Boston, Mass.

SOUTH

* OCT. 23 — SCCA regional, Pensacola, Fla. CANCELLED.
OCT. 23 — SCCA nationals, Brownfield, Tex. CANCELLED
* OCT. 23 — SCCA regionals, Mansfield, La.
* OCT. 30-31 — SCCA divisional rally, New Orleans, La.
* OCT. 31 — NASCAR 500, Rockingham, N.C.
NOV. 1-DEC. 1 — Rally via de Mappa, Tampa Bay SCC, Tampa, Fla.
NOV. 5-7 — St. Petersburg auto show, St. Petersburg, Fla.
* NOV. 6 — SCCA regionals, W. Palm Beach, Fla.
* NOV. 6 — SCCA regional, Savannah, Ga.
* NOV. 7 — 100-mi. Grand National, NASCAR, Moyack, N.C.
NOV. 7 — SCCA, CFR rally, Tampa, Fla.
NOV. 8 — PCA concours, Orlando, Fla.
NOV. 13 — Open rally, South Florida SCA, South Miami, Fla.
* NOV. 14 — NASCAR 150, Augusta, Ga.
NOV. 27 — SCCA hillclimb, Chimney Rock, Lake Lure, N.C.
NOV. 21 — SFSCA Trans Florida Rally, Miami, Fla.

MIDWEST

* OCT. 23 — SCCA regionals, Mid-Ohio raceways, Ohio.
OCT. 23 — SCCC Hecates Havoc rally, Chicago.
* OCT. 23 24 — SCCA Flaming Fall div. rally, Kansas City, Mo.
* OCT. 30 — SCCA national rally, Detroit, Mich.
NOV. 7 — WFSCC rally, Chi. area.
NOV. 7 — DPSCC rally, Chi. area.
NOV. 13-21 — Milwaukee auto show, Milwaukee, Wisc.
NOV. 21 — TSOA 50 for Fun rally, Chi Area.
NOV. 27-Dec. 5 — Detroit auto show, Detroit, Mich.
NOV. 28 — RAT Last Leaf rally, Chi. Area.

WEST

OCT. 9-24 — Dallas auto show, Dallas, Tex.
* OCT. 16 — USAC midget, Gardena, Calif.
* OCT. 16-17 — SCCA int'l, Laguna Seca, Monterey, Calif.
* OCT. 17 — USAC midgets, Fresno, Calif.
OCT. 22-31 — 43rd L.A. international auto show, Los Angeles, Calif.
* OCT. 22-24 — SCCA nat'l rally, El Camino Real 4, Bakersfield, Calif.
* OCT. 23-24 — SCCA regionals, Fort Sumner, N.M.
* OCT. 24 — USAC 100, Sacramento, Calif.
* OCT. 30-31 — L.A. Times Grand Prix, Riverside, Calif.
* NOV. 6 — USAC sprints, Gardena, Calif.
* NOV. 6 — SCCA regional runoffs, Vacaville, Calif.
NOV. 8-13 — Denver auto show, Denver, Colo.
* NOV. 13 — USAC sprints, Gardena, Calif.
* NOV. 21 — USAC 200 miler, Phoenix, Ariz.
NOV. 23-28 — Portland auto show, Portland, Ore.
* NOV. 25 — USAC midgets, Thanksgiving Day GP, Gardena, Calif.
* NOV. 27 — USAC 200, Hanford, Calif.
* NOV. 27-28 — SCCA driver's school, PIR.

WHEEL NOTES

Internecine War Season For U.S. Bike Groups

By Joe Scalzo

After six pounding months of races on the narrow, speed-soaked dirt ovals of the east, the winding road race venues of the midwest, and the dusty TT/scrambles lay-outs of the Pacific coast, the long grand national motorcycle season is finally over.

The bitching is just beginning.

The annual battle of the American Motorcycle Assn. vs. the world is about to get off the pad.

Conductors of four-wheel equipment who constantly berate the weaknesses of the FIA, the short-sightedness of SCCA, and the dictatorial policies of NASCAR and USAC, should pay close attention to the many motorcycle elements who ask only that the AMA be run out of town on a rail, preferably tar-and-feather coated.

AMA is the Big Daddy of two-wheel sport in this country, sanctioning every major event from the Daytona Beach, Fla. "200" to speed runs at Bonneville.

Yet the anti-AMA rock-throwing mob that continually lines up is formidable.

The FIM, for instance — motorcycling's FIA — which refuses to offer AMA a membership. Also, some of the motorcycle press which regularly reacts harshly to AMA policies. Then the loudest of the critics — the small collection of other U.S. motorbike racing groups — which, with tears in their eyes, say they would save the world if they could only wrestle the AMA's power away.

All these factions will be interested watchers as the AMA's annual meeting is held at San Diego, Calif. beginning Oct. 31.

Here, the AMA — which, (claim the dissenters), is unorganized, unfair, outmoded, and possibly illegal — will plot 1966.

Criticism against the AMA is awesome. It hardly ignores (for example) the atrocious rule which allows side-valve 750cc Harley-Davidsons to run against poor 500cc equipment. And the outlandish policy of refusing to allow costly, factory-backed overseas equipment, like the four and six-cylinder Yamahas and Hondas, from competing in AMA races because of an absurd "production" or "Class C," rule. And the way AMA steadfastly refuses to let their members run non-sanctioned meets.

This all allegedly presents a damning case against the power-mad AMA.

BUT AMA's membership exceeds the total membership of the world-wide FIM. So who needs the FIM?

Prize money paid in major AMA races so far exceeds FIM money that the winner of a minor 250cc AMA contest this year banked more than Mike Hailwood did in winning the FIM race-to-end-all-races, the Isle of Man.

Harleys may have a built-in displacement advantage, but still won only six of 18 national championship races the past season.

AMA's production motorcycle rule protects their riders from sinking more than $2,000 in equipment. Rules allowing the multi-dollar factory-built specials would put the average rider out of business.

Reasoning behind not allowing AMA members to run unsanctioned meets is that the clubs staging these outlaw affairs are constantly attempting to put the AMA out of business. AMA has no desire to help out by supplying their own name riders, most talented in the country.

Of course, AMA is hardly without fault.

And it will be the real problems, not the imaginary ones, that will be carefully brought out in San Diego, when Motorcycle Races, Inc., a 250-member southern Calif.-based organization made up of AMA members, will launch Neil Keen to the podium.

Keen, a sort of rabble-rousing intellectual who is also — when he chooses — a crack racer, is guiding light behind MRI, and an eloquent speaker.

He will present a carefully collected group of suggestions that include continuation of the current AMA engine size rules; the abolishment of the second year, or "amateur" class, with riders either designated rookies or experts; and a $5,000 guarantee minimum against 40 per cent of the gate receipts at all national races.

Keen and the MRI have been vastly more successful — and sensible — with their suggestions, both past and present, than have the loud-mouthed after-dinner critics who are the continual plague of AMA activity.

STANDINGS

AUTOWEEK CHAMPIONSHIP

OVERALL STANDINGS

	Mont Tremblant	Mosport	Kent, Wash.	TOTAL	Laguna Seca/Oct. 17	Riverside/Oct. 31	Las Vegas/Nov. 14
1. Jim Hall, Chaparral 2C	-	9	9	18			
2. John Surtees, Lola T70	9	-	-	9			
3. David Piper, Ferrari 265P2	6	2	-	8			
4. Bruce McLaren, McLaren-Olds	-	6	-	6			
Charles Hayes, McLaren-Chevy	-	3	3	6			
Hap Sharp, Chaparral 2	-	-	6	6			
7. David Hobbs, Lola T70	4	-	-	4			
Pedro Rodriguez, Ferrari 365P2	-	4	-	4			
Chuck Parsons, Genie-Chevy	-	-	4	4			
10. Lothar Motschenbacher, Cooper-Ford	2	1	-	3			
Ludwig Heimrath, McLaren-Ford	3	-	-	3			

NASCAR's Top Ten

Through Oct. 3. 1 - Ned Jarrett, 35288; 2 - Dick Hutcherson, 31302; 3 - Darel Dieringer, 23712; 4 - G. C. Spencer, 21442; 5 - Marvin Panch, 20318; 6 - Bob Derrington, 19930; 7 - Buddy Baker, 19504; 8 - Neil Castles, 19312; 9 - Wendell Scott, 18934; 10 - J. T. Putney, 18456.

USAC's Championship Trail

THROUGH SEPT. 26

TOP TEN: 1 - Mario Andretti, 2,650; 2 - Jim McElreath, 1,985; 3 - A. J. Foyt, 1,940; 4 - Gordon Johncock, 1,540; 5 - Don Branson, 1,475; 6 - Joe Leonard, 1,175; 7 - Roger McCluskey, 1,020; 8 - Bobby Unser, 1,015; 9 - Jim Clark, 1000; 10 - Parnelli Jones, 1000.

Here's where you can see, drive, and buy the G.T. 350

ALABAMA
Adamson Ford, Inc., Birmingham

ARIZONA
Paradise Ford Sales, Inc., Scottsdale

CALIFORNIA
McCoy Ford, Anaheim
Hayward Motors, Hayward
Mel Burns, Inc., Long Beach
Hi-Performance Motors, Inc., Los Angeles 19
Robert J. Poeschl, Inc., Oxnard
Warren-Anderson, Inc., Riverside
Downtown Motors, Inc., Sacramento
Galpin Motors, Inc., San Fernando
S & C Motors, Inc., San Francisco

COLORADO
Courtesy Motors, Inc., Englewood

CONNECTICUT
Williams Ford, Inc., W. Hartford

FLORIDA
Ray Hunt Ford, Inc., Daytona Beach
Lynch-Davidson Motors, Inc., Jacksonville
J. D. Ball Ford, Inc., Miami
Bill Currie Ford, Inc., Tampa

HAWAII
Honolulu Auto Center, Inc., Honolulu

ILLINOIS
University Ford Sales, Inc., Champaign
Milo Brooke, Inc., Chicago 44
Jack Loftus Ford, Hinsdale
Sexton Ford Sales, Inc., Moline

INDIANA
McAnary Ford, Inc., Gary
Jerry Alderman Ford Sales, Inc., Indianapolis 20
Romy-Hammes Corporation, South Bend

IOWA
Dick Walters Ford, Inc., W. Des Moines

KANSAS
Turner Ford, Inc., Wichita

LOUISIANA
Dick Bohn Ford, Inc., Gretna

MAINE
Portland Motor Sales, Inc., Portland
Sullivan Ford Sales, Bangor

MARYLAND
Archway Motors, Inc., Baltimore 29

MASSACHUSETTS
Mutual Ford, Inc., Springfield
Harr Motor Company, Inc., Worcester

MICHIGAN
Walt Hickey Ford, Inc., Southgate
Trudell Ford, Inc., Warren

MINNESOTA
Herb Tousley Ford, Inc., White Bear Lake

MISSOURI
Riesmeyer Motor Company, Crestwood
Broadway Motors, Inc., Kansas City

NEBRASKA
McFaydens Inc., Omaha

NEW HAMPSHIRE
John Grappone, Inc., Concord

NEW JERSEY
Berry Motors, Inc., Paramus

NEW YORK
Hickey Ford Sales, Inc., Albany
Levittown Motors, Inc., Levittown
Gotham Ford, Inc., New York City
Frontier Ford Sales, Inc., Niagara Falls
Nagle Ford, Inc., Rochester
Reynolds Motors, Inc., Syracuse
Larsen Ford, Inc., White Plains

NORTH CAROLINA
Young Motor Co., Charlotte

NORTH DAKOTA
W. W. Wallwork Fargo, Inc., Fargo

OHIO
Fuller Ford, Inc., Cincinnati
The Marshall Motor Co., Mayfield Heights
Brondes Motor Sales, Inc., Toledo
Don Wagner Ford Sales, Inc., Vandalia

OKLAHOMA
Dub Richardson Ford, Oklahoma City

OREGON
Marv Tonkin Ford, Portland 16

PENNSYLVANIA
Eger Motors, Inc., McKeesport
Alvin A. Swenson, Inc., Philadelphia

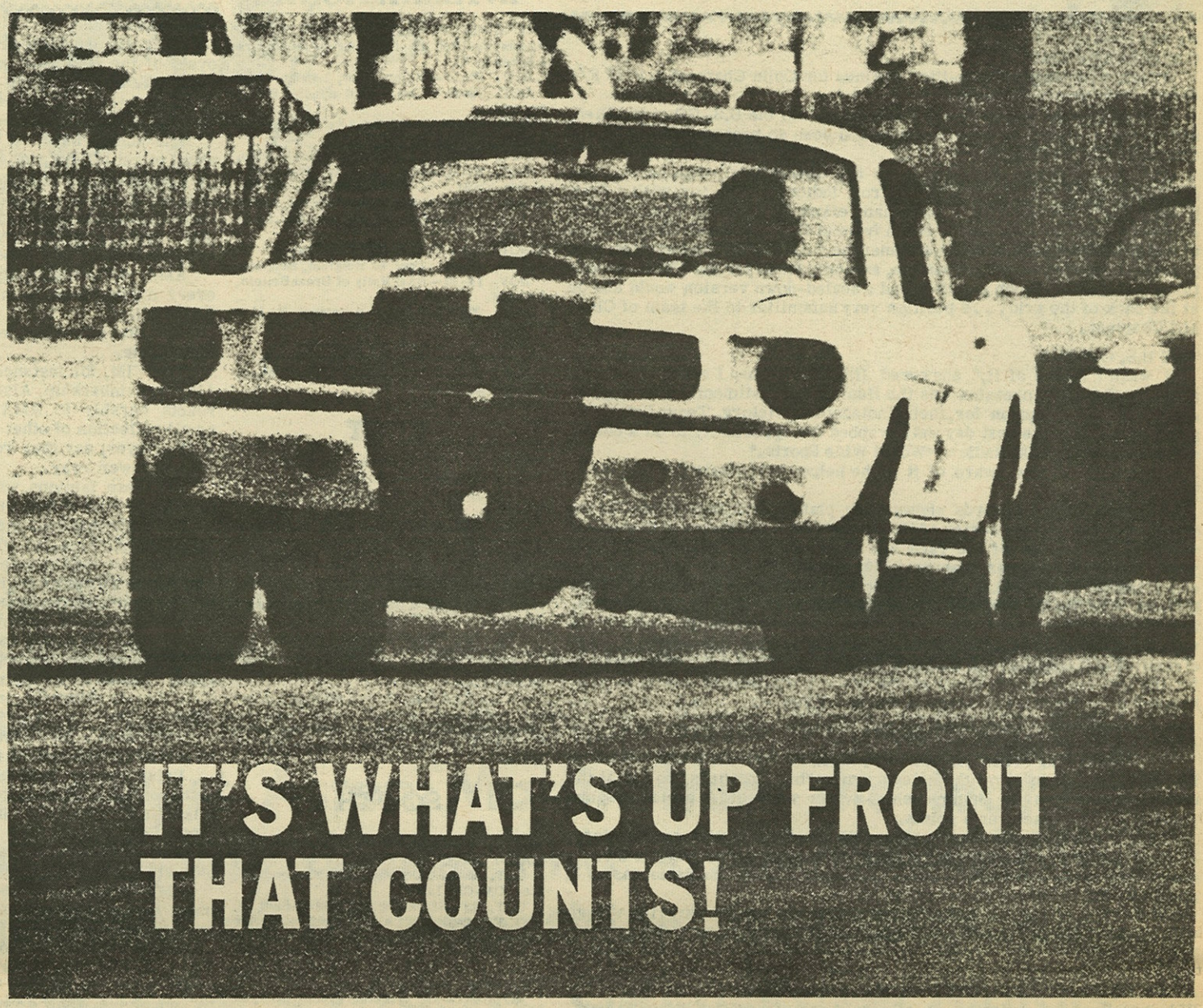
RHODE ISLAND
Tasca Ford Sales, Inc., East Providence

TENNESSEE
Ron's Ford Sales, Bristol
Herff Motor Company, Inc., Memphis
Crown Ford, Inc., Nashville

TEXAS
Horn-Williams Motor Co., Dallas
Republic Ford Sales, Inc., Houston 21
Gene Hamon Ford, Texas City

UTAH
Bennett Motor Company, Salt Lake City

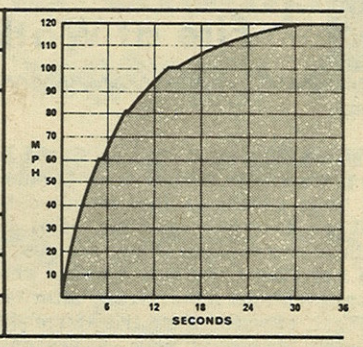
VIRGINIA
Bowditch Ford, Inc., Newport News
Koons Ford, Inc., Falls Church



IT'S WHAT'S UP FRONT THAT COUNTS!

When you take half a Mustang and half a Cobra, power it with 306 Ford horses (350 in the competition version) and call it the G.T. 350, you end up with a powerhouse from Shelby-American that's unbeatable...on the street or in competition. Take the Pomona ABC Production race on June 20...first overall. Take Elkhart Lake on the same weekend...first in B, fourth overall (the first three, all A Production, were Cobras). Let's take a look at just a small part of the record.

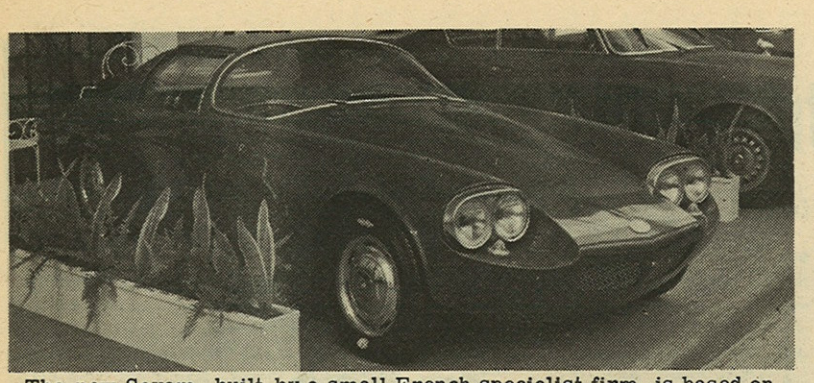
Kent	**Titus**	**1st overall**
Cumberland	**Johnson**	**1st in Bp**
Lime Rock	**Johnson**	**1st in Bp**
	Donahue	**2nd in Bp**
	Krinner	**3rd in Bp**
	Owens	**4th in Bp**
Willow Springs	**Cantwell**	**1st in Bp**
Mid-Ohio	**Johnson**	**1st overall**
Dallas	**Miles**	**1st in Bp**



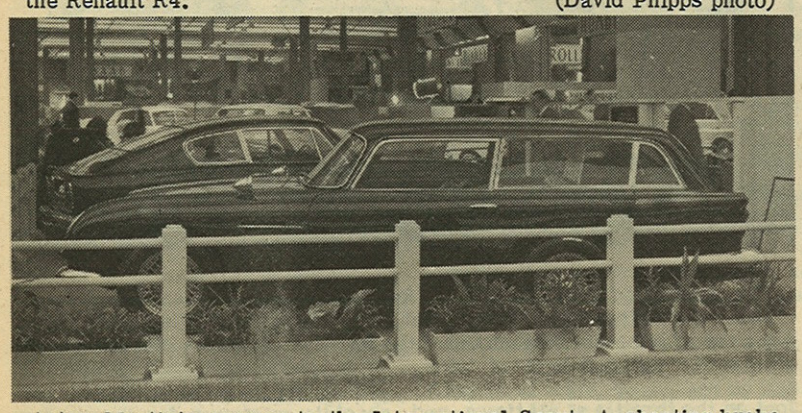
G.T. 350 STREET VERSION SPECIFICATIONS Shelby-American prepared 289 cubic inch O.H.V. Cobra V-8 engine equipped with special high riser aluminum manifold, center pivot float four barrel carburetor, hand built tubular "tuned" exhaust system featuring straight through glass-packed mufflers, finned Cobra aluminum valve covers, extra capacity finned and baffled aluminum oil pan; fully synchronized Borg Warner special Sebring close ratio four speed transmission; computer designed competition suspension geometry; one inch diameter front anti-roll bar; fully stabilized, torque controlled rear axle; 6½" wide wheels mounted with Goodyear high-performance low-profile tires; Kelsey Hayes front disc brakes; wide drum rear brakes with metallic linings; competition adjustable shock absorbers; integrally-designed functional hood air scoop; competition instrumentation including tachometer; racing steering wheel; rear quarter panel windows; rear brake air scoop; competition seat belts; 19:1 quick ratio steering.

G.T. 350 COMPETITION VERSION Additions to the street version include: Fiberglass front lower apron panel; engine oil cooler; large capacity water radiator; front and rear brake cooling assemblies; 34 gallon fuel tank, quick fill cap; electric fuel pump; large diameter exhaust pipes; five magnesium bolt-on 7" x 15" wheels, revised wheel openings; interior safety group including roll bar; full Shelby-American competition prepared and dyno-tuned engine; every car track-tested at Willow Springs before delivery.

SHELBY G.T. 350



The new Sovam, built by a small French specialist firm, is based on the Renault R4. (David Phipps photo)



Aston Martin's answer to the International Scout. A shooting brake body on the new DB6 converts that car into a contemporary version of the old Allard Safari. The car costs $15,000 and plans do not call for Mustang-equalling production. (David Phipps photo)

MORE ON:

Paris Show Disappoints

(Continued from Page 1)

and a semi-automatic 1000; and Citroen a range of much modified engines for the ID/DS series. The chief feature of the latter is a five-bearing crankshaft, and the 2175cc version gives the DS21 and derivatives a maximum speed of 108mph together with greatly improved acceleration.

The star of the show, to judge by the number of engineers inspecting it on opening day, was undoubtedly the Rolls-Royce Silver Shadow.

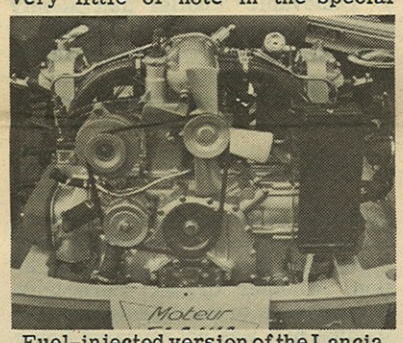
The Oldsmobile Toronado also attracted a lot of attention, and the consensus seemed to be that it is the most significant American car for many years.

By contrast, GM Styling's Mako Shark II, somewhat revised since it appeared at the New York Show, is little more than a collection of slots and louvers — though it does incorporate a few technical ideas with possible commercial applications.

There was nothing new from the German industry, which had really gone to town at Frankfurt, and little from Italy other than a fuel-injected Lancia Flavia and a 65bhp coupe version of the already very lively Autobianchi Primula.

Ford of Britain's new V4 Corsair had not turned up on opening day because of trouble with the French customs, but Aston Martin surprised everyone with a station wagon DB6. It is difficult to visualize big sales for a utility vehicle costing around $15,000!

As with production cars, there was very little of note in the special coachwork category, though Pininfarina maintained his record of conjuring up something new for every show with a "road" version of the V6 Dino. In addition a small French firm called Sovam showed a tiny sports coupe based on the Renault R4.



Fuel-injected version of the Lancia Flavia engine was shown at Paris Oct. 10. (David Phipps photo)

M'thlery Test Day, Phipps Let Loose

By David Phipps

MONTLHERY, France — With gasoline costing a dollar a gallon, fuel economy is naturally the primary consideration for most French car-buyers.

Another major requirement is high cruising speed — France is a big country with fast roads and no out-of-town speed limits — and these conflicting factors have led to the production of a range of small-engined, high geared, aerodynamic cars.

The acceleration of some of them used to be extremely leisurely, to say the least, but recently there has been a lot of improvement in this sphere.

Since a good ride is necessary to cope with the very frequent bumpy sections, and good roadholding is essential in hilly or mountainous areas, the end product is usually durable, practical and economical if not particularly exciting.

I was able to try most of the new French cars at Montlhery during the traditional journalist's test day.

Two laps of a racing circuit is hardly enough to reach any definite conclusions, but it does provide a few impressions — some good, some bad — and it does lend strength to the contention that there is more future for front-engined, front-drive cars than for those with the engine at the rear.

● CITROEN DS21: 5-bearing engine smoother than previous unit but very noisy at high rpm. Ride generally superb except over pronounced ridges, where whole car becomes airborne. Brakes good but little feel from button which serves as pedal. Steering, too, lacks feel and car surges during gearshifts. Clearly a car which requires longer acquaintance for a complete assessment.

● SIMCA 1500 AUTOMATIC: Good, honest, straightforward car now available with reduced performance and increased fuel consumption.

● PEUGEOT 204: Lively engine, superb roadholding, excellent driving position, very good column gearshift — and all this applies to the station wagon as well as the saloon.

● RENAULT 10: Very large trunk and surprisingly good performance for 1100cc, but still the old rear-engine bugbear of instability in crosswinds.

I didn't get to try the Simca 1000 automatic because two of these little rear-engined cars got overturned and somehow the remaining one seemed to vanish.

After 10 Years, A New Rolls

NEW YORK, N.Y., October 6 — Rolls-Royce unveilled two completely new models of the Rolls-Royce Silver Shadow and the Bentley "T", at the opening of the Paris Salon de l'Automobile Oct 7.

The two new models replace the highly successful Rolls-Royce Silver Cloud and the Bentley S series of sedans which have been in production for 10 years.

The new cars differ from their predecessors not only in body styling, but in radically altered engineering.

The Silver Shadow and Bentley T are not expected in the U.S. market until April 1966. Prices will be in the $19,000 to $20,000 range, including air-conditioning, which will now be standard. Custom coachbuilt models to be continued include Rolls-Royce Phantom V, and the convertible models of the Rolls-Royce Silver Cloud III and Bentley S series.

Outstanding features of the new cars are:

● Monococque body
● Independent suspension — four wheels (coil springing)
● Disc brakes — front and rear
● Three separate hydraulic brake systems
● Two-speed automatic height control (hydraulic-oil)
● Newly-developed automatic transmission
● Electrically-operated gear selector lever

The engine is the Rolls-Royce V8 aluminum power plant with refinements in the combustion areas to give added performance.

The stressed steel monococque body shell lends great strength and rigidity and permits a sizeable weight reduction. Employment of light aluminum alloy material for doors, trunk lid, and hood also serve to save weight. Front and rear sub-frames are insulated through the use of resilient metal mounts of a type used for aircraft engine mountings.

Front seats are body-conforming bucket type of new Rolls-Royce design, with six-way power adjustments. The angle of the backs of these seats can be manually manipulated. The rear seats still accommodate only two persons in Rolls-Royce comfort, though there is sufficient width for three.



The new Bentley T, like the new Rolls-Royce Silver Shadow, is the first new model in 10 years, and shares with the Rolls a monocoque body, hydraulic discs on all four wheels and independent suspension all around.

In addition to the gauges on the instrument panel for oil pressure, engine coolant temperature and battery charge rate, warning lights tell the driver when the coolant level is low, when gasoline is down to three gallons, and availability of power in the hydraulic systems for braking and height or load leveling.

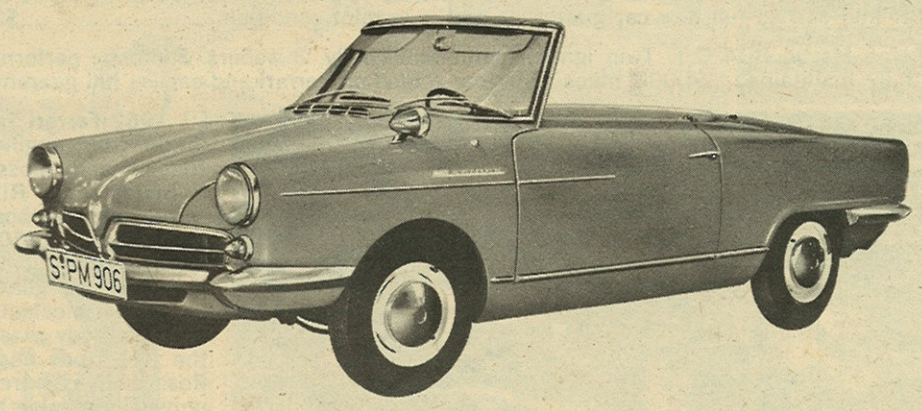
Special attention has been given to a fail-safe set up of the hydraulic braking systems. There are three separate systems which split up the operation of the disc brakes in such a way that in the unlikely event of failure of one or two of the systems the risk of complete loss of braking is made quite remote.

Other features incorporated with safety in mind, aside from such obvious equipment as padding and seat belts, include such items as a warning light to indicate whether both stop lights are working, and an electrical gear selector lever that cannot be accidentally moved from "Park" position unless the ignition key is switched on.

BEFORE YOU BUY YOUR NEXT SPORT CAR, TEST DRIVE THE

NSU WANKEL SPIDER

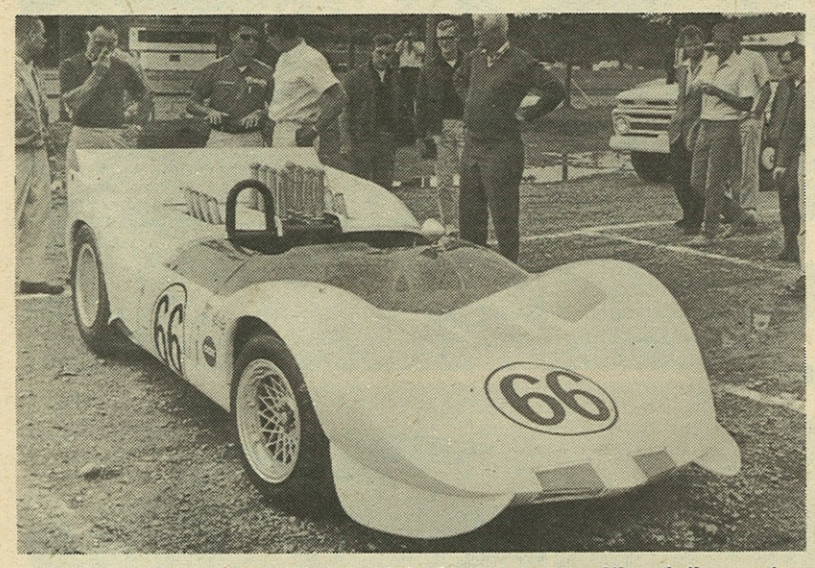
THE WORLD'S FIRST PRODUCTION CAR WITH THE NSU WANKEL ROTARY PISTON ENGINE



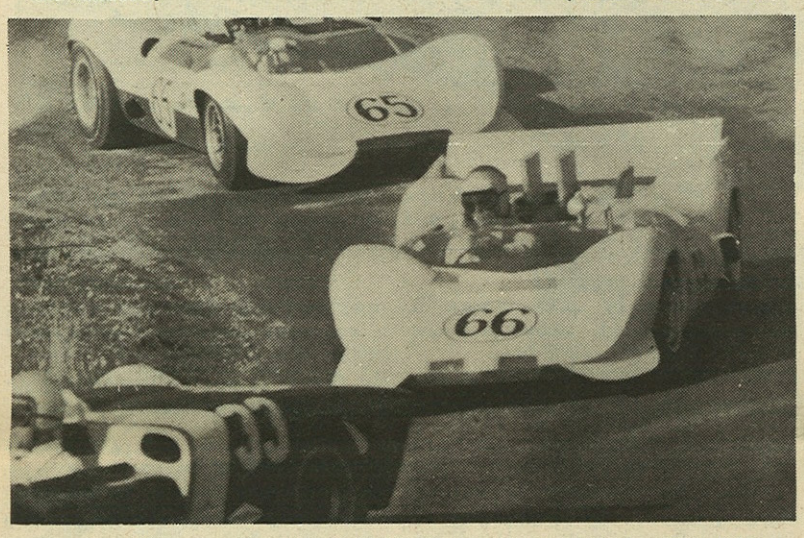
Official Parade Car of STEUBEN PARADE — 5th Ave., New York (Fall 1965)

Visit today or write for FREE complete 6 page Road Test "Motor" London, England on NSU Wankel Spider. Also, FREE reprint "How to pick a new car for below $2,000 — a factual comparison of 18 imported automobiles." Free Contest blank: Win an NSU automobile.
poe from $2697. Extras: Front Disc $52; Chromed overrider bumpers $89; tacho, etc. Write for address of nearest dealers to: Exc. U.S. Importer: Transcontinental Motors, Inc., 421 E. 91 St., New York 10028. Tel.: (212) TR 6-7013. West Coast Sales Rep.: Chas. W. Nebel Sales Co., P.O. Box 407 Beverly Hills, Calif. Tel.: (213) CR 8-0845.

CHAPARRAL 2C NO REVOLUTION



The nose of the new Chaparral looks the same, although the car is some six inches narrower. Note the cooling vents on top of the hood and fenders. (Cam Warren photo)



The two Chaparrals, with Hall leading, are about to lap Bob Johnson's McKee (LMD) Ford at Kent. (Cam Warren photo)

By Cam Warren
Area Editor

KENT, Wash. — The unveiling of a new creation from the auto works in Midland, Tex. is only slightly less exciting than the second coming of Haley's Comet, at least in the motor sports world.

At the first sight of the low white trailer in the pits at Pacific Raceways here Oct. 8, a crowd quickly gathered, and the air was full of tense excitement.

A few minutes later, the trailer was opened up, and out rolled Jim Hall's Chaparral 2C, as it is officially designated. As one might suspect, the nomenclature applied to a car more evolutionary than revolutionary.

The most immediately apparent change was the large pivoted appendage across the rear, a wing-like section described as a "combined spoiler and air-brake." An adjustable control rod was fastened to the center of this panel, and extended downward through an opening in the rear body section.

SILENT TEXAN

Hall, typically, wasn't saying much about this feature. He would admit that it was an automatic device with manual over-ride from the cockpit, and that the vane was free at high speeds.

One popular guess among onlookers was that the appendage assumed a vertical, or braking position, whenever the driver lifted his foot from the throttle. The vane, therefore, would provide an effect similar to engine compression drag, ordinarily lacking with the automatic transmission.

However, there was a third foot control on the floor of the cockpit which appeared to be the method of actuation.

Assuming Hall keeps his right foot on the throttle at all times, and uses his left foot for braking, this new control would only be operable under conditions of acceleration. If this were true, and the device was an airbrake, the vane would have to assume a vertical position solely due to air pressure (or possibly a return spring). The driver would use the foot pedal to place it in the free, or no-drag, position.

The only trouble with that theory, is that "spoiling" action is required under high speed conditions, and not when braking. To some extent, the two functions (brake and spoiler) are incompatible. So it is entirely possible that the appendage is not really an air-brake after all, but a "removable" spoiler that is only brought into play when the driver feels the tail of the car starting to lift.

At any rate, it makes a dandy conversation piece, or as one driver suggested, "Jim just uses it to psych the competition."

3-SPEED BOX

Another source of speculation, as usual, was the automatic transmission. Whether or not there have been changes or modifications to the original unit was not revealed. Some railbirds here, after listening to the 2C accelerate down the Kent backstretch, were convinced that there may now be a third speed hiding in the mysterious box.

According to Hall, the engine and drive-train of the 2C remain the same, with some 420hp available from the 327 cu.in. mill.

The former all-plastic frame of the car has been superseded by a riveted and bonded aluminum structure of similar design. Although not quite as strong, the aluminum (averaging .032" in thickness) is as stiff as the plastic, and about 199 lbs. lighter.

Also contributing to the performance is the reduced frontal area and lower center-of-gravity of the new body. The entire car has shrunk somewhat, being shorter, lower and some six in. narrower. Physical dimensions must now be close to absolute minimum for the existing tires and big V8 engine.

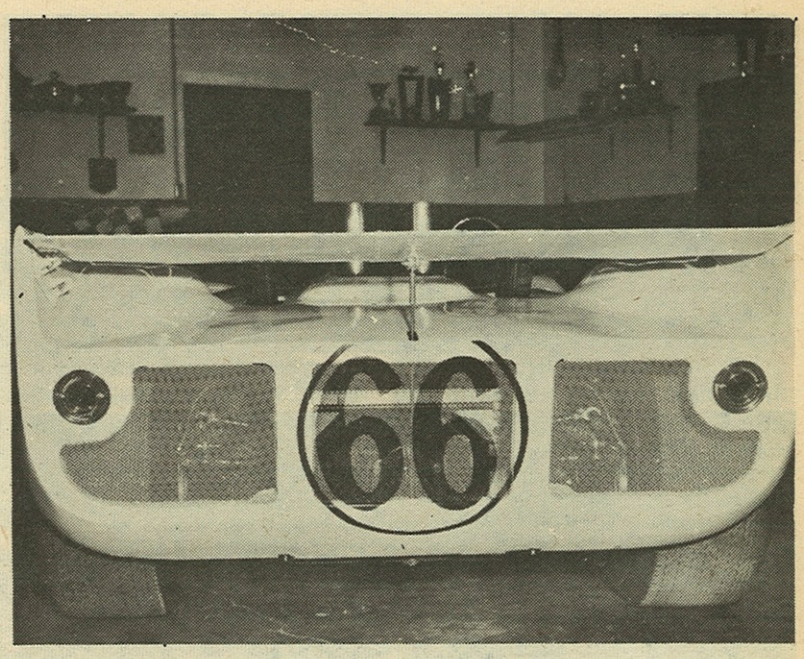
Less obvious, but probably most significant from an engineering standpoint, is the new suspension system.

Hall is an acknowledged expert in this field, and probably this one facet of chassis design has contributed more to his string of successful races than any other. The new configuration does not outwardly appear much different from preceding models — at least at first glance — but much attention has been given to providing the ultimate in stability in all driving conditions. Including, "anti-dive, anti-squat, and anti-lift."

The success, or lack of it, with the 2C in the Autoweek Championships will determine the trend of future Jim Hall designs.

Four-wheel drive is surely the next big step. Hall admits to having one such car, and indicates there are still many problems to be resolved.

The sporting world awaits the Chaparral 3.



The connecting lever for the air foil can be seen here extending from under the body. Later, Hall's mechanics added a supporting wire from the top of the lever to each end of the foil. (Cam Warren photo)

CHASSIS: wheel base, 90"; track, 53 1/2" front, 52" rear; length 158"; width 64"; height (cowl) 24", windshield 29", roll bar 38"; ground clearance 3 1/2"; design weight 1600 lbs. (includes fuel and driver); weight distribution: 40-60.

SUSPENSION: front end; wishbone, coil springs, telescopic shocks, anti-sway bar, front end incorporating anti-dive; rear end: individual transverse and longitudinal length coil springs, telescopic shocks, anti-sway bar, incorporating anti-squat and anti-lift.

STEERING: rack and pinion; 2 turns lock to lock.

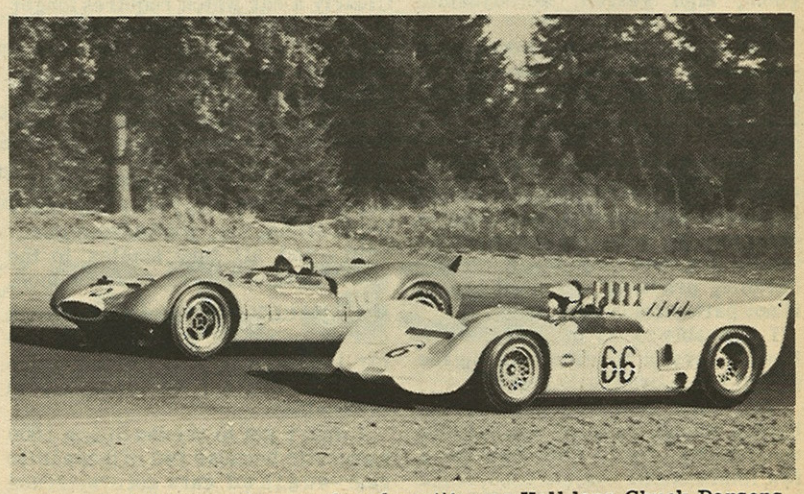
BRAKES: Kelsey Hayes discs front and rear.

TIRES: Firestone 920 x 15 front, 1200 x 15 year.

ENGINE: Chevrolet water cooled V8; displacement - 327 cu. in.; bore and stroke - 4 x 3 1/4; compression ratio - 10.5:1; induction - four - 2 throated 48 IDM weber carburetors; valve gear - push rod overhead; power SAE-450 bhp at 6800 rpm; spark plugs - Robert Bosch W 270 T 16; drive train - rear mounted transaxle; automatic transmission.

CONSTRUCTION: structure: aluminum monocoque riveted and bonded; body: fiberglass.

AIRFOIL: Aluminum wing-like flap, driver operated from cockpit; eliminates use of permanent rear spoiler. Flap has three trim positions and produces desired aerodynamic airflow on straightaways, turns and braking; also produces desired balance and stabilization.



The air foil is nearly in a closed position as Hall laps Chuck Parsons at Kent's turn 9. (Bill Dunne photo)

Ferrari SALE

☐ **1964 FERRARI G.T.O.** Daytona 2000 Kilo winner 1964 driven by Phil Hill and Pedro Rodriguez. Ferrari racing red-chrome wheels, fully carpeted, 3-liter, dry sump, 5 speed, all syncro box. First place competition class Hillsborough Concourse April, 1965. This car is flawless—five hours of street driving since ring and valve job. It is probably the most spectacular street machine or G.T. winner in the country today and probably a class winner at 1965 Nassau and Daytona programs and 1966 Sebring. California license plates..**$13,500.00**



☐ **1964 Ferrari 330 G.T.** This 4-liter 2+2 is unregistered, has been driven 3800 miles. Is silver gray, black leather and carries full new car guarantee and is in mint condition.....**$11,500.00**

☐ **1962 Aston Martin DD4 G.T.** Twin ignition, aluminum body, 3 webers. Fantastic performing Aston and beautifully maintained, 24,000 miles. This car traded on Ferrari and carries full guarantee.



☐ **1962 Ferrari Testa Rosa.** 3-liter front engine car that Ireland and Moss led '62 Sebring race. Right hand drive, 5-speed box, magnesium wheels, 1750 lbs., just reconditioned, painted Ferrari red and guaranteed to be perfect mechanically with flawless body work. This is the last front engine Testa Rosa built, is extremely fast, unusually reliable and one of the safest sports cars ever built. 10 extra tires, numerous spares plus practically new Bachman trailer..... **$6,500.00**

☐ **1961 Ferrari 2+2.** Silver gray 3-liter with red leather, radio—and in magnificent condition throughout. Carries a written mechanical guarantee..... **$6,250.00**

TRADES, domestic or foreign accepted, on any automobiles and bank financing can be arranged for reliable parties.

☐ Contact **B. H. Spencer, Spencer Buick Inc., Authorized dealer, 3700 Geary Boulevard, San Francisco, Calif. 94118.**

MORE ON:

New Chaparral 2C Wins Kent in Debut

(Continued from Page 1)

Johnson, McKee-Ford LMD; and Stan Burnett, Burnett-Chev spl.

Hall suddenly found Hill gaining on lap eight so he pushed the new Chaparral some three seconds out in front. But as Muther, Grant and Sharp squabbled for third spot, Hill climbed right up Hall's air-foiled rear end.

Grant was out of the race by lap 13 leaving Sharp to finally overtake Muther for third. Grant eventually limped into the pits with a broken water hose to finish far down the list.

Muther moved by Sharp again at the half way point by spinning in the esses to lose out to Sharp and Charley Hayes.

Hall and Hill had now moved way out in front with Hall some 14 secs up on the former world champ.

Meanwhile in the under 2-liter battle, brothers Peter and Doug Revson, in a Brabham BT8 and a Lotus 23B-Climax respectively, were keeping the lead in the family. The two traded places five times but Peter led brother Doug over the line by a few car lengths.

As the first heat ended Hall had 13 secs. on Hill and Sharp was within 10 secs of the McLaren.

In trying to catch Hall though, Hill had lowered the Chaparral record to a fantastic 1:20. flat — in traffic.

Muther was firmly in fourth, inheriting the spot when Hayes stopped to repair a damaged oil cooler air vent to finish seventh.

Behind Muther came Parsons, Hobbs, Hayes, Motschenbacher, Johnson and Lew Florence in a now V8-powered Lotus 19.

Hill stood to win all by winning the second heat and let it be known he was trying by taking both Hall and Sharp off the line. A roar went up from the crowd as Hill finished the first lap some six secs up on the Chaparral with Sharp in third then Hayes, Parsons, Hobbs, Wester (after installing new rear-end gears) and Johnson.

Grant dropped the clutch on the line becoming a spectator along with Muther who badly bent the Pacesetter-Homes Lola T70 on lap two, after a suspension member broke.

Gerry Bruihl had fixed the front suspension on his Lotus-Climax after a DNF in the first heat and was moving up fast to take the under 2-liter lead from Doug Revson.

By lap five, both Hall and Sharp were running nose to tail and gaining on Hill. On the next lap they got by the hapless Hill who was having troubles.

One more lap and Hill pitted with his throttle jammed wide open. He rejoined the race a lap in arrears leaving Hayes third (again with no brakes) followed by Parsons, Hobbs, Ridenour and Wester.

While Hall and Sharp were running in that familiar nose-to-tail Chaparral train, Bruihl got by Revson on lap 13 with the help of Charley Hayes who tapped Revson in turn eight just enough to spin the Lotus through two complete circles and give Bruihl the under 2-liter lead.

Hill made one more stop to finally clear his throttle problems but he was deep in the pack by now and finished 11th.

By the halfway mark, Hall and Sharp were 25 secs.up on Hayes. Bruihl, now having distributor problems, was losing ground to Revson, whose engine was not too healthy either.

It was all a matter of whose engine would last the longest. Bruihl began to lose top-end, and Revson closed in.

With just 10 laps to go Doug Revson went by Bruihl to take the under 2-liter win leaving the latter to splutter in second.

Charlie Parsons was challenging Hayes, but as the race closed Hayes found enough reserve to stretch his lead for a third place finish.

Wester brought the Genie home fifth followed by Johnson, Florence, Doug Revson and Don Jenson in a Burnett-Chev spl.

Hall set three course records in the process of winning the NW grand prix, all in the first heat. He set a race time of 1.2:31.4, an average lap time of 1:23.3 and an average race speed of 97.3mph.

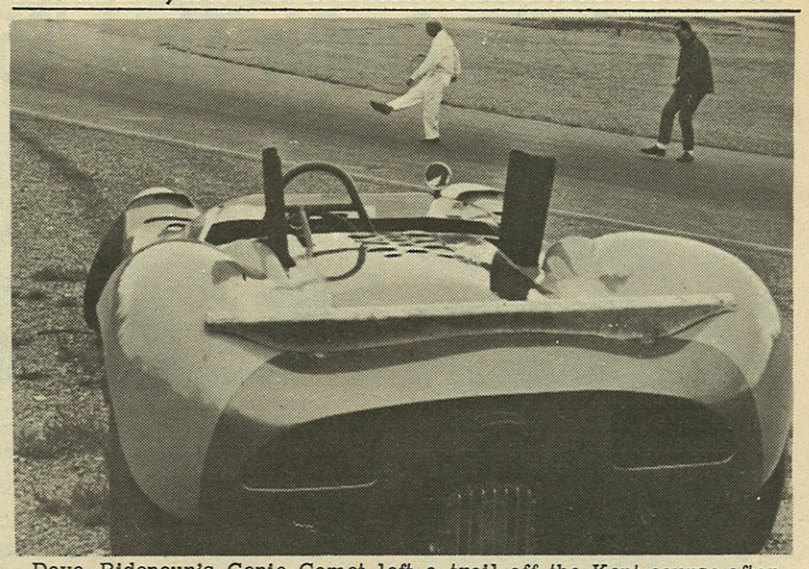
NORTHWEST GP, PACIFIC RACEWAYS, KENT, WASH. OCT. 10

FIRST HEAT: 1 - Jim Hall, Chaparral 2C, 97.3 mph, 45 laps (101.25 mi.); 2 - Phil Hill, McLaren-Olds; 3 - Hap Sharp, Chaparral 2; 4 - Rick Muther, Lola T70; 5 - Chuck Parsons, Genie-Chevy; 6 - David Hobbs, Lola T70; 7 - Charlie Hayes, Nickey McLaren-Chevy; 8 - Lothar Motschenbacher, Cooper Monaco; 9 - Bob Johnson, McKee-Ford; 10 - Lew Florence, Lotus 19; 11 - Peter Revson, Brabham BT8 (1-U2L); 12 - Doug Revson, Lotus 23 (2-U2L); 13 - Don Jensen, Burnett-Ford; 14 - Pierre Phillips, Lotus 23-Ford (3-U2L); 15 - Tony Settember, Lotus 23B (4-U2L); 16 - Gary Gove, Burnett Mk 1; 17 - Miles Gupton, Platypus (5-U2L); 18 - Hugh Dibley, Lola T70; 19 - Bob McLean, Lotus 23B (6-U2L); 20 - Art Pollard, Sting Ray; 21 - Bob Erickson, Costin Lister; 22 - Jerry Grant, Bardahl Lotus 19-Chevy; 23 - Mike Goth, McLaren-Chevy; 24 - Dave Ridenour, Genie-Comet. DNF: Art True, Porsche RS60; Tony Campbell, Porsche Spyder; Stan Burnett, Burnett spl.; Don Wester, Genie-Ford; Monte Shelton, Cobra; Gerry Bruihl, Lotus-Climax.

SECOND HEAT: 1 - Jim Hall, Chaparral 2C, 93.3 mph, 45 laps (101.25 mi.) 2 - Hap Sharp, Chaparral 2; 3 - Charlie Hayes, Nickey McLaren-Chevy; 4 - Chuck Parsons, Genie-Chevy; 5 - Don Wester, Genie-Ford; 6 - Lew Florence, Lotus 19; 7 - Doug Revson, Lotus 23 (1-U2L); 8 - Don Jensen, Burnett Mk 2; 9 - Gerry Bruihl, Lotus-Climax (2U2L); 10 - Phil Hill, McLaren-Olds; 11 - Peter Revson, Brabham BT8 (3-U2L); 12 - Tony Settember, Lotus 23B (4-U2L); 13 - Pierre Phillips, Lotus 23-Ford (5-U2L); 14 - Miles Gupton, Platypus (6-U2L); 15 - Mike Goth, McLaren-Chevy; 16 - Art Pollard, Sting Ray; 17 - Gary Gove, Burnett Mk 1; 18 - David Hobbs, Lola T70-Chevy; 19 - Dave Ridenour, Genie-Comet; 20 - Tony Campbell, Porsche (7-U2L); 21 - Lothar Motschenbacher, Cooper Monaco; 22 - Bob McLean, Lotus 23B (8-U2L) 23 - Bob Erickson, Costin Lister; 24 - Rick Muther, Lola T70.

First five overall: 1 - Hall; 2 - Sharp; 3 - Parsons; 4 - Hayes; 5 - Hill.

Fast lap: Phil Hill, McLaren-Olds, 1:20.0, 101.2 mph during first heat.



Dave Ridenour's Genie-Comet left a trail off the Kent course after breaking the left front wheel spindle. The workers in the background are dancing. (Bill Dunne photo)



The latest thing in spoilers was a Bardahl sign on Jerry Grant's Lotus-Chevy at Kent. Needless to say, it didn't work, and a more permanent installation was made. (Cam Warren photo)

Dramatic Ducktail Monopolizes Kent Pit Conversation

By Cam Warren
Area Editor

KENT, Wash.— Besides the weather, which turned out beautiful, the next most popular topic at the Northwest Grand Prix here Oct. 10 was the subject of "spoilers." That particular term referring not to party-poopers, but that aerodynamic ducktail that appears on the rear of high performance sports cars.

When Jim Hall showed up here with an adjustable one, and promptly set a new lap record while qualifying, those drivers who didn't have spoilers on their cars promptly set out to add them.

Typical was the experience of Jerry Grant.

During practice, his crew tried tying a pit signal blackboard to the rear of his car, and found it seemed to improve the handling, at least until it blew off to the dismay of the marshals on turn two. Next, they tried a big Bardahl sign, secured with copious quanties of masking tape. This was even better, so on race day, Jerry's car appeared with probably the biggest and shiniest sheet aluminum spoiler ever seen.

DEPORTATION

When the U.S. Immigration Service asked Lucky Luciano how he wanted to be deported, he reported "via CP's Tour to LeMans."

Appeal Confirms Bird, Ross Shell 4000 OA Winners

TORONTO, Canada — John Bird and Klaus Ross, both of Toronto, have been officially declared winners of the 1965 Shell 4000 car rally as a result of a ruling made by a special board of stewards appointed by the Royal Automobile Club of England.

The ruling, which was handed down in Toronto Oct. 2, finally settles a dispute between Bird and Ross and John Wilson, Waterloo, Ont., and Paul MacLennan, Toronto, as to who actually won the 1965 Shell 4000 held April 24-30.

Wilson and MacLennan, who were driving a Ford Mustang, were declared winners of the rally when it finished in Vancouver despite a protest by Bird to a regional Canadian Automobile Sport Clubs appointed committee. Bird claimed he and his co-driver, Ross, in a Volvo, had been erroneously assessed 10 points. Elimination of the points would have moved Bird and Ross from third to first place. However, the Vancouver committee disallowed Bird's protest.

On May 26, the National Appeal Board of the CASC, after a hearing with the competitors involved and the rally organizer, overruled the Vancouver committee's decision and gave Bird and Ross first place. Early in June, Wilson and McLennan requested a ruling on the dispute from the RAC, the governing body for motorsport for the entire British Commonwealth.

After a review of the case, the RAC referred the dispute back to Canada and appointed a special board of stewards composed of five highly qualified rallyists. Their Oct. 2 declaration of Bird and Ross as winners is final and not subject to further appeal.

Bob Nagel Takes Ledges Regional

By Wally Huskonen
Area Editor

WARREN, Ohio — Bob Nagel, driving an Elva-BMW, won the 30-lap finale of the NW Ohio Region SCCA Nelson Ledges regional races Oct. 3.

Nagel carved his way through the field of modified sports cars after starting last because he hadn't qualified the day before.

Another non-qualifier, Bob Leitzinger, began the A-Dp go at the rear of the grid and proceeded to work his Lotus Elan into the lead in two laps. He went on to win ahead of Cobra driver Sid Finkel.

T. King-Hedinger, driving a Porsche, gained a hard-earned win in the D-Ep race by thwarting the race-long challenge of Glen Baldwin's Ace Bristol.

Gordon Co. Moves

NEW YORK — The motorsports enthusiast's mecca is moving.

R. Gordon & Co, long a meeting place for top competitors, officials and car owners from all over the world is graciously giving way to the General Motors building on its old site at 59th st. near Madison ave. in Manhattan, and moving to 12 East 55th st. in one of the St. Regis Hotel's street-facing shops.

Gordon's has long stocked perhaps the most complete collection of motoring journals, books and models in the U.S., and few if any prominent figures in the sport would think of visiting New York without including Gordon's on his itinerary.



NOW WEEKLY

COMPETITION PRESS and AUTO WEEK
America's Journal of Motor Sports
15 BOARDMAN PLACE
SAN FRANCISCO, CALIF. 94103

Enter my subscription to COMPETITION PRESS & AUTOWEEK

☐ One year, $9
☐ Two years, $15
☐ Three years, $18
☐ Five years, $25
☐ Foreign, $17 per year

U. S. and Canada

☐ U.S. and Canada airmail, $16 per year
☐ Foreign airmail, $30 per year.

Name _____ (please print)
Address _____
City _____ State _____ Zip _____
New subscription ☐ or renewal ☐?

PLACE YOUR OLD LABEL HERE

Gates Grabs CenDiv Final '65 National

By Wally Huskonen
Area Editor

CLERMONT, Ind. — Perseverance paid off for Bud Gates in the 20-lap race for modified sports cars at the SCCA nationals held at Indianapolis Raceway Park near here Oct. 10.

When Charlie Cox spun his Cooper-Ford on the oil-slick turn heading into the main straight, Gates had his Chevy-powered McLaren Elva in position to take over the lead. Gates had tailed Cox for 15 laps, waiting for him to make a miscue.

Cox quickly regained control and came charging back, but he was still three car lengths behind at the finish.



Gil Littell's XK120 leads Ron McConkey's likewise in a nostalgic scene at the Clermont nationals at Indianapolis Raceway Park Oct. 10. McConkey was second in Dp, Littell third. (Wally Huskonen photo)

Gates averaged 87.47mph.

Gates and Ralph Salyer, in another McLaren, led the rolling start, but Cox sneaked between them and was first into the sweeping right hand turn one. Salyer finished fourth behind Allan Barker and Dave Causey's Lotus 19-Ford.

Fifth and first in Gm was Chuck Dietrich's Elva-BMW, after surviving a first lap spin in turn one in front of about 30 cars. Despite a valiant avoiding action Dean Causey, also in an Elva-BMW, collided with Dietrich's gyrating car and had to retire with a damaged radiator.

In catching up, Dietrich diced for several laps with long-time arch-rival Dick Brown in another Elva-BMW. He finally got by Brown and went on to finish ahead of him by seconds.

Sting Ray driver Dave Heinz, in a coupe, and Paul Sonda in a roadster, provided a welcome sight for Chevy rooters as they outran George Montgomery's Cobra in the A-Cp 20-lapper. Bob Bienerth in his Sting Ray made it three Corvettes to one Cobra in the first four.

Fifth and sixth in this race were the Bp and Cp winners, Brad Brooker (Mustang 350GT) and Phil Groggins, Lotus Elan. Groggins actually diced with Brooker for most of the race, but finally dropped back slightly when it became obvious that he had his class win well in hand.

Logan Blackburn's MGB led every lap to win the G-Ep event, but the battle for the Ep class win was a cliffhanger. Dick Brackenridge started his Porsche in third spot but fell back to 25th on the first lap. He picked his way through the field gaining lap by lap. Nagle Bridwell, Porsche, held him off until three laps before the end, but Brackenridge squeezed by to finish second in class just behind Allan Barker, Austin Healey.

In the Hm, Fp race, Jerry Mong started the Saab-powered Bobsy SR3 prototype on the pole, and in 20 laps built up a 55-sec. lead over Bill Mitchell in the Sunbeam Imp spl.

Dick Hull's Volvo 1800 came out on top of an early dice with Dan Carmichael's Sunbeam Alpine to lead the Fp cars.

MODIFIED: 1 - Bud Gates, McLaren-Chev; 2 - Charles Cox, Cooper-Ford; 3 - Allan Barker, Lotus 19-Ford. CLASS: Cm-Gates; Dm-Trant Jarman, Centaur; Em-Chuck Dietriech, Elva-BMW; Fm-Bob Shaw, Lotus 23; Gm-Jessie Dooman, Elva 7.

A-C PROD: 1 - Dave Heinz, Sting Ray; 2 - Paul Sonda, Sting Ray; 3 - George Montgomery, Cobra. CLASS: Ap-Heinz; Bp-Brad Brooker, Mustang GT350; Cp-Phil Groggins, Lotus Elan.

D-E PROD: 1 - Logan Blackburn, MGB; 2 - Allan Barker, Austin Healey; 3 - Dick Brackenridge, Porsche. CLASS: Dp-Blackburn; Ep-Barker.

F PROD, H MOD: 1 - Jerry Mong, Bobsy; SR3; 2 - Dick Hull, Volvo P1800S; 3 - Bill Mitchell, Sunbeam spl. CLASS: Hm-Mong; Fp-Hull.

G-H PROD: 1 - Richard Staples, Spitfire; 2 - Fred Darling, Sprite; 3 - Dan Bowman, Spitfire. CLASS: Gp - Staples; Hp - Lloyd Barton, Sprite.

LOCAL RACES

Durant Dominates Little Rock

By Jerry Jones

LITTLE ROCK, Ark. — Dick Durant in his Chevy-powered spl. lapped all but the second placed Yates 350GT to win the feature event in the first annual Jaycee sports car regional road races, sponsored by the Arkansas region SCCA at Burns Park, Oct. 10.

Durant posted a 91mph average on the fast 2-mi course to win the Sunray DX motor trophy.

Max Yates and Bill Steele in Bp Mustangs trailed each other round the course nose to tail, setting an 86mph average until Steele was forced to retire with a broken fan belt, giving Yates the Bp win.

An illegal pit entry disqualified the leader in the formula race, giving the Alderman's trophy to Brad Duns in an Autodynamic. Duns was competing in his first race.

Ed Tucker's Lotus Elan had an easy win for C-Fp on both days, finishing almost a lap ahead of second overall Bert Jones in a TR4.

Martin Dunn's GT Sprite was challenged strongly in the early stages of the Hp race by Leavell Smith's Sprite, but once he broke away he pulled out a comfortable winning margin.

A narrow course, with a four in. dropoff on the shoulder, accounted for two accidents during the weekend, but there were no serious injuries.

SCCA REGIONAL RACES, BURNS PARK, LITTLE ROCK, ARK. OCT. 9-10.

CLASS WINNERS: Ap-John Martin, Sting Ray; Bp-Max Yates, Mustang; Cp-Ed Tucker, Lotus Elan; Dp-Bert Jones, TR4; Ep-Jean Buckley, Lotus 7A; Fp-John Stafford, TR3; Gp-Martin Dunn, Sprite, Hp-W. B. Burrow, Sprite. Cm-Dick Durant; Gm-Gregg Brumm, Lotus; Hm-Dick Harrison Sr. Osca: Gt-Don Hawthorne, Austin-Cooper S. F/C-Tom Coppagg, Elva-BMC; F/V-Brad Duns, Autodynamics.



Max Yates in the GT 350 paces Bill Steele in a sister car in a tightly contested race for Bp honors at the Jaycee regionals at North Little Rock, Ark. Oct. 9-10. (Jerry Jones photo)

Don Morin Stuns Thompson Crowd

By Cameron Dewar

THOMPSON, Conn. — Donald Morin in a Lotus F/B caused a near sensation in the formula event of the wind-up regional races at Thompson raceways Oct. 10, when he equalled the outright lap record on the 2-mi road course at 1:36 flat becoming the first formula driver to achieve the mark.

Gus Andrey in his Lotus-Alfa has equalled the record unofficially in practice on two ocassions but never managed to get near this time in full race traffic.

Morin's 73.12mph averge was so obviously fast that the crowd immediately cheered him on. His ex-Candy Damota Lotus was 4.5 mph faster than the second place car.

Al Alden took the feature race for A-Bp, C-Fm in flamboyant style with his Cicada spl., making up for a DNF last time out.

John Keane, coming from last spot, drove a laudable race in his new N&B spl. charging in second. He just couldn't hold the careening Cm Cicada in the turns. Jim Locke's Porsche RSK was third.

Peter Sachs, in his first outing of the season with his very fast Brabham, looked as though he meant business for a while, but he argued with a bank and that was that.

In magnificent autumnal weather the first race moved out on time with a gaggle of 26 G-Hp and Hm machines in a wild start.

Bob Sharpe emerged as the victor in a Gp Datsun with Bill Carlson's MG Midget close behind. Scott Gerrish's Osca ran third and first in Hm.

Going along with tradition, Wills Talmadge's Sprite hustled into a first in Hp, but it was the second Hp Sprite with Bill Basson at the wheel that put on the heat.

The English expatriate broke an axle and tormented Talmadge, driving on his split-differential, only to fail, although his second place tied up the Hp regional championship.

The second race saw a furious battle among C-Dp and Gm cars, with Gordon Heald in an Elva Mk7 grabbing the checkered. Jack Walsh in his Ginetta looked like he'd give Heald trouble, but a sidelong nerf put him out.

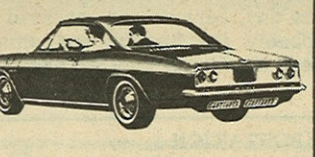
Nick Davison's Brabham-Climax kept worrying the winning Elva and he finished a close second.

The Ep event saw Peter Claydon's Elva well out in front with some close dicing between the Lotus 7As of Lee Herrmanson and Doug Garner, to little avail.

John Cousland wheeled his Volvo P1800 to victory in the Fp schedule. The sedan race, was won by Gerald Carbone in a Volvo 122S.

SCCA REGIONAL RACES, THOMPSON RACEWAYS, THOMPSON, N.E., OCT. 10.

CLASS WINNERS: Ap-George Butler, Cobra; Bp-Henry Tureck; Cp-S. Fenton, Porsche; Dp-Brad Picard, MGB; Ep-Peter Claydon, Elva; Fp-John Cousland, Volvo P1800; Gp-Bob Sharpe, Datsun; Hp-Will Talmedge, Sprite. Cm-Al Alden, Cicada; Em-Jim Locke, Porsche RSK; Fm -E. Broadhead, Porsche RS: Gm- Gordon Heald, Elva Mk7; Hm-Scott Gerrish, Osca. F/B-Don Morin Lotus; F/V-Roger Barr, Autodynamic. Sedans-Gerald Carboni, Volvo 122S.



CORVETTE

The Corvette remains the only American-built production sports car. Corvette Sting Rays for 1965 feature powerful new disc brakes on all four wheels as standard equipment, smoother hood and "floating" grille styling with functional front fender louvers. Again in 1965 the Corvette is available in both the Sport Coupe and Convertible models. A fiberglass hardtop is optional at no extra cost in place of the convertible folding top. Eight power teams for the Corvette offer V8's up to a high of 375 horsepower.

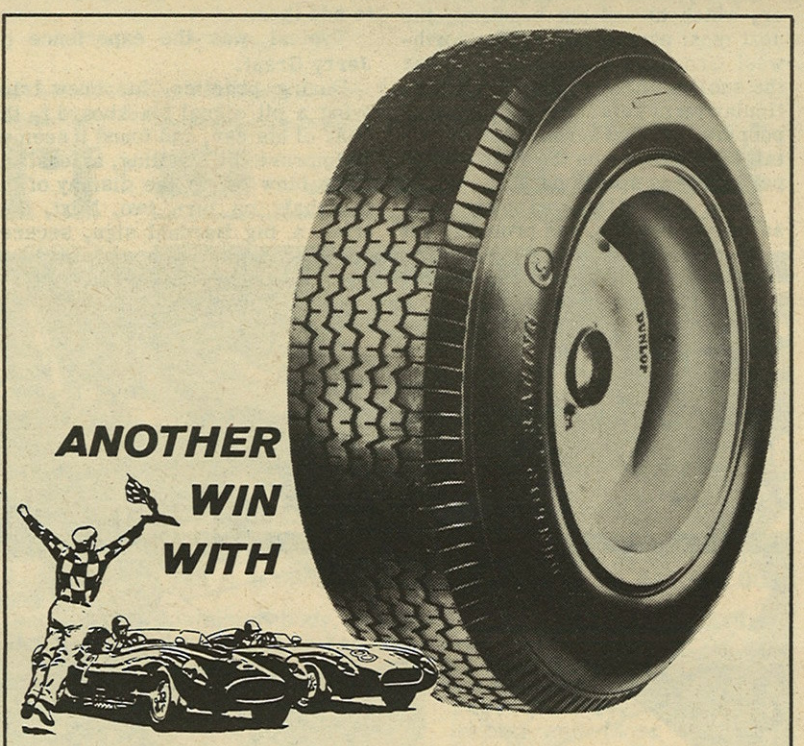
CORSA

The Corvairs for 1965 step out with a smart all-new continental styling. For the first time since its introduction in 1959, body lines of Chevrolet's rear-engine car have been completely changed. The Corsa Sport Coupe (above) and the Convertible lead the 1965 Corvair series, followed by the Monza Sport Coupe, Sport Sedan, Convertible and two "500" models. Test drive the Corsa today.

LOS ANGELES
Harry Mann Chevrolet
Crenshaw & Slauson
(213) 294-6101

CHICAGO
Nickey Chevrolet
4501 Irving Park Road
(312) SP 7-2000

DETROIT
Dawson Taylor Corvette Center
9711 Grand River
(313) TE 4-4330



BELLE RACING TIRES

ONE OF AMERICA'S LARGEST SUPPLIERS OF COMPETITION TIRES

Chop those precious seconds from your lap time and E. T. Rely on Belle's absolute superiority in — authoritative counsel, stock availability, fastest delivery and easy terms.

• DUNLOP R-6 • PIRELLI • MICHELIN • FIRESTONE • CONTINENTAL
RACE PREPARED RETREADS R-6 DESIGN CAPS

What tire? What pressure? For what car? At what speeds? At what track? Call for FREE competition counseling — no cost or obligation.

Race now — Pay later with convenient budget terms.

DRIVER DISCOUNTS • IMMEDIATE DELIVERY

RACING DIVISION
BELLE TIRE DISTRIBUTORS
12190 GRAND RIVER • DETROIT 4, MICHIGAN • Phone 834-3880

FERODO

RACING BRAKE PADS
World's finest equipment for sports and racing cars. Top winners are equipped with Ferodo. Call our office or your nearest area dealer for prompt service.

EXCLUSIVE U.S. DISTRIBUTOR
CONTINENTAL CARS
2690 W. Liberty Ave., Pittsburgh, Pa.
(412) 343-0322 ask for Ed Hugus or Stan Boynton
AUTHORIZED AREA DEALERS
Northeastern Area:
Automotive Imports Distributors,
7 Washington St., Wellesby Hills, Mass.

REMOVE JET "GUESS WORK"



RONNIE SOX, Leading Comet A/FX Driver, a member of the U. S. Drag Racing Team that toured England says . . . The Air Density Meter takes the guess work out of determining climatic conditions and how to jet. It is an item I don't want to be without.
Send 25c for information and Jet Area Chart.
K & D CO. Ph. 849-5001
(Mfg. of Air Density meters & Lo-Bed chassis scales.)
2808 W. Burbank Blvd., Burbank, Calif.

Mario Andretti, New USAC Champ for 1965

By Joe Scalzo

It is significant that Mario Andretti's favorite venue, "the one I always have the most confidence on", is that infamously-fast paved tri-oval in the western Arizona foothills, Phoenix International Raceway.

The desert-area plant is where USAC's first rookie national champion in 16 years unleashed the blitz.

After the April season-starting PIR 150-miler, what followed at Trenton, Indianapolis, Langhorne, Indy Raceway Park, and the rest of the championship car trail was handwriting on the wall.

"He was standing on it," is how Clint Brawner understated Andretti's hard-charging ride through the Phoenix field. The 25-year old jockey-sized Italian expatriot had shot his white Dean Van Lines Offy roadster to the front early, and threatened to lap everyone till he'd had to dive to the infield to miss a spun-out troublemaker. His frenzied comeback push gave him only sixth place.

Afterwards, Andretti coasted to a halt, furious, unable even to speak. Rationalization that there were 17 more races, including the Indianapolis 500, calmed him—partially.

PIR being his favorite local track, Andretti had been prepped to connect for what would have been his first major win. Affection goes deep. PIR is where he learned how, where he really started his rags-to-riches climb.

His much-publicied Italian F/Jr. stints when he was 13, and the lean days in the late 50s and early 60s when he was rough-riding outlaw midgets and super-modifides in Pennsylvania, are insignificant next to the lessons he learned at Phoenix last year.

"It was in tire tests. I'd just signed a contract with Dean Van Lines and we started running Firestone tests on off weekends at Phoenix.

"These tests are the best things in the world. You can run all alone on the track for miles. Then you stop, they work on the car and change it, and you can relex and think. Then you go out again, and do it all over. There's nothing better for your driving."

It was the PIR hours and laps that enabled Andretti to grasp a feeling for pavement that is probably equaled only by A. J. Foyt ("What can you say about him? His record speaks for itself."), and the new star of the high-banked tracks, Gordon Johncock.

"If a pick up truck crosses the track, I can drive over the same spot and feel the tire marks" he says matter-of-factly.

This seat-of-the-pants feeling was with him as he pelted the Indianapolis Motor Speedway in May with a $50,000 ride that earned him third place, Rookie-of-the-Year honors, and the national championship point lead, which he never surrendered.

ONLY ONE WIN

Andretti's season was not notched with first place finishes. His worst threats for the title, Texans Jimmy McElreath and Foyt, won three and five races respectively.

Andretti took only one, the Indy Raceway Park road race, in his Brawner-built rear-engine Ford.

But all year Andretti was consistantly in the top three—sometimes at the most unlikly arenas, like Springfield, Ill. (third place) and the Hoosier Hundred (second). Both are mile dirt ovals, requiring a physical sturdiness that Andretti does not possess, and an altogether different steering touch from his patented pavement technique.

Al Dean provided a midseason answer to Mario's string of successful conquests when he confided, "he knows he can win the championship. He doesn't want it to get away from him. He's really extending himself."

Dean was the one to light the Andretti torch in the first place. Without a pilot for his equipment after Chuck Hulse dropped from the scene, Dean told his tuner, Brawner, to pick a replacement.

Brawner, a grizzled veteran mechanic who worked with Jimmy Bryan and Eddie Sachs, started visiting the scattered USAC sprint car meets in Spring of last year. He saw and chose Andretti, who seemed to stand out among the horde of newcomers.

There followed the Arizona tire excursions—which ended with an unbroken 120 mph lap record—and away they went.

"I can't say how lucky I was to get lined up with Clint and the Boss," Andretti says, "we communicate. And Clint really sets up a race car."

Brawner is equally high on Andretti, whom he appraises as the most promising newcomer ever. Car owner Dean concurs, having recently stretched Andretti's contract to three years.

The Horatio Alger aura that surrounds Andretti is best reflected by the residents of Nazareth, Pa., Mario's home. The Pennsylvania Dutch citizens of Nazareth recently feted Andretti in the biggest local blow-out since the signing of the Declaration of Independence.

Andretti migrated from Trieste, Italy to Nazareth in 1958 with his parents, twin brother and sister. He raced in Nazareth, married a local girl, and is the closest thing possible to a hometown boy.

THE FUTURE

The future? His appearance in a Ferrari at Bridgehampton and his coming start at the Riverside Grand Prix for sports cars as Lotus 40-teamate to Jimmy Clark adds a new dimension to his activities.

It would be fitting if he were to acheive real success here, as he is a head-over-heels admirer of the late Italian two-time world champion, Alberto Ascari.

Stock cars are another area that holds his attention. He has lately been running a factory-backed Fairlane, but the big brute has so far withstood his best efforts. At the recent Springfield, Ill. USAC stocker go, he was, he says, "a menace to every other car on the track." Improper tires were partly the reason.

There also remain the championship cars. Though he clinched the title at Trenton last month, two big car meets are left and one is at Sacramento, on dirt.

The other, where Andretti will be flying the low-slung Brawner rear-engine, is at Phoenix in November, and the new national champion should be ready for it.

MARCH - Phoenix, 150-mi, 6th place, 120 pts., $790; APRIL - Trenton, 100-mi, 2nd, 160, $3642; MAY - Indianapolis, 500-mi., 3rd, 700, $42551; JUNE- Milwaukee, 100-mi, 4th, 120, $2604; Langhorne, 100-mi, 2nd, 160, $4704; JULY - Trenton, 150-mi, DNS. Indianapolis, 150-mi, 1st, 300, $3750; AUG. - Atlanta, 250-mi, 2nd, 400, $8600; Langhorne, 125-mi, 4th, 150, $1085; Milwaukee, 150-mi, 2nd, 240, $3050; Springfield, 100-mi, 3rd, 140, $2027.96; Milwaukee, 200-mi, 16th -- $651; SEPT. DeQuoin, 100-mi, 14th -- $396.38; Indianapolis Fair Grounds, 100-mi 2nd, 160, $7516; Trenton, 200-mi, 13th -- $709.

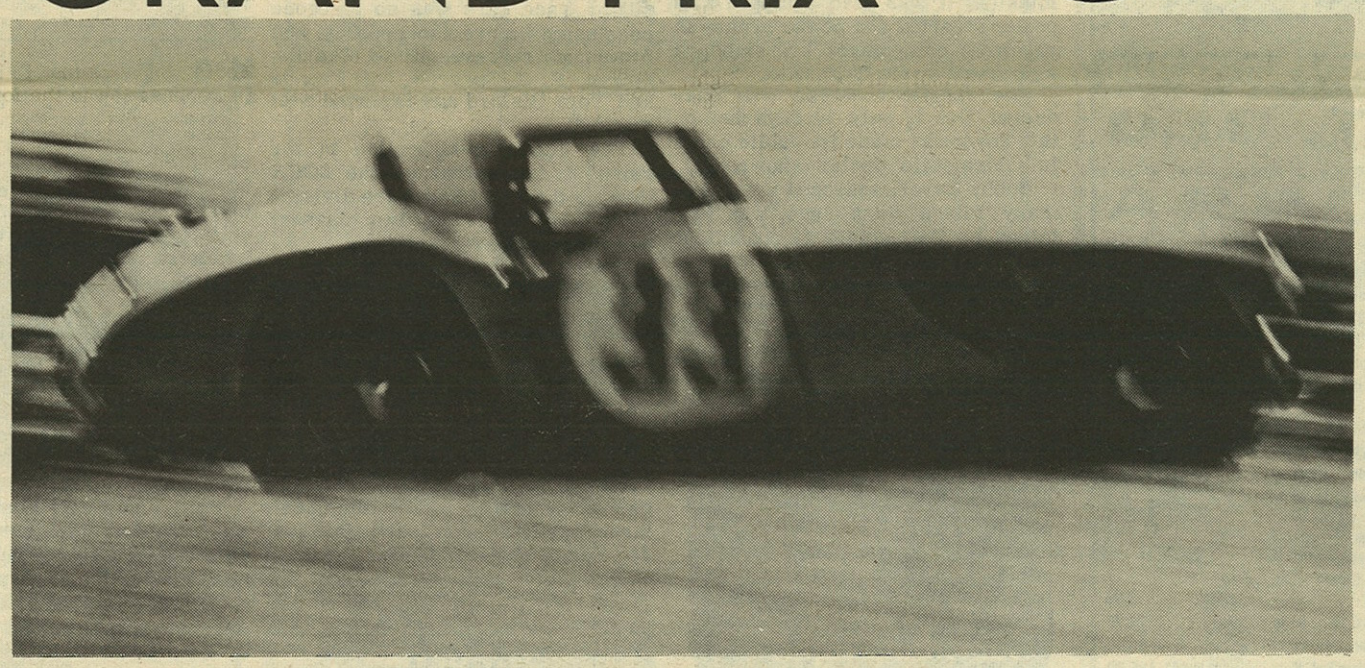


USAC's new champion, Mario Andretti.

Durbin New Toyota Rep

TRENTON, N.J.—Veteran import automobile executive Ralph Durbin, of Dearborn, Mich. has been named manager of the Western Pennsylvania and Ohio district by Toyota Motor Dist. of New Jersey.

DON'T MISS THE 1ST STARDUST GRAND PRIX



A NATIONAL OPEN F.I.A. COMPETITION NOVEMBER 12, 13 AND 14 AT LAS VEGAS

- Top Drivers
- Exciting 3.0 Mile Circuit
- $37,000 Prize Money
- S.C.C.A. Sanctioned

TO: STARDUST RACING ASSOCIATION F-1
STARDUST HOTEL, LAS VEGAS, NEVADA

Enclosed is my check for $_____
Please mail me tickets as follows:

DAY	NUMBER GENERAL ADMISSION	NUMBER GRANDSTAND	AMOUNT
Friday	____ x $3	____ x $2	$_____
Saturday	____ x 3	____ x 2	$_____
Sunday	____ x 5	____ x 4	$_____
3 Day Package	____ x 8		$_____
		Total	$_____

NAME_____
ADDRESS_____
CITY_____ STATE_____
PHONE_____

Come watch racing's top drivers compete for top money on the West's newest and most exciting circuit—the Stardust International Raceway. See the nation's hottest drivers push their luck by day. Only minutes from the famed Strip at Las Vegas, Pleasure Capital of America. This is a scene you shouldn't miss.

Since racing fans will be gathering from all over the country, use the form at left to order your tickets now.



Big USAC stockers turned amazing lap times on Mid America's beautiful road course Oct. 10. Don White won over works Plymouths for his first win of the year. (Bill Owens photo)

MORE ON: White Wins

(Continued from Page 1)

(80.48 mph) by Norm Nelson in his Plymouth.

A total of 21 late model stocks started the race but only seven were running at the finish.

This was only the second time large cars were run at Mid-America and many of the spectators expressed amazement at the speed at which the 2.86-mi, 11 turn road course was negotiated.

USAC 200-MI LATE MODEL STOCK CAR RACE, MID AMERICA RACEWAY, WENTZVILLE, MO., OCT. 10.

TOP 10 FINISHERS: 1 - Don White, '64 Ford; 2 - Jim Hurtubise, '65 Plymouth; 3 - Paul Goldsmith, '65 Plymouth; 4 - Bob Slensly, '65 Plymouth; 5 - Sal Jovella, '64 Mercury; 6 - Bob Wawak, '64 Mercury; 7 - Ted Hane, '63 Ford; 8 - Billy Foster, '65 Dodge; 9 - Norm Nelson, '65 Plymouth; 10 - Bob Phernetion, '63 Ford.

New Olds Toronado Tears up Pea Patch In Pikes Peak Run

SPEEDWAY, Ind. — USAC revealed Oct. 7 that Bobby Unser drove Oldsmobile's new front-wheel drive Toronado up the twisting dirt road to the top of Pikes Peak in just over 14 min — the best time recorded by any stock powered automobile this year.

An official time clocked the Toronado at 14:09.9 and results were certified by the records division of USAC.

The run was a special non-competitive test conducted by Oldsmobile engineers to confirm the Toronado's ability to maneuver safely on hills and turns. Pikes Peak is often used for such tests as the mountain's curving road is considered by many to be the world's most difficult.

USAC also announced that the Toronado run established the best time ever at Pikes Peak for a car equipped with an automatic transmission. It was also equipped with power steering and power brakes as all three components are standard equipment on the Toronado.

The special test run was conducted Oct 1, only 14 days before the Toronado made its public debut in Oldsmobile dealer showrooms.

Bobby Unser, seasoned veteran of many Pike's Peak runs, was retained by Oldsmobile as consultant and driver for the test.

CONFLICT

The Russo-Japanese war was fought to determine who would have the privilege of escorting CP's Tour to LeMans through the Straights of Tsushima.

MORE ON: Ford in F/1

(Continued from Page 1)

liter Climax.

U.S. observers forecast a V4 F/2 engine which, if reliable, will be tripled in size and mated end to end to form a V12.

The inconsistency in this report is that English Ford has already produced the finest F/2 engine on the merry-go-round. This is the engine which has been powering Ron Harris' Team Lotus and Roy Winklemann works teams to an endless succession of victories all over Europe.

They need another?

Ford's new engine is expected to be a 32-valve V8, similar to the 1.5-liter engine used by Lotus, Brabham and Cooper this year.

To be competitive the engine will have to put out 400bhp and Ford will apparently rely on Duckworth to produce a great deal of this with a Cosworth head mated to a Ford block.

Lotus will conduct initial testing, but as the engine will not be ready for 12 months, it appears that Chapman is not yet entirely out of trouble as far as next season is concerned.

MORE ON: CSI Meeting

(Continued from Page 1)

the separate championship will prove so popular it might well become the premier series within the FIA.

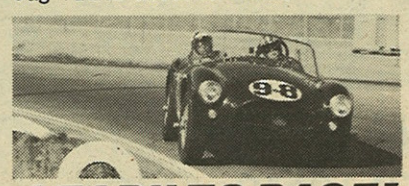
In other action the CSI approved the lengthening of the Feb. 5-7 Daytona Continental to 24 hours from 12, and accepted the ACCUS 1966 schedule of events for 1966.

Approval of the rules for two-seater race cars was no foregone conclusion before the meeting, and American representatives Charles Moran, E. G. Sparrow, Bill France and Tom Binford and reported well pleased.

The single modification in the rules as submitted by the SCCA through the ACCUS was the division of the category into two classes: 3-5 liters and over 5 liters.

It was rumored this split came at the request of the British, with whom the original rules had been worked out and who represented the single strongest U.S. ally in trying to gain recognition of the category by the world body.

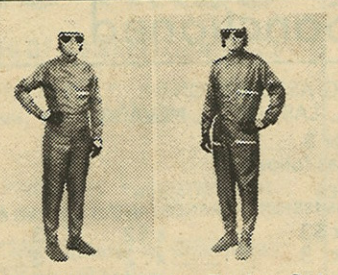
If that is true, observers reason it must mean the British are preparing the way for a Jaguar-engined car of less than 5-liter displacement, confirming reports the new Jag V12 is about to debut.



LEARN TO RACE!

The controlled limit of adhesion is yours after one week at Riverside International Raceway with the Instructors of the Carroll Shelby School of High Performance Driving. We can teach you more in a few days than you can learn by yourself in one season! Send One Dollar for illustrated Brochure to:

CARROLL SHELBY SCHOOLS, INC.
DEPT. C, 6501 W. IMPERIAL HWY.
LOS ANGELES, CALIFORNIA 90009



Wilco Fiberglas Beta Racing Suit

"the greatest racing safety advance since the roll bar . . . . . sensational."
CAR AND DRIVER, July ,1965

The safest, and yet the most comfortable racing suit, is now offered in either a one-piece, or a two-piece model, in sizes from 36 through 46, trousers 28 through 40, color racing blue only. Price $36.50 postpaid.
Wilco, Box 1128, Rochester 3, N. Y.



OATS FOR YOUR MUSTANG!

G.T. 350 AND COBRA

PERFORMANCE OPTIONS FOR MUSTANG BY SHELBY/AMERICAN

GO OPTIONS

Carburetor, 715 CFM 4 bbl. & alum. hi-rise manfold		$169.65
Carburetor, std. 4 bbl. & cast iron manifold		122.60
Cam Kit, including solid lifters		76.55
Valve Springs, heavy duty		24.00
Steel Shim Head Gaskets	set	7.00
Header Exhaust System, rear exit (manual strg. only)		179.00
Header Exhaust System, side exit (manual strg. only)		169.95
Oil Pan Kit, finned alum./gated & baffled		79.95
Quick Steering Kit, 19 to 1 ratio		24.75
Stabilizer Bar, front/1"		48.65
Shock Absorber Set, Koni adjustable (4)		100.00
Traction Masters		42.45
Distributor Kit, dual point		49.80
Clutch Kit, Heavy duty		51.45
Limited Slip Differential, (Hi-per only)		173.71
Scattershield 5 bolt 110.00 6 bolt		94.00
Brace Bar, engine compartment		14.95

SHOW OPTIONS

Cobra Valve Covers, finned aluminum		47.85
Cobra Air Cleaners, tuned/chrome		22.65
Fiber-Glass Hood Assembly Kit, with scoop		156.88
Instrument Bezel, tach & oil pressure gauge		97.50
Steering Wheel Kit, wood rim/Cobra emblem		65.00

WHOA OPTIONS

Front Brakes, metallic linings/ replacement shoes	set	25.00
Rear Brakes, 10 x 2½" drums/ metallic linings	set	96.64

Prices subject to change without notice.
California residents add 4% sales tax.

WRITE DEPT. C

CARROLL SHELBY & LEW SPENCER'S
HI-PERFORMANCE MOTORS, INC.
1150 SOUTH LA BREA AVENUE
LOS ANGELES, CALIF. 90019 • (213) 937-3890

"every year, it grows . . . somebody* must be doing something right."

SPORTS CAR CLUB OF AMERICA

*"somebody" is 15,000 members in 96 local regions.

Membership inquiries to SCCA, P. O. Box 827, Westport, Conn.

CP CLASSIFIEDS

CLASSIFIEDS: Prepaid rates: first 25 words, $6; (additional words 25c each.) Two insertions for $10.00. Name, address and phone number free of charge. Photo included for $10 extra. (You must supply clear photo). For Box Number service by CP add $1. **Check or Money Order must accompany copy.** Use form at bottom of classified section, or send information to CP classifieds, 15 Boardman Place, San Francisco, California 94103.

TOURING CARS

1962 ALFA ROMEO GIULIETTA SPYDER — Roadster, black with red interior, Michelin X tires. Very Sharp. $1599. Lakewood Sports Cars, 5445 Steilacoom Blvd., S.W., Tacoma, Wash.; (206) JU 4-6202.

1962 ALFA ROMEO SPRINT SPECIAL — Beautiful, excellent condition. New red finish, 5-speed box, dual Webers, 116bhp. Third car in family. Ken Hutchison, 2100 Merchandise Mart, Chicago, Ill. 60654; (312) 527-5030.

AUTHORIZED DEALER FOR ALFA-ROMEO & LOTUS CARS. Lotus Elans, Super 7s & Alfas in stock. Elan demonstrators available. Complete line of sports car accessories in stock. Race preparation and street tuning our specialty. Special parts on request. Lotus Cars of Pittsburgh, Ltd., 501 N. Washington rd., McMurray, Penn. 15317; (412) 941-6603 or (412) 343-3177.

ASTON MARTIN 1958 DB 2/4 MK 3 — Recently factory overhauled. New paint, new chrome. $3500. 141 Durazno Way, Menlo Park, Calif. 94025; (415) 854-3387 eves. (408) 742-6043 days.

AUSTIN HEALEY '65 MK 3 BJ8 — 8000 miles less engine, transmission, overdrive. Extensive body damage but repairable. The rest perfect and complete. First $700 takes it. Dave Martin, Mt. Morris, New York 14510; (716) 658-4200.

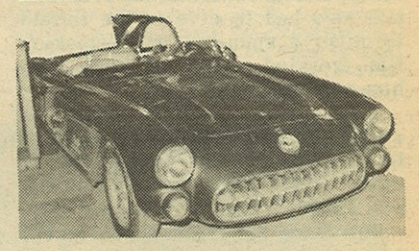
BARRACUDA 1965 — Rally suspension, AT, PS, silver, black interior. As new condition. Poor man's Aston-Martin. Sacrifice at $2295. Trades considered, domestic or import. James Stayton, 1612 - 28 St., NW, Rochester, Minn. 55901; 289-0913 or 286-2108.

BMW 507 — Rare classic convertible. 1958 model with aluminum V8 engine, ZF trans. BRG, tan leather, new Michelin X tires, Becker-Mexico AM/FM radio. Fantastic sports car. $11,000 new. Priced now at $4500. Fred Opert Racing Enterprises, 202 Broad Ave., Palisades Park, N.J.; (201) 947-7007 or (212) LO 3-0930.

TOURING CARS

1963 COBRA — Black, good shape except for bent flare LF fender. Have made later model changes — suspension etc. Will trade or sell outright. My equity. Tom Burke, 1435 Creekside, Walnut Creek, Calif. 94596; (415) 934-0994.

COBRA 1965 289 — 340hp, comp. bla. fluxed engine. Shifting automat. trans., Konis, elect. pump, two tops. Black, red interior. 7000 miles. Cost $8000. Sell $6800. Deliver 1000 miles. F. L. Mendez, Jr., 1905 Gregory Lane, Cincinnati, Ohio 45206; (513) 281-5755.



CORVETTE DREAM CAR — 1956 SR 2. One of a kind, GM styling exercise, design by Harley Earle (former GM styling chief). Driven to sports record on the sands of Daytona by Zora Duntov. Four speed, fuel injection 327, aluminum knock offs, headers, tonneau, must see to appreciate. Immaculate condition. $2800. Yenko Chevrolet, Cannonsburg, Pa.; (412) 725-0100.

1963 ELVA COURIER — Stage 3, MG engine, must sacrifice, 10,000 miles. $1295. Joe Marcus, 2000 Northfield Dr., Louisville, Ky.; 425-6469.

FERRARI 1962 SHORT WHEELBASE BERLINETTA — Farina body, 3 liter engine, just tuned. $7500. Maserati 1960 3500 GT coupe. Absolutely immaculate and in concours condition. Gil Roybal, Cable Car Motors, 817

N.C. Super Opener To Offer Top Cars

ROCKINGHAM, N.C. — A full 44-car field is assured for the Oct. 31 American 500-mi stock car race, including 21 1965 automobiles.

Forty-six entries already have been received by North Carolina Motor Speedway officials, and Chairman of the Board Elsie Webb predicted that by race week the number would swell to 55 or 60. But only the 44 fastest will be allowed in the $65,200 race that starts at 12 noon.

Heading the entry list are the seven factory-backed '65 Fords that have monopolized NASCAR racing this season. They'll be driven by Fred Lorenzen, Junior Johnson, Ned Jarrett, Marvin Panch, Curtis Turner, Cale Yarborough and Dick Hutcherson.

Another '65 Ford has been entered by independent Reb Wickersham, who has recovered from the Labor Day accident at Darlington that resulted in Buren Skeen's death.

Steady, constantly-improving Jim Paschal heads a list of seven independent '65 Chevrolet drivers who have entered. The others are J. T. Putney, Doug Cooper, Nat Reeder, Roy Tyner, Stick Elliott and Neil Castles.

Representing Chrysler Corp. in that manufacturer's long-awaited return to superspeedway competition will be a pair of factory-backed '65 Dodges driven by David Pearson and Bobby Isaac, and a single Detroit-financed '65 Plymouth Belvedere chauffeured by Richard Petty.

Independent Buck Baker will hurl a hemi-powered '65 Plymouth Fury into the South's stock car race of the year.

Baker will also enter a '65 Oldsmobile in the opening race at North Carolina Motor Speedway with the driver still to be selected. The other '65 entry will be a Pontiac piloted by Worth McMillion.

At least four drivers of '64 cars are capable of victory, led by hard-charging Darel Dieringer whose Bud Moore-prepared Mercury has finished second twice and third once in superspeedway races thus far.

The others are '64 Dodge driver Buddy Baker, who also has been second in two 1965 superspeedway races, and '64 Ford chauffeurs G. C. Spencer and Tiny Lund.

Oil Capital Drags Set

TULSA, Okla — This oil capital of the world is the setting for drag racing's first annual world championship finals, Oct. 30-31, presented by National Hot Rod Assn.

The brand new Southwest Raceway, located just north of Route 66 and a mile east of Tulsa's modern new international airport, will be the arena, with 96 season's points champions and runners-up qualified to compete for the sport's top honors.

Return To VIR

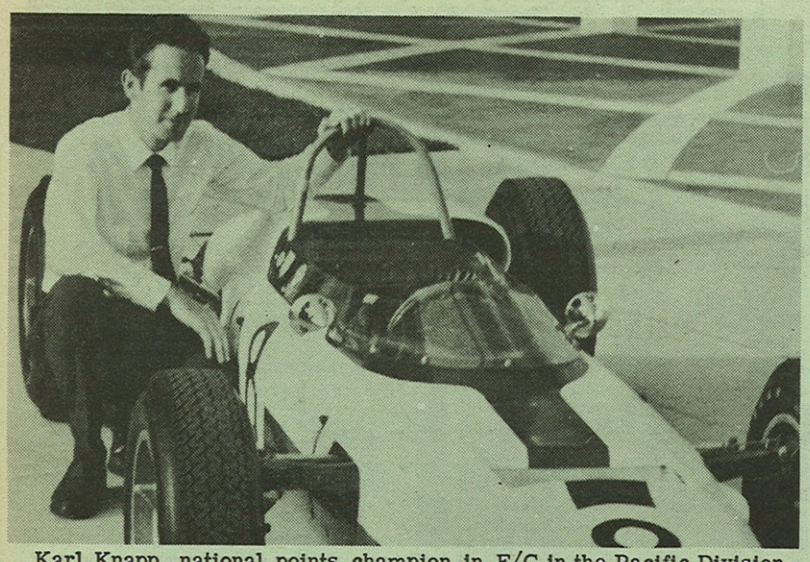
GREENSBORO, N.C. — Sports car racing will return to Virginia International Raceway Oct. 16-17.

The North Carolina Region SCCA announced here Oct 4 that a full schedule of regional championship races will be held at the road racing venue.

Races for sports cars, modified, formula and FIA listed sedans will be held starting at 3:45 Saturday afternoon and 10:00am Sunday.

save money on Corvette parts!

SEND $1.00 for CORVETTE CATALOG
(refundable with purchase)
Complete stock of used parts, tops, radios, seats, engines, fuel injections, rear ends, chassis, transmissions, doors, etc. Complete line of new fiberglass body panels that save time and money. All Corvette accessories, car & tonneau covers, ski & luggage racks, mag wheels, emblems & knobs, trailer hitches, theft alarms & shop manuals. Write to:
Corvette Auto Parts
1326 W. Gaylord,
Long Beach, California
Phone (213) 436-7271



Karl Knapp, national points champion in F/C in the Pacific Division with his LeGrand Mk 3. (Klose photo)

Karl Knapp, PacDiv F/C Champ

By Joyce Uphoff

LOS ANGELES, Calif.—Karl Knapp is a very bright young man who should go far.

On weekends he does so with considerable verve, as witnessed by the fact that he will wind up the season at Daytona representing the Cal Club region as F/C Pacific Division champion.

An assistant professor at Cal State and a consultant for Electro Optical Systems, he has more letters after his name than the Akund of Swat, including a Ph.D., B.S. and M.S.

The LeGrand-driving Knapp started his career two years ago in a Lotus 18 which he discarded after only three events in favor of an up-to-date 20.

With more than a guiding hand from veteran Frank Monise, who has stabled his steed for the past two seasons, he had mixed success with the Lotus, up to and including the divisional race at Willow Springs in July of this year.

In August he made his debut in the now-familiar blue and white Le Grand at Candlestick Park, and was leading when he ran out of gas on the last lap.

For the remainder of the regional season he made no mistakes. He had class wins at Hanford, Riverside, Santa Barbara and Vacaville, making him a very deserving champion.

The slightly built 28-year-old La Jolla-born San Diegan is currently president of the national board of the Formula Racing Assn.

He does most of the work on the car with his mechanic Gerhard Klose, a graduate student from Caltech. The quality and thoroughness of their work can be judged by Knapp's consistent finishing this season.

Knapp uses an 1100cc Cosworth on the 850lb car. This produces 108bhp and the power is taken up through a Hewland 5-speed Mk 4 box.

At Hanford this fall Knapp finished behind overall winner Eglinton's F/B machine (also a LeGrand) in one of his best drives of the season.

A win at Daytona would undoubtedly mark a significant milestone in Knapp's career on the track, but also would post the largest feather in the LeGrand Race Cars cap to date.

Davis Tops Fremont

FREMONT, Calif.—Jim Davis of Walnut Creek, Calif. was top man when the smoke cleared at Fremont drag strip's seventh annual fall championship races, beating a field of 15 cars in the under-seven-second bracket.

AFM Announces '65 Vaca Valley Final

By John Burchards

SAN FRANCISCO—The American Federation of Motorcyclists will wind up the 1965 grand prix road racing season Oct. 24 at the Vacaville Raceway 45-mi east of San Francisco on highway 40.

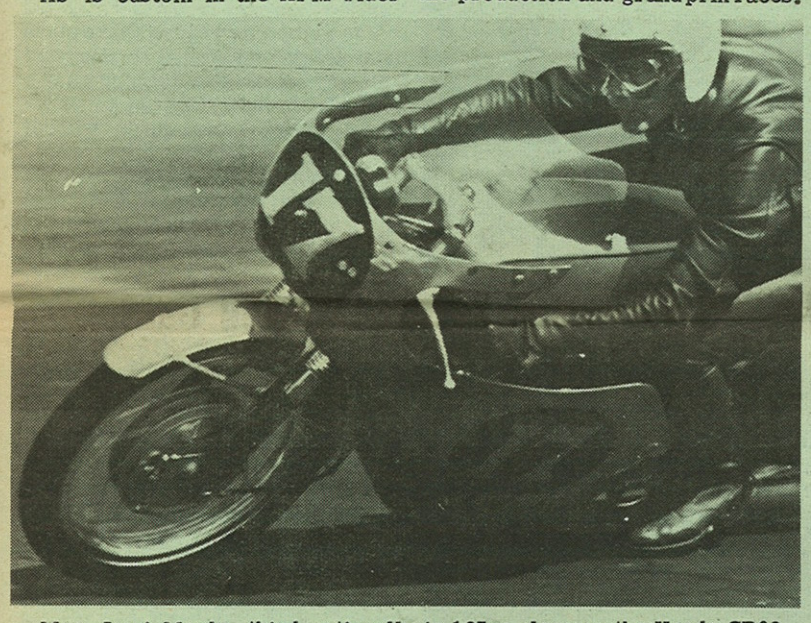
National championships in several classes are still up for grabs, and runner-up standings are due for a shuffle in this, the last chance for national points.

All classes of GP machines from 50cc through Open will compete in the seven race card.

As is custom in the AFM rider training program, a 50-mi production race will be run in the morning. All sizes and makes of street motorcycles will run together with trophies awarded to the first three finishers in each category.

Most of the out and out race machinery will turn up to 12,000 - 15,000 rpm, and the larger bores will eat up the straights at 140 - 145 mph. Five to nine speed gear boxes provide rapid acceleration around the seven turn paved course.

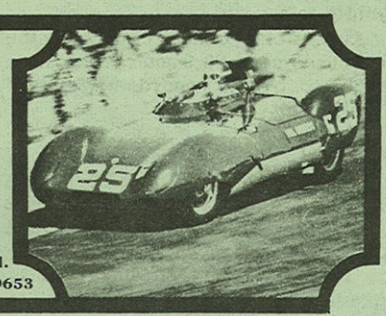
Action begins at 9am with a two-hour practice session followed by the production and grand prix races.

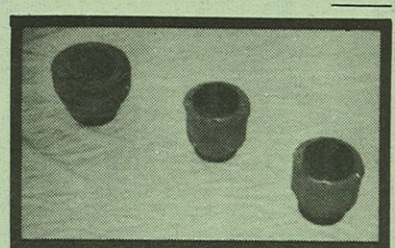


Mrs. Lori Manly, third nationally in 125cc class on the Honda CR93, will be at Vaca Valley for the AFM season finale Oct. 24. (Mike Freeman photo)

EXPERT SERVICE-PERSONAL ATTENTION
AL AXELROD
FOREIGN CAR SERVICE
OL 2-1445
631 No. Robertson . West Hollywood

Bill Burnett's
BRITISH AUTOMOTIVE SERVICE
SPECIALIZING IN SPORTS • ECONOMY COMPETITION
2825 El Camino Real at Page Mill Rd.
PALO ALTO, CALIF. (415) 326-9653





DON'T THROW AWAY YOUR WORN PORSCHE ALUMINUM CYLINDERS
Let us sleeve them with tough, durable cast iron. These cylinders have the heat dissipation of aluminum plus the stability and sealing qualities of cast iron.
Send for free brochure to:
COMPETITION ENGINEERING
2095 No. Lake Ave.
Altadena, Calif. 91001
(213) 794-8402

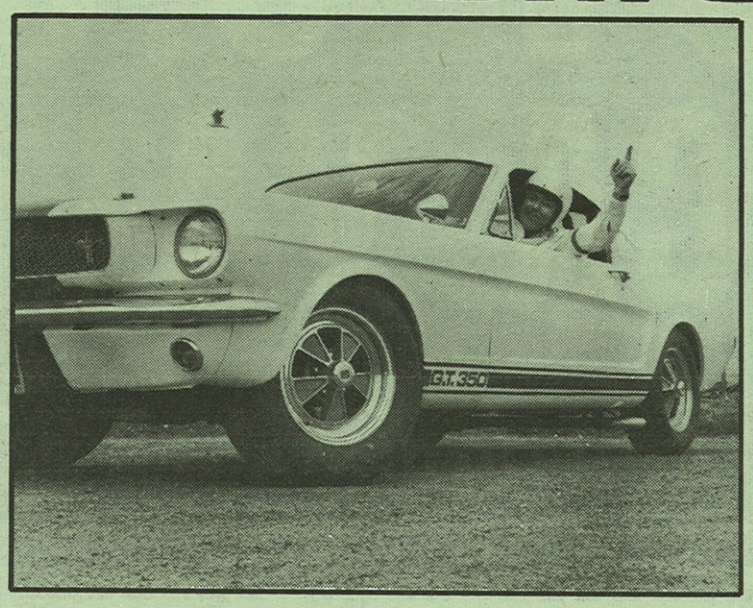
Discounts On All Trophies
(415) 682-8233
DEVILS MOUNTAIN TROPHIES
LOWEST PRICES — FASTEST SERVICE
Auto-X's / Races / Drags / Rallies
A COMPLETE SERVICE:
☐ PLAQUES
☐ TROPHIES
☐ NAME BADGES
☐ PARTICIPATION PLAQUES
2066 Concord Blvd., Concord, Calif.

Geno's Imported Cars, Inc.
EXCLUSIVE WASHINGTON DEALER
LOTUS
SALES SERVICE PARTS
5911 Steilacoom Blvd. S. W. Tacoma, Washington (206) JU 8-1823



Contact John Bolander or John Olson at our showroom or on the grid
C. J. MOTORS
2566 TELEGRAPH AVE., BERKELEY, CALIF. (415) 848-3931

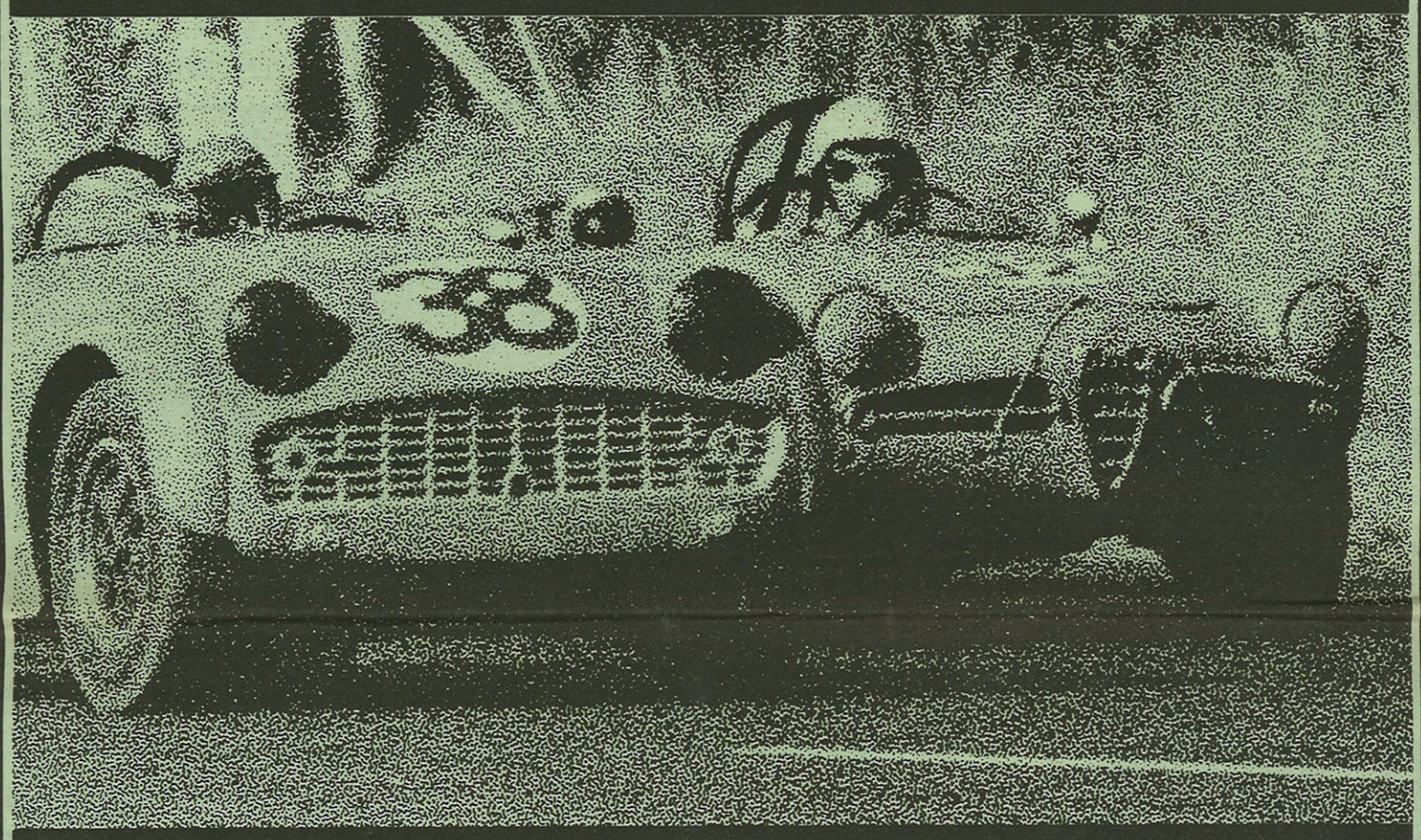
Ford
COBRA G.T. 350
a daring car for daring people



DOWNTOWN FORD INC.
1300 Eye Street, Sacramento, California
Bob Cooper, Mgr. Hi-Performance, Dept.
(916) 442-6931

COMPETITION PRESS & AUTOWEEK

PACIFIC COAST CHAMPIONSHIP FOR SPORTS CARS



NOV. 5,6&7

VACA VALLEY

HWY. 40 VACAVILLE, CALIF.

SAVE MONEY !

Buy a 3-day ticket to the Pacific Coast regional championships for $7.50. You save $2.50. Three-day ticket is less expensive than regular Saturday and Sunday prices.

Enclosed please find $ for tickets to the Pacific Coast Championships. I understand they will be sent to be by return mail.

Name_____

Address_____

City_____

State_____ Zone_____

Cal Club Nixes FRA Pro Races

By Ron Hickman

GARDENA, Calif.—Drivers and owners who have been participating in series of professional road races at Ascot Park and Hanford Motor speedway were advised by CSCC President C.A. Vandagriff Oct. 10 that the CSCC Board of Governors had voted not to grant approvals to any additional events, thus in effect precluding further participation by SCCA licensed drivers.

Reasons given were the potential impact of the series on CSCC-SCCA insurance rates as well as questions of the safety of the race administration.

The door appeared to be left open for future pro races at the larger established road courses.

100 Rally Teams Prepare for 4th El Camino Nat'l

By Ron Hickman

BAKERSFIELD, Calif.—One hundred teams are scheduled to compete in Cal Club Region, SCCA's El Camino national rally Oct. 22-24.

The event this year will take place over a two day period starting and finishing at Bakersfield, making possible the use of some of California's best rally roads without the need for fighting city traffic.

The course will be approximately 525-mi long, with 315-mi scheduled for Saturday. Surfaces varying from paved country roads to freeways to mountain roads are included, traversing elevations from 400 to 4000 ft above sea level.

The course, according to rallymaster Tony Carroll, is designed primarily "to test the abilities of the driver and navigator in their respective functions as well as in teamwork, rather than in competition with the rallymaster."

Since points count for the national championship, with only two more national rallies to go, competition will be severe. Among the early entrants are Ted and Dottie Sparks (whose Barracuda is well placed nationally) who are the leading contenders from the host club for national honors.

Festivities get underway with a concurrent tech inspection and cocktail party hosted by the organizers on Friday night.

UCLA SCC Schedules Riverside GP Rally

By Ron Hickman

LOS ANGELES, Calif.—One of the best ways to get to the Times GP at Riverside Oct. 31 will be to participate in the UCLA SCC Grand Prix Rally.

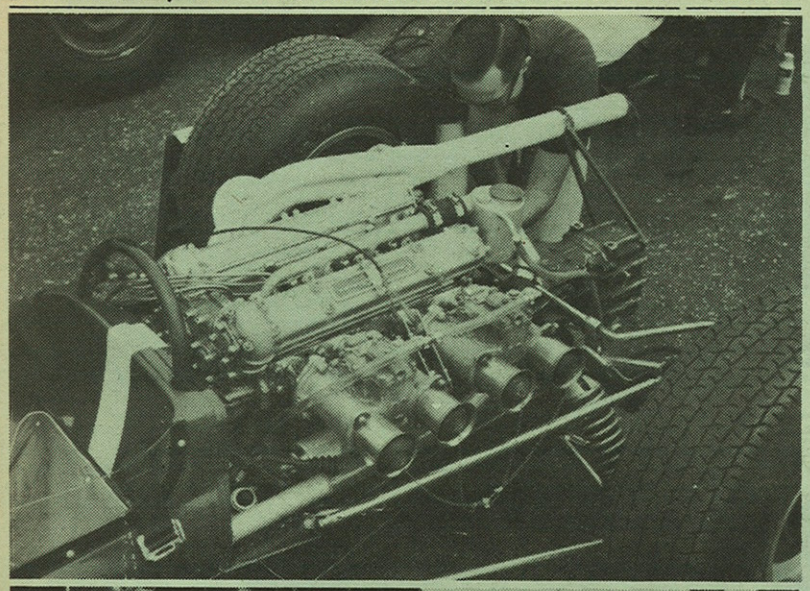
The traditional event, an interesting, fairly high speed rally starting from the Stonewood Shopping center in Downey, and traversing about 100-mi of little used roads ends with two laps around Riverside International Raceway.

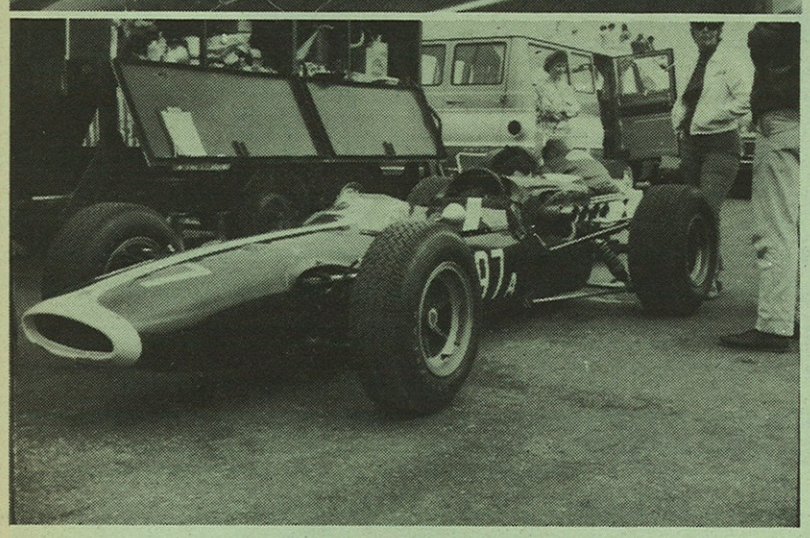
The entry fee of $12 includes, in addition to the rally, two general admission tickets to the GP, reserved infield parking inside turn six, and a dash plaque. All proceeds go to UNICAMP, the UCLA sponsored summer camp for underprivileged children.

Entry is limited to the first 200 applicants. Information from: Attila Fenyes, (213)344-3667 or Roger Stephens, (213)479-3646.

INSPIRATION

H. Rider Haggard got his inspiration for "King Solomon's Mines" on CP's Tour to LeMans.





Wayne Jones' Cromwell X3 sponsored Lotus-Climax F/A. Car is Tasman Lotus 35 run by Jim Clark in last year's Down Under series. The Lotus uses the 2.5 Tasman engine. (Bob Adler photos)

SoCal's Tasman Lotus

By Bob Adler

BURBANK, CALIF.—Like a flying fish in a school of flounders a 2.5-liter type 35 Lotus-Climax turned up at recently run Santa Barbara regional races.

Owned by the Cromwell X3 people and driven by Chrysler-Plymouth dealer Wayne Jones, the car is identical to the one used by Jim Clark in this year's Tasman Cup series and in fact used Clark's reserve Tasman engine.

The car was purchased through Lotus Southwest, and mechanic Doug Lovegrove of Burbank, who is maintaining the engine, was confronted with problem before the car even arrived.

The engine had been sent to Coventry, England to be overhauled by Climax and they notified Lovegrove that no starter was fitted, as unlike SCCA, Tasman regulations do not require self-starters.

Climax installed the necessary ring gear but the starter arrived separately as work had to be done on the bell housing to provide a mounting point.

Carburetion is supplied by two 58DCOA3 side draft Webers mounted on an enlarged manifold with oversize inlet ports.

A five-speed ZF transaxle relays over 280 bhp to the 13-in Goodyear GP rears.

Various problems became obvious at Santa Barbara which accounted for only seventh and second overall places in the car's weekend debut.

The main trouble revolved around tiny particles of grit which worked their way into the brass bushings on the gear linkage, finally jamming the selection rod coming from the cockpit. A broken brake line caused by incorrect routing produced more trouble, but it is hoped to have all bugs ironed out in time for the regional runoffs at Vacaville.

Wayne Jones found the car blisteringly fast and the transition from his F/C pre-disc Cooper by no means a natural progression.

Hopefully, however, Jones has started a trend that will cause more of the pre-3-liter F/1 cars to be brought to the U.S., so that the Southland may again develop drivers of truly international caliber.

Proffitt Runs Fremont

FREMONT, Calif.—Hayden Proffitt, veteran driver of high speed drag race cars, has signed to race at Fremont drag strip during the first annual stock car championship races Oct. 17.

Driving a 3200 lb, 427 cu.in. Comet running on pump gas, Proffitt has cleaned up the competition at tracks all over the U.S.

Fremont drag strip has posted $5,000 cash for the special stocker eliminators and stocker class winners, and Proffitt aims to get his share.

WESTERN EVENTS CALENDAR

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						

OCT. 9-24—Dallas Auto Show, Texas state fairgrounds, Dallas, Tex.

OCT. 15, 7:30pm—Rally 8, T&D event by Downtown Ford RT from Harold's drive-in, 3521 Arden way, Sacto, Calif. Awards: trophies or dash plaques to winners. Fee: $2. Info: Mrs. Pat Valdon, 1816 Helena ave., Sacto., Calif., call 925-8016.

OCT. 15, 8pm—Rally dance by Columbia SCC from Clark county PUD building parking lot. Fee $3. Info: Chuck Clemans, call: 694-7629.

OCT. 15—Olympics photo contest deadline. Deadline extended. Open to all Sports Car Olympic entrants. Black and white, minimum size 4x5. Awards: three deep, dinners for runners-up. Info: Contest, 37158 Blacow rd., Fremont, Calif.

OCT. 16, 3pm—Football Foolishness 3 rally by Associated Students of Diablo Valley College, from college bookstore parking lot off Golf rd., Concord, Calif. Third of five rally series. Awards: pewter tankards three deep for overall; place plaques five deep; marque awards; participation plaques to all. Fee $1.25 with SAC, $2 without.

OCT. 15, 8pm—Friday nighter by Downtown Fords from Harrold's drive-in at Ar-

OCT. 16—Night rally by Coastal Bend SCC, Corpus Christi, Tex. (tentative).

OCT. 16—USAC midget, Gardena, Calif.

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

OCT. 17—NFI rally by Dallas SCC, Dallas, Tex.

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

OCT. 17—Open slalom by Saddleback SCC, L.A., Calif.

OCT. 17, 8:30am—Red Line 3 autocross by Red Liners SCC from Alameda county fairgrounds, Pleasanton, Calif. Awards: trophies three deep, participation plaques to all. Info: Gary L. Dunmire, 2849 Draper st., San Pablo, Calif.

OCT. 22—USAC midgets, Vallejo, Calif.

OCT. 22, 7pm—NCSCC Duck Soup rally by Petit Prix SCC from Bruces Tires, 20 Hegenburger ct., San Lednaro, Calif. Awards: Mugs five deep; plaques 10 deep; team award; poker trophies four deep; participation plaques to all; NCSCC Xmas tree award; special "Duck" award. Fee $2.50.

OCT. 22-31—43rd L.A. international auto show, Pan Pacific auditorium, Los Angeles, Calif.

OCT. 22, 7pm—Duck Soup NCSCC navigational rally by Petit Prix SCC from Bruce's Tires, Hegenberger loop, Oakland, Calif. Awards: pewter mugs five deep; place plaques 10 deep; NCSCC Xmas tree; pewter mug for 1st poker, place plaques three deep; club par. trophy; rallymaster's DLBF "Duck" award; participation plaques to all. Fee $2.50 plus 50¢ optional poker.

OCT. 22, 7pm—Half shot in the Dark rally by Monkey In MC from Lake Merritt boathouse, Oakland, Calif. Awards: pewter mug for 1st expert, novice; mug for each car in best five car team; plaques 10 deep. Fee $2.50 (includes team fee).

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, 6:30pm—NCSCC Panorama 2 by Stop Watchers from rear parking lot Stanford shopping center, Palo Alto, Calif. Awards: trophies three deep in two classes; plaques through six; club par. (five car minimum); NCSCC Xmas tree award; par. plaques to all. Fee $2.50. Info: Roy Weatherbee, Stop Watchers Ltd., P.O. Box 286, Hayward, Calif.

OCT. 23—Hare and Hound rally by Four Cylinder Club of America, Glendale, Calif.

OCT. 23 24—AFM production races, Vaca Valley, Calif.

OCT. 24—Open slalom by Cobra Owners Club of America, L.A., Calif.

OCT. 24, 9am—Team Prix 7 by Lodi SCC at Alameda county fairgrounds, Pleasanton, Calif. Fourteen SVSCC classes. Awards: trophies three deep, TT before noon, TTOD, team trophy, participant plaques to all. Fee $3.50 single, $6.50 per couple.

OCT. 23-24—SCCA regionals at Fort Sumner, Tex.

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—Regularity run at Green valley Raceways, Dallas, Tex.

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

OCT. 24—Continental-A-GO-Go autocross by Pacific Trails SCC at Yuba county airport, Marysville, Calif. Awards: TTOD; class trophies; dash plaques to all. Fee $3.50 single; $6 per couple. Info: M. J. Kirby, 1499B Hammonton rd, Marysville, Calif. Call: 634-2447 (days); 743-8039 (eves.).

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, 8:30pm—CRA 100-lap Western states championship sprint race, Champion Speedway, San Francisco, Calif.

OCT. 30, 8:15pm—Halloween rally by NSTA from Monjar's, 1360 Upton way, Sparks, Nev.

OCT. 30, 6:45pm—Third annual Halloween variety rally by Empire SCA from SE corner of Coddington shopping center, Hwy, 101, North Santa Rosa, Calif. Awards: trophies four deep; poker; place plaques fifth to tenth; NCSCC Xmas tree award; marque awards. Fee $2.50. Info: Kathleen Kateley, 4725 Londonberry rd., Santa Rosa, Calif. Call: LI 5-8511 (days); LI 6-3397 (eves.)

OCT. 30, 6:30pm—NCSCC—We Understand Your Rallymaster rally by El Dorado TC from Lake Merritt boathouse, Oakland, Calif. Awards: trophies two deep; plaques 10 deep; giant stuffed animal for best woman driver; club par. (five cars or more); trophy for first, plaques through fifth for poker.

OCT. 30, 6:30pm—Halloween rally by Cascade SCC from Porsche Car NW parking lot, Western rd., Portland, Ore. Awards: trophies; costume prizes; dash plaques. Fee $2.50. Info: Henry Pittock, 1816 S.W. Hawthorne ter., Portland, Ore.

OCT. 31, 8:30am—CCSCA Black Diamond rally by Central Valley Rhombusmen rally team at Holiday Inn, North Fresno, Calif. Awards: trophies three deep in four classes; team award. Fee $4.50 mail, $5.50 post (championship classes); $3 mail, $3.50 post (non-championship class). Info: CVRRT, P. O. Box 12, Fresno, Calif.

OCT. 31, 9:30am—Redline BRAC autocross by Triumph Travelers SCC at Camp Stoneman, Pittsburg, Calif. 12 classes incl. three women. Awards: trophies three deep; TTOM; TTOD. Fee $3.50 single; $6 per couple. Info: Craig M. Herman, 2047 Montecito #9, Mt. View, Calif. Call: 961-7242.

OCT. 31—Open slalom by ladies of Southern Calif. SCCSCC, L.A., Calif.

OCT. 31, 9am—Autocross 2 by Formula Racing Assn. at Alameda county fairgrounds, Pleasanton, Calif. Awards: trophies according to class numbers, participant plaques to all. Seat belts and mufflers (before 10am) mandatory. Fee $3.50 single, $6.00 per couple.

OCT. 30-31—Enduro, Westwood, B.C.

OCT. 30-31—SW divisional rally #8, by Delta 250, New Orleans, La.

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

NOV. 5, 8pm—Friday Niter T&D rally by CAR from Oscar's drive-in, at Sherman way and Sepulveda blvd., Van Nuys, Calif.

NOV. 5—Friday Niter T&D rally by AART, Bay Area.

NOV. 6—USAC sprints, Gardena, Calif.

NOV. 6, 3pm—Football Foolishness 4 by Associated Students of Diablo Valley College, Concord, Calif. (See event under Oct. 16 for full details).

NOV. 6-8—Pacific Coast Regional Championship runoff races by San Francisco Region, SCCA, and Competition Press and Autoweek at Vaca Valley Raceways, Vacaville, Calif. Invitational to champions of nine western regions, over $5,000 in awards. Info: Jerry Smith, 15 Boardman pl., San Francisco, Calif.

NOV. 7, 8am—El Chaparral 4 autocross by Twin Valley SCC at Pleasanton fairgrounds, Pleasanton, Calif. Awards: trophies three deep; TTOD; dash plaques to all. Mufflers mandatory before 10am. Fee $3.50 single; $6 per couple.

NOV. 7—SCCSCC championship slalom by Tachmasters SCC, L.A., Calif.

NOV. 7, 10am—NCSCC Tri-5 T&D rally by Tri-Angles from Stanford shopping center, Stanford, Calif. Classes: overall and novice. Awards: first overall in each class; plaques five deep. Fee $3 mail, $4 post. Info: LeRoy Stierlin, Rt. 3, Box 52, Coalinga, Calif.

NOV. 8-13—Denver auto show, Denver, Colo.

NOV. 10, 8pm—Reno chapter of Madison Ave. SC Driving and Chowder Society meeting at Reno Press club, Riverside Hotel, Reno, Nev.

NOV. 12, 3pm—Football Foolishness 5 by Associated Students of Diablo Valley College, Concord, Calif. (See event under Oct. 16 for full details).

NOV. 12, 8pm—Friday Niter by Clock and Dial SCC from Harrold's drive-in, Arden way and Watt, Sacramento, Calif. Fee $2.

NOV. 14, 8am—NCSCC championship rally Orbit I by Lockheed SCC from Stanford shopping center, Palo Alto, Calif. Fee $10 mail, $12 post.

NOV. 19, 8pm—Friday Niter by Sacto Rallymasters from Harrold's drive-in, Arden way and Watt, Sacramento, Calif.

Nov. 20—USAC midgets, Phoenix, Ariz.

NOV. 21—USAC 200, Phoenix, Ariz.

NOV. 23-28—Portland auto show, Portland, Ore.

NOV. 25—USAC midget, Gardena, Calif.

NOVEMBER

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				

I. Lindquist
Authorized Saab Service and Volvo Specialists
Foreign Car Wheel Alignment and Balance

I. Lindqvist
Foreign Car Service
3929 Sepulveda Blvd.
Culver City, Calif.
VE 9-2033

BE A WINNER
Insure with George Follmer

Special Club Insurance
SLALOM
TIME TRIALS
SPECTATOR LIABILITY
Special Driver Insurance
RACE CAR
LIFE, ACCIDENT
General
COMMERCIAL INSURANCE, AND AUTO

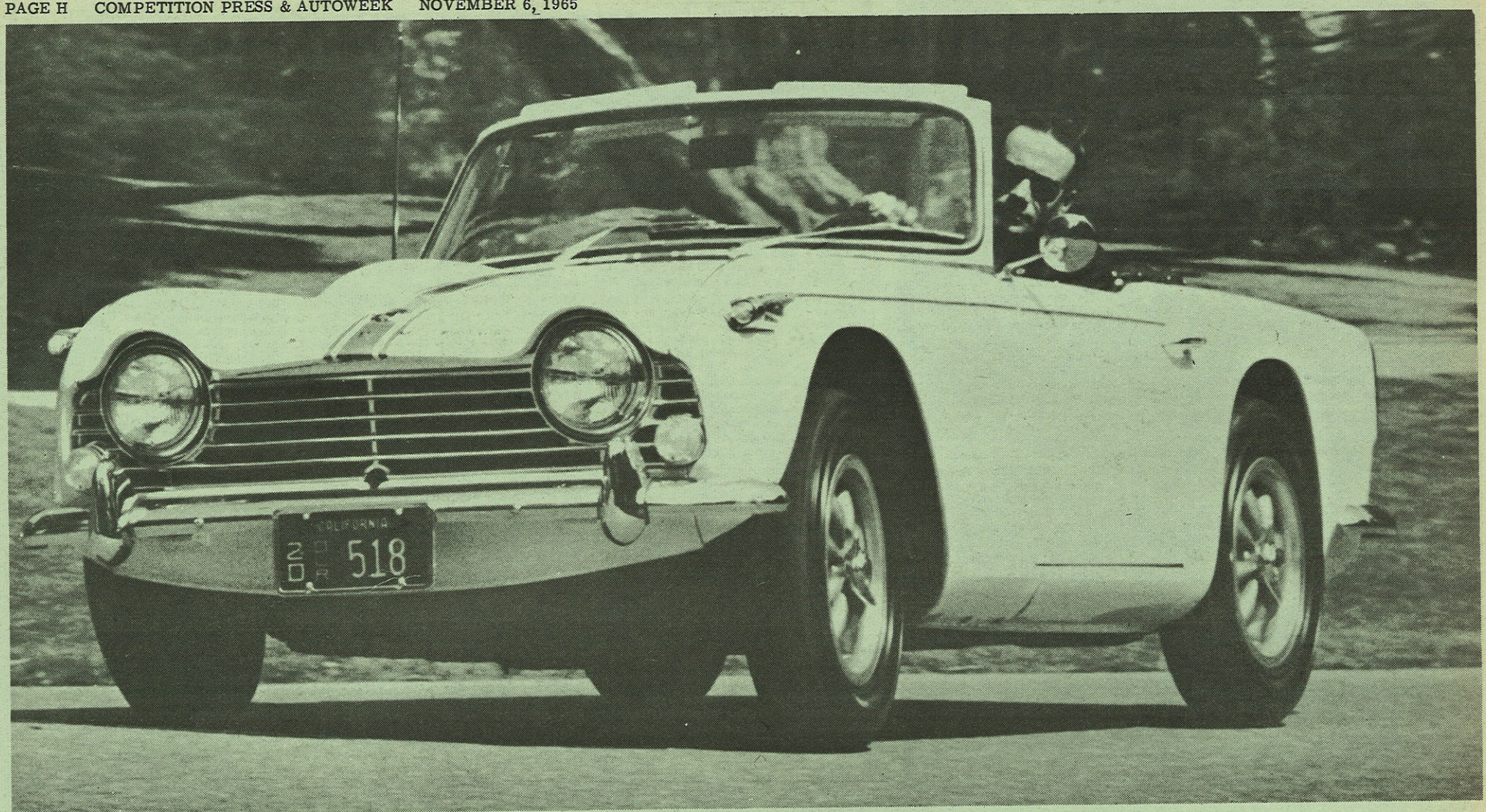
GEORGE FOLLMER
GENERAL INSURANCE CONSULTANTS
1041 E. Green St. • Pasadena
MU 1-2336 • SY 5-8848

BMW PARTS
for BMW 600, and Isetta.
Mail orders filled within 24 hours via United Parcel
Engine rebuilding by experts:
Marty's
FOREIGN MOTORS
4235 Sepulveda, Culver City, Calif.
UP 0-5071 391-5730

FOR YOUR CONVENIENCE
OPEN 7 DAYS A WEEK
UNITIL MIDNIGHT
Foreign Car Parts & Accessories
Complete Machine Shop Service
West Covina Auto Parts, Inc.
FOREIGN CAR PARTS
(213) YO 6-3681
1001 State St., West Covina
(Just off San Bernardino Freeway at Vincent Ave. turnoff)

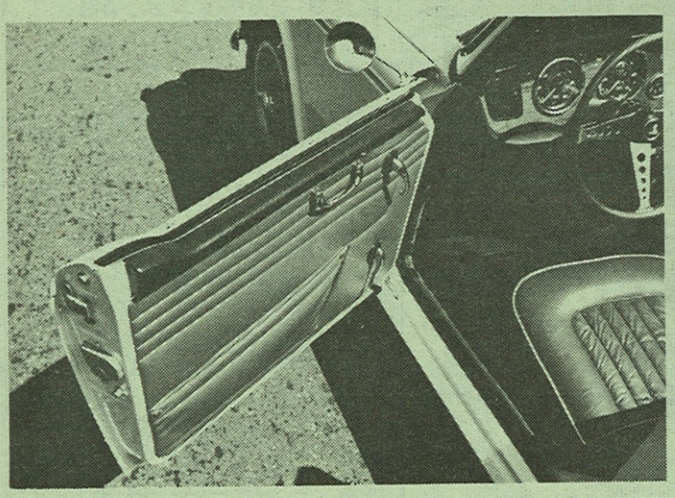
NOW AVAILABLE
From Gardner/Reynolds, Inc.
DUNLOP
R-5 & R-6
racing 'cap
NOW! a new trend. Designed for and by race drivers. Made of 100% natural rubber compounded especially for racing—rebuilt to rigid SCCA specifications. Used by the top drivers. Send for our price list.
GARDNER/REYNOLDS, Inc.
4785 E. Olympic Blvd. Los Angeles 22
ANgelus 9-0707

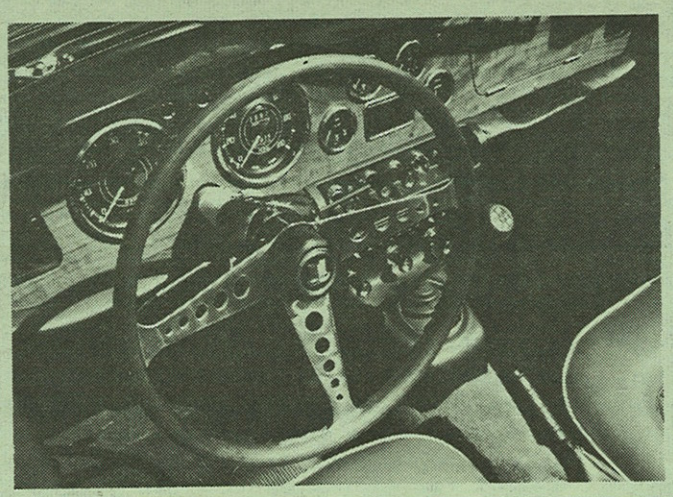
ACCESSORYLAND U.S.A.
THE WEST'S FRIENDLIEST SPORTS CAR CENTER
ACCESSORIES—We are not content with carrying just one brand, we have them all. From a $1.50 key fob to a $98 steering wheel, the selection is too large to list. You name it—we have it.
PARTS—Try us first and save yourself time and trouble. One day service on the impossible to find.
SERVICE—From a lube to a complete overhaul. Street and competition preparation a specialty.
Dino says, Come on in and get acquainted, we would like to know you.
Distributors for: Pirelli Tires / Amco / Valvoline and Castrol Oils / Abarth
Dio Bros.
SPORTS CAR CENTER
1101 NORTH PACIFIC AVE.
GLENDALE, CALIFORNIA
CI 3-0456 CH 5-1657

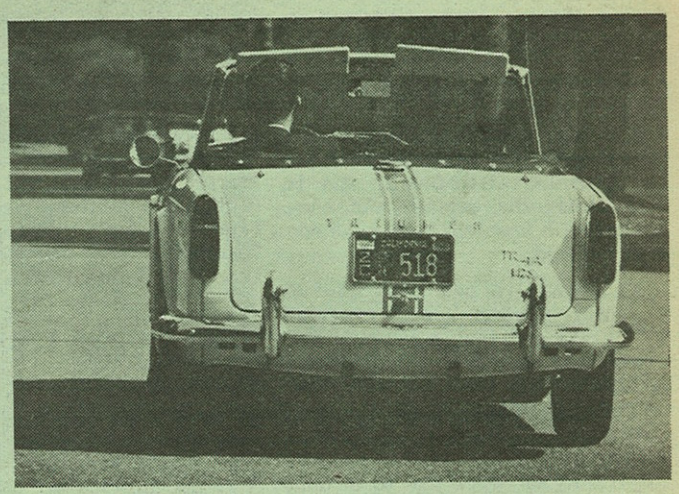


NOTICE:

During our gala Drive-A-Triumph-Month-Days, you are cordially invited to come in and snuggle up behind the wheel of a new Triumph and take her for a spin. (Please leave your name if you plan to be gone long.)







TEST DRIVE THE NEW TRIUMPH TR-4A & SPITFIRE Mk2 AT YOUR NEARBY TRIUMPH DEALER

CARL BLOCK INC.,
4929 Broadway,
Oakland, California

CARLSON MOTORS,
1 E. 14th Street,
San Leandro, California

BOB COLE MOTOR IMPORTS
444 El Camino Real,
San Bruno, California

DICK DYE IMPORTS,
1207 - 44th Ave.,
Oakland, California

PREMIER IMPORTS LTD.,
1272 El Camino Real
San Carlos, California

ED FAWCETT INC.,
3209 Stevens Creek Blvd.,
Santa Clara, California

HAROLD MENZIES, INC.
4249 Geary Blvd.
San Francisco, California

HAYWARD AUTO IMPORTS
20525 Mission Blvd.,
Hayward, California

C. J. MOTORS, INC.
2566 Telegraph Ave.
Berkeley, California

MARIN SPORTS AND IMPORTS,
923 Francisco Blvd.,
San Rafael, California

PENINSULA TRIUMPH INC.,
3925 So. El Camino Real
San Mateo, California

KEN KEEGAN IMPORTED CARS
66 East Main St.,
Los Gatos, California

RALPH VESPER TRIUMPH
952Santa Rosa Ave.
Santa Rosa, California

WESTERN RAMBLER, INC.
610 North Hunter St.
Stockton, California

BILL DRANGE IMPORTED CARS
1401 Sonoma Blvd.,
Vallejo, California

LIVERMORE IMPORTED CARS
2455 First Street
Livermore, California

TOURING CARS

Columbus, San Francisco, Calif. 94133; (415) PR 6-6700.

FERRARI 1962 4 LITER SUPER AMERICA CABRIOLET — Two tops, one of the most beautiful cars in U.S. Original price $23,000. 22,000 miles. Approx. $2500 body damage. Will sell for $5000. Bob Grossman, Foreign Cars of Rockland, Rt. 59, W. Nyack, N.Y.; (914) EL 8-4800.

CHOOSE YOUR FERRARI FROM I.C.E.'s LARGE SELECTION — 1962 Pininfarina convertible; 1964 Berlinetta Pininfarina Lusso Coupe; 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. Also, 1964 DB/4 Aston-Martin. Inquire: Gordon R. Tatum, I.C.E., 3837 Plyers Mill rd., Kensington, Md.; (301) 933-1820.

1964 FERRARI 330 GT — Silver gray, black leather, black carpet. Brand new Pirellis. Custom air conditioning cost $1400. Three-band radio, disappearing antenna. 20,000 road miles. No scratches, as new. Total cost $16,000. Handsome and practical. Price $10,000. Nathaniel C. W. Gennett, Jr., 52 Page Ave., Asheville, N.C. 28802; (704) 253-3626.

GRIFFITH SERIES 200B — 271 Hi-per Ford, 4-speed CR, Spicer limited slip, five American mags with Dunlop SP41, rollbar, camber comps., four Lucas lights, Maser air horns, has every option and all heavy duty equipment. 2500 mi., never raced. $5800 invested Aug. '65. Must have $4700 now. Jon Jenkins, 1583 Sylvania Ave., Toledo, Ohio 43612; (419) GR 2-7883.

1965 JAGUAR XKE ROADSTER 4.2 — Red with black interior, chrome wire wheels. Also Jaguar 1948 MK 4 Drop Head with XK 140 engine. Cable Car Motors, 817 Columbus, San Francisco, Calif. 94133; (415) PR 6-6700.

LINCOLN CONTINENTAL CONVERTIBLE 1963 — Sharrigan tuned and maintained. Very fast, comfortable pig. $2200. Bob Ennis, Speedway Custom, 3 Speedway Ave., Allston, Mass.; AL 4-9867.

BAKER MOTOR COMPANY OFFERS THE NEW 1966 LOTUS ELAN COUPE. $4995, FOB Atlanta, Ga. For photo see last week's COMPETITION PRESS & AUTOWEEK, page 7. Baker Motor Company, 3619 Piedmont Rd., N.E., Atlanta, Ga. 30305; (404) 261-1666.

LOTUS ELAN '65 S2 115bhp, CR gears, tonneau, new Dunlop SP tires, BRG, RHD, 12,000 miles. Demo, never titled. $3400. Fred Opert Racing Enterprises, 202 Broad Ave., Palisades Park, N.J.; (201) 947-7007 or (212) LO 3-0930.

LOTUS ELANS 1965 SERIES TWO — Fully equipped including Dunlop SP tires, Canadian heaters and racing close-ratio gears, less than 10,000 miles and in mint condition, are available periodically. Elans used as importer-distributor representation. Full factory warranty. $3795. Pete Pulver, Lotus/East, Inc. Dutchess Auto Co., Main St. and Elm Ave., Millerton, N.Y.; (914) 789-4422.

1962 MASERATI 3500 GTZ plus 2 COUPE — Five speed, exceptionally clean car. In Italy. $4000 delivered US. Also 1961s, 1962s, and 1963 coupes, roadsters. Ferraris available on request. J. M. Davis, 437 Albemarle, El Cerrito, Calif.; LA 4-8160.

MASERATI 3500 GT VIGNALE CONVERTIBLE 1962 — Loving care, 17,000 easy miles, 5-speed transmission, disc brakes, three Webers, dual ignition, silver with blue leather. $6500 ono. Denver B. Cornett, Jr., Rt. 1, Springdale Rd., Louisville, Ky. 40222; (502) 228-1363.

MUST SELL 1964 MGB — Wire wheels, overdrive. Bought Lotus, need tow car. Will take old tow car as partial payment. Bill Bein, Rt. 2, Plymouth, Wis. 53073; 893-2179.

MGTD — Laystall head, AEG-122 cam, 40441A distributor, 1.5" S9s, competition rods, competition clutch, balanced, fresh engine, body very solid, minor dinged fender. Extra blocks, carbs, competition head, transmission, six boxes, new, used spares, nuts, bolts, manuals. $665 complete. Jack Foster, 111 Lunar Dr., Santa Cruz, Calif.; (408) 426-2569.

MIDWEST HEADQUARTERS FOR MERCEDES-BENZ, SAAB, VOLVO & YAMAHA — Large sales and parts and service departments. Parts shipped the same day your order is received. Cars of the Continent, Ltd., 121 N. 3rd, Rockford, Ill.; (815) 965-8668.

1965 MUSTANG 260 convert, gray, white interior, black top, 10,000 miles. $2150.

TOURING CARS

CP, 15 Boardman pl., San Francisco (415) 552-1259.

NSU — FREE REPRINT "How to Pick a New Car for Below $2000 — A Factual Comparison of 18 Imported Automobiles." Free Contest: Win an NSU Automobile. Write for Free reprint and contest blank to: Excl. U.S. Importer, Transcontinental Motors, Inc., 421 East 91 Street, New York, N. Y. 10028; (212) TR 6-7013.

NORTHWEST HEADQUARTERS for Corvettes, 4-speed passenger cars, Chevrolets, Pontiacs, Fords. Will pay top dollar for 4-speed cars. Try our special locator service for buyers and sellers. We also wholesale new Chevrolets and Corvettes and Fords. Burien Cars, Inc., 14327 First ave. South, Seattle, Wash. 98168; (206) CH 4-0556.

PORSCHES — 911's and 912s NOW AVAILABLE FOR IMMEDIATE DELIVERY and demonstration. Many excellent used Porsches also in stock. Contact Del Hook, Bud Clark, Inc., Authorized Porsche-VW dealer, 23615 Michigan Ave., Dearborn, Mich.; (313) CR 8-8050.

PORSCHE SPEEDSTER 1955 — Good body, signal red, black interior, coupe seats, '63 engine. Many VW mechanical parts available, $1 up. Additional Speedster top, $45. Jay Jantzen, 2090 Beach, San Francisco, Calif.; (415) WE 1-6080.

COMPETITION CARS

ABARTH SIMCA 2000 — Latest modifications to 6-speed ZF gearbox and suspension. Many spares including 4-speed AF box. 202 DIN. hp, long range fuel tank. Run once since factory rebuild. $5500. Bob Ennis, Speedway Custom, 3 Speedway Ave., Allston, Mass.; AL 4-9867.

ABARTH-FIAT 1000 TWIN CAM — Very fast, latest factory suspension modifications. Momo prepared and maintained. $2500. Bob Ennis, Speedway Custom, 3 Speedway Ave., Allston, Mass.; AL 4-9867.

ALFA TI SUPER — One of three virtually unbeatable sedans the factory sent here to be campaigned on the USRRC and SCCA circuits. This car won the Marlboro 12-hour Endurance classic as well as numerous divisionals and regionals. It has been meticulously maintained and completely rebuilt without regard for cost. Monty Winkler, 32220 - 44th St., N.W., Washington, D.C. 20016; 244-7469.



Same as Marlboro 12-hour winner. Same race preparation by Gaston Andrey. Race/street equipped. Prime condition. $4500. David L. Ammen, Baker Bridge Rd., Lincoln, Mass.; (617) 259-8141.

1965 ALFA ROMEO TI — Race prepared, six starts, six firsts. Still flexible enough for everyday use. $2400 firm with fresh engine and transmission. Frank Bernard, Cars of the Continent, Ltd., 121 N. 3rd., Rockford, Ill.; (815) 965-8668.

1956 AUSTIN HEALEY — Four cylinder, eight wheels, two engines, two transmissions, two rear ends, trailer. Ready to race. Ex-J. C. Kilborn car. John A. Gloviak, 1305 S. Villa Ave., Villa Park, Ill.; (312) TE 2-6083.

ALFA TZ — Every option, full Sebring engine. Raced once when stock. No prangs. Only 2000 miles. $6700 race ready or $5700 with fresh stock engine, gearbox, etc. Noel Armstrong, 921 Texas Ave., El Paso, Texas 79901; (915) 565-3189 or 532-3040.

AUSTIN MINI COOPER 1964 — Sedan Class 1. Competition prepared with help of BMC factory and Cooper. No miles since complete overhaul. Full listing of work done and options upon request. Will trade or finance. Write Barry C. Phillips, 999 Hill St., Cincinnati, Ohio 45202 or call Jerry Townsend, Cincinnati, Ohio (513) 351-6600 days.

1960 AUTOHAUS-MITTER FORMULA JR. — Never road raced, only hillclimbed. Completely new engine. Many spares. Body and gears in mint condition. Complete with trailer, pictures available. Fast. $950. Joe Cam's Autorama, 1641 Penn Ave., West Lawn,

COMPETITION CARS

Reading, Penna.; (215) 678-3469.

AUTODYNAMICS FORMULA VEE — Completely sanitary throughout, R6s, Konis, prodified engine, beaucoup spares, consistent trophy winner. Including specially modified Corvair race car carrier. Sacrifice everything, $3495. Dave Fleek, 8049 Stafford Ct., Indianapolis, Ind. 46460; (317) 251-5209.

BOBSY VANGUARD FORMULA VEE — Completed two national races in Southeast — one first overall, one first, one second. Has Goodyear tires. $1995 with trailer. Fred's Imported Car Service, 4200 Rivers Ave., Charleston Heights, S.C.; (803) 747-0428.

BOBSY-VANGUARD-VEE — Authorized dealer for kits, parts, complete cars. For complete info on the one to beat, write, call or wire: Swedish Cars of Cleveland, Inc., 280 Broadway ave., Bedford, Ohio 44014; (216) 439-1280.

BRABHAM BT-8 — Two liter Coventry Climax, latest configuration, Hewland HD-5, antidive suspension. In perfect condition for fall pro season. Works rebuild just completed. Jack Brabham's personal sports car. $10,500 FOB San Diego. David Morris, P.O. Box 26, Solana Beach, Calif.; (714) 755-4226.

1965 BRABHAM F/2 CHASSIS minus engine. Latest modifications, wide rims, alloy brakes, long distance tanks, antidive suspension. Price $6000. A great formula car. David Morris, P.O. Box 26, Solana Beach, Calif.; (714) 755-4226.

C MODIFIED — Bob Brown's Malibu Special. NE National Championship winner. Genie-based chassis, Chev. 327 with 58MM Webers, Girling light alloy BR calipers etc. This car has started seven races and finished all seven including the Bridgehampton Double 500. First OA at Lime Rock, Bridgehampton and Watkins Glen Nationals. This car is ready to race and will repaint to suit. Priced right at $7995 complete with trailer. Call or write Bob Brown, 18 Dunlop Rd., Huntington, N.Y.; (516) WE 1-1145 days, MY 2-5891 eves.

CM — Similar to Cooper Chevrolet. Almost completed. Finest quality. 400hp Chevrolet with the works. Everything to run plus trailer. 185mph for $6500. Will dicker. Graham Andoe, 313 East Tabor, Fairfield, Calif. 94533; (707) 422-1585.

COBRAS & GT 350s NEW & USED — Largest selection. Highest trades. Easiest terms. Shelby-American parts department. Maryland's winningest Ford dealership with the winningest deal on Cobras and GT 350s. Ask for Archway's High Performance Manager — George M. Tonkens. Archway Ford, Milton st. at Edmondson ave., Baltimore, Maryland 21229; (301) 945-3600.

COOPER CHEVROLET — New, with latest, biggest and best of everything. One modified that can finish a race. Cheap at $9800, firm. Trades accepted. Jack Brewer, 915 East Market St., Elmira, New York 14902; RE 4-3362 or RE 4-1505.

COOPER FORMULA C — 1963, six speed, 1100cc. Excellent condition. Extremely fast car, consistent winner. Some spares. $2950 without trailer, $3175 with. Will deliver up to 1000 miles. Pierre Mion, 6008 Cairn Terrace, Bethesda, Md.; (301) 656-6423.

DAIMLER — Chassis completely rebuilt last year, engine completely polished, balanced, ported. Many spares, street trim, mag wheels. $995, trailer $150, trade or best offer. E. G. Davis, 38 Oak Ridge Dr., Decatur, Ill. 62521; (217) 428-0202.

DOLPHIN CROSLEY HM — Fantastic rear-engined lightweight, 680lbs. 60 plus hp Crosley with all the goodies. Fiat 600D transaxle with Abarth gears. Just completed 100% rebuild of entire car. Trailer, ready to race, less body. Sacrifice $750. John C. McCann, 8899 Mariposa St., La Mesa, Calif. 92041.

GOING MODIFIED? If you are you should be thinking ELVA. Just look at the standings in every division. Elvas are leading in E, F & G mod. Elva MK 8, Elva Porsche and the fabulous new McLaren Elva available for four week delivery. Several used MK 7 Elvas with various engines will be available in November. Fred Opert Racing Enterprises, 202 Broad Ave., Palisades Park,

COMPETITION CARS

N.J.; (201) 947-7007 or (212) LO 3-0930.

ELVA COURIER — EP, race ready with fresh rebuild. Many spares and tires. First last out. Perfect novice car. Will sacrifice (really) for cash. Consider trades. Mike Murphy, West Knoll A-8, Newark, Del.; (302) 368-4154.

ELVA COURIER — Completely modified for road racing. All SCCA spec. for EP. New engine, trans and rear. Bluestreak tires and trailer. $1795 or make good offer. Whitey Johnson, 2407 Boyce Rd., Richmond, Va.; AT 2-0663.

ELVA PORSCHE — New, latest 1965 specifications, 1700cc GP horizontal fan 185 din. hp engine. Porsche drive shafts, instruments, oil coolers, oil lines, thermostat, Porsche design dry sump etc. Total cost complete car $9800; less engine but with gearbox $6900; less engine and gearbox but complete in all other details $5600. U.S. Importer, Haas Auto Imports, Inc., 5619 N. Broadway, Chicago 26, Ill; (312) LO 1-0010.

ELVA PORSCHE — Everything there except engine. Lots of spares; gears, clutch parts, etc. Can be had for only $4500. Ralph Wood, 20 LaSalle Dr., Moraga, Calif.; (415) 376-5998.

ELVA MK 5 — Completely rebuilt 1100cc Climax, Webers, ZF, close ratio gears, limited slip, mag wheels, trailer. $2500. John Harrington, 1284 N. Helm St., Fresno, Calif.; 255-3179.

ELVA MK 8, TWO LITER BMW Dry Sump Engine. Hewland HD-5. Only four races. Never damaged and in perfect condition. Many sensible modifications. Lotus 20 Formula C. 1100 Cosworth, 5-speed MK 4 Hewland, four wheel discs, 13" wheels, new R6 tires. In perfect condition. Central division champ in '63 & '64. 600 x 13 and 700 x 13 Dunlop R6 tires at reduced prices. Rugged two wheel trailer, new tires and electric brakes. 3000# load capacity. Suitable for Elva or Lotus. R. R. Brown, c/o Ecurie Greene, Inc., Box 103, Birmingham, Mich.; (313) 549-5700 or 549-3100.

1963 ELVA MK 6 — 1100cc Stage 5 Climax. G modified winner, ready to race. Webers, Konis, Goodyear T7. Outboard brakes, lightweight. Immaculate, 15 races. Priced for quick sale. Marvin Cohen, 63 N. Goodwin Ave., Kingston, Penna. 18704; (717) 287-4415 or 288-5600.

LOOKING FOR BUYERS??? The buyers are looking in the classified section of COMPETITION PRESS & AUTOWEEK. For personal service in the Los Angeles area call Del Owens at HOllywood 4-7000.

ELVA COURIER — FASTEST IN U.S. — New 1622cc engine completely prepared by Jerry Truitt with 1 3/4" bell-mouthed carbs, ram pipes, header exhaust, ported, polished and milled head with undercut valves, J & E flat top plus .040 pistons with Grant rings, lightened twin cam rods, 770 cam, modified oil pump (never below 80 psi), light fly wheel, competition clutch, Hardi fuel pump, oil cooler, CR gears, limited slip with 4.2, 4.5 and 4.8 ratios, 5" mags with R2 Goodyears, 43/40 unbreakable axles with completely new housing, 9-1/2" discs with DS 11 pads, cera-metallic rear linings, Koni shocks, tow bar, tonneau and electric tach Thompson 1:45, Lime Rock 1:10, Bryar 1:27, Bridgehampton 2:06. Brand new body included in price of $2750. Fred Opert Racing Enterprises, 202 Broad Ave., Palisades Park, New Jersey; (201) 947-7007 or (212) LO 3-0930.

COMPETITION CARS

DOCTOR BILLS FORCE QUICK SALE — Elva MK 5-Chevy 2. Third in San Francisco region Dm standings. Good small street machine trade considered. Ready Davis, 18922 Redwood Rd., Castro Valley, Calif.; (415) 527-1170 days, (415) 581-8073, eves.

ELVA 300 COSWORTH FORMULA C CAR — Dry sump, excellent condition, with spares. Make reasonable offer. Ron Hunter, Motorsport, Inc., 2506 Spruce, Boulder, Colo.; (303) 442-9564.

ELVA PORSCHE — In truly immaculate condition with fresh 1800cc engine, reconditioned gearbox. Fastest under-2-liter qualifier at Pensacola, Bridgehampton & Elkhart US-RRCs. Fourth overall Players 200, Mosport. Completely reconditioned including new rear hub carriers, specially modified stub axles and new front hubs. Many spares including extra gears. New Goodyear R2s. $6995. Joe Buzzetta, Competition Imports Inc., Smithtown Blvd., Smithtown, New York 11787; (516) AN 5-2204 or 2208.

FERRARI 1965 250LM — Same as LeMans winner. New, never raced, 3.3 liter engine, five speed gearbox. $17,500. Haskell Wexler, 1406 N. Van Ness, Hollywood, Calif. 90028; HO 2-4418 or HO 9-4645.

FORMULA VEE BOBSYS — Two used models available Nov. 1 #1) July SCG test car with suspension and engine set up by factory after test. New silver paint. #2) Germany factory car set up at VW works with all new parts. Raced four times in Germany. Both as new. Your choice, $2000. Brand new cars, ready to race $2495. Kits, $995. Eastern distributor for Bobsy Vanguard. Fred Opert Racing Enterprises, 202 Broad Ave., Palisades Park, N.J.; (201) 947-7007 or (212) LO 3-0930.

THE FIRST 10 YEARS OF
ROAD AMERICA
A pictorial and written history of this long-famed road-racing course; 64 pages of background and year-by-year accounts, from the public road racing days to the present, profusely illustrated.
$1.75, postpaid
Road America, Elkhart Lake, Wis.

CINCINNATI REGION SCCA NATIONAL RACES MID-OHIO JULY 11, 1965
1" X 3" TWO COLOR DASH PLAQUES. As low as $30 per hundred (f.o.b. Los Angeles), for a normal delivery time order. $40 per hundred (f.o.b. Los Angeles) for special handling when your order requires rapid delivery. We can supply your needs from a minimum order of twenty-five to quantities of several thousands. Write for quotations on all types of car badges.
TROPHIES & PLAQUES
AL SHERWIN
4930 Venice Blvd.
Los Angeles, Calif. 90019

BUGATTI
La Chanteclair
Restaurant -:- Bar
Rene Dreyfus, former champion of France, and his brother Maurice are your hosts at New York's rendezvous for the motor racing world.
18 East 49th Street
New York 17, N. Y.
ELdorado 5-8998 Plaza 5-7731

D·A
DISTRIBUTOR INQUIRIES INVITED
Racing Division • D-A LUBRICANT COMPANY, INC
INDIANAPOLIS, INDIANA 46208

RACING ENGINES
Lightweight
SUNBEAM IMP
Units
849, 875, 887 & 999 cc.
All engines supplied have been WINNING races in CANADA and the STATES!
For full information:
In U.S.A.
Lambert Cars
485 University Place
Corpus Christi, Texas 78412
Tel.: (512) UL 3-4349
In England:
Roger Nathan (Racing) Limited
rear of 162 Acre Lane,
London, S.W.2. ENGLAND
Tel.: Redpost 3651 & 3150

WIN MORE IN '65
RACE, TRALOM, RALLYE CAR PREPARATION
DYNO TESTED CAMS
MGB — 140 hp,
MGA — 120 hp
HEALEY — 195 hp
SPRITE — 80 hp
ALPINE — 118 hp
VOLVO — 128 hp
TIGER — 300+ hp
SCCA POWER OPTIONS
roll bars
limited slips
suspension
SEND $1.00 FOR CATALOG
HOLLYWOOD SPORT CARS



hollywood
SPORT CARS competition department
5766 HOLLYWOOD BOULEVARD • HOLLYWOOD 28, CALIFORNIA

CONT. FROM 13

FORMCAR VEE—As fast as Belcher. Prepared by Stuteley. Twelve wheels, extra ring and pinion, both 3rd gears, 8 tires, tubes. Quick sale at $1350. Charles Slade, 2131 Companero, Orlando, Fla.; CY 5-0176.

FORMULA VEE—In Los Angeles area complete cars, kits and parts. Car trailers. Financing available. Evgs. Tues. through Fri. 7 to 9. Club Cars, 1657 W. 135th st., Gardena, Calif.; 323-9732.

FORMCAR FORMULA V—Ready to win. $1250. Sadler Formula Jr. BMC. Power, spare engine, wheels, tires. $1000. Ray Cuomo, Tom Payne's European Cars, Inc., 506 E. Michigan ave., Ypsilanti, Mich.; (313) 482-2175.

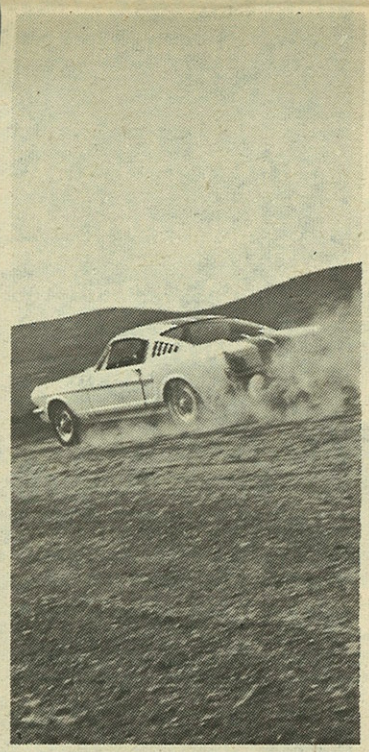
GENIE-CLIMAX—FM twin cam. No races since complete major. Four speed Porsche box and clutch. Will trade for "streetable" car for this flawless machine or $2995. D. E. Burrows, 1801 Shoreline Dr., Alameda, Calif.; 523-9989.

GT 350s AND COBRAS—Available at N.J.'s only Shelby-American dealer. Orders being taken now for 427 Street Cobras. GT 350s in stock. Complete inventory of Shelby-American parts, both Go and Show. Custom built trailers for race cars. Complete set ups (tow car, trailer & race car) our specialty. Ask for our Hi-Performance Manager, Tom McNeill, or see him at the track. Berry Motors, Inc., 375 Rt. 17, Paramus, N.J.; (201) 262-4900.

ONE OF THE ONLY POTENTIAL GM NATIONAL RUN-OFF WINNERS IN THE COUNTRY that is for sale. This Lotus 23B, Series 2, is powered by one of the five MK 17 Cosworth Ford engines in the U.S. (Dyno at 126hp). Just resharpened for Daytona. Seven national races, seven firsts. Holds course record on Daytona 1.6 run-off course. $6500 including six extra wheels with new Goodyear R2 tires. Baker Motor Company, 3619 Piedmont Rd., N.E., Atlanta, Ga. 30305; (404) 261-1666.

LOTUS 22, 1964, 11 mo. old or LOTUS 27 Monocoque, 32 specs, ex-Peter Arundell car. Both with 150bhp with steel crank and rods, Hewland 5-spec and Dunlop racing tires. Your choice $5600. Fred Opert Racing Enterprises, 202 Broad Ave., Palisades Park, N.J.; (201) 947-7007 or (212) LO 3-0930.

MUSTANG



Tune it, tame it and tease it! Take it to Shelby-American and turn it into a wild stallion! Take a look at how it got here... and where it's going! Read "MUSTANG, a complete guide" by the editors of CAR LIFE.

Buy it at your favorite newsstand or send $1 to CAR LIFE, 834 Production Place, Newport Beach, Calif. 92663

Name

Street

City

State Zip Code CP

COMPETITION CARS

LOTUS RACING ELAN S2—Team Lotus car, fastest Elan in the world. Won every race entered but one. New fresh condition. $6980. F.O.B. England. Or, the second fastest Elan in the world. The only car to have beaten the fastest Elan above. Ex-Jack Oliver car. $6140 F.O.B. England. Both with steel universal. Or, the third fastest Elan in the world. Third OA and first in class at Bridgehampton Double 500. All race options and hardtop etc. Dark blue, Goodyear R2s. $5000 F.O.B. New York. Fred Opert Racing Enterprises, 202 Broad Ave., Palisades Park, N.J.; (201) 947-7007 or (212) LO 3-0930.

LOTUS ELAN 1964—Mag wheels, roll bar, Goodyear Bluestreaks, competition seat belts. Ready for street or track. $3100. Will take Mini Cooper in trade. Small Car Motors, 3003 Summer Ave., Memphis, Tenn. 38100; (901) 324-9933.

IMMACULATE LOTUS 11, Series 1, Wishbone/deDION—4-wheel discs, cleanest, fastest available. With or without new stage 3 Climax. Offers, '61 A-H MK 2 3000. Rolled, mechanically very good. Offers. New, fully prepared Bobsy Vee, $1895. Tom Maxwell, #9 Eastmoor Dr., Mt. Vernon, Ohio; 393-9385.

LOTUS 23—1100cc Cosworth Ford dry sump engine with Hewland five speed gearbox. Just rebuilt engine. Second national points 1964, 1965. $4200 with custom trailer. Charles T. Gibson, 22 Hilliard St., Cambridge, Mass. 02138; (617) 491-2599.

LOTUS SUPER 7—Ready to race. Fresh 1340cc Ford balanced with Jahns pistons, Isky cam, oil cooler, CR gears, R6s and all weather equipment. Imsport Inc., 7000 Schaefer, Dearborn, Mich.; LU 1-5243.

LOTUS RACING ELAN 1965—Factory prepared. BRM 175hp engine, hard top, knock off mag wheels, disc brakes, light weight body, full independent rear suspension, limited slip differential. Many spare engine parts. Also 1962 Chevrolet station wagon with 327 cubic inch engine and trailer. Best offer. John Hick, 329 Prospect Ave., Hackensack, New Jersey 07601; DI 3-3966.

LOTUS ELAN—Faster than most competition Elans. Adjustable shocks, mags, well set-up car. Led every lap at CDR National until small indiscretion with Hm car. $4000. Will raise if necessary. Ron Hunter, Motorsport, Inc., 2506 Spruce, Boulder, Colo.; (303) 442-9564.



DASH PLAQUES
EVENT AWARDS
Aluminum • Brass • Chrome
THREE WEEK DELIVERY

Aluminum	(200 Min.)	$23.20 per 100
Brass	(200 Min.)	$25.15 per 100
Chrome Plate	(200 Min.)	$29.50 per 100

Prices for Larger or Smaller Quan. on Request
(one color)
MELROSE NAME PLATE CO.
919 HARRISON ST., OAKLAND 7, CALIF.
TELEPHONE (415) 832-7067

COMPETITION CARS

LOTUS 22—NICK REYNOLDS offers possibly the fastest Formula C car on the West Coast. 112hp MK 11 Cosworth engine has had complete overhaul,—rings, valves, bearings and crack test. Hewland MK 4 gearbox new this season. Extra wide base rimmed wheels, adjustable shocks. This car is as new in every respect and will lap Cotati at under 1:26. Ready to win $4750. Call Bourgeault, (415) 332-1838.

1965 LOTUS ELAN—Competition model. Class winner in last five Northeast division nationals. Fully rebuilt since last race. Dual mastercylinders, electronic ignition, "pulverized" suspension. $5200. Lance Pruyn, Box 76, Sharon, Conn. 06069; (203) 364-5668.

MORGAN PLUS 4, 1959—1961 plus 4 engine fully polished and balanced. Complete new front end, Bluestreaks on triple lace wires. Exceptionally fast. Complete with trailer. Pictures available. $1050 takes all. Joe Cam's Autorama, 1641 Penn Ave., West Lawn, Reading, Penn.; (215) 678-3469.

MG EXPERIMENTAL MODEL—Built by BMC factory. All aluminum racing body. Twin cam engine, Weber carbs. Never raced. Like new. $3500 firm. Forest Faulknor, BMC, 1699 Van Ness, San Francisco, Calif.; (415) PR 6-7700.

MGA—COMPLETELY EQUIPPED FOR RACING. 1622cc engine, disc brakes front and rear. Many racing extras and spare parts. One extra engine. $795. Fred's Imported Car Service, 4200 Rivers Ave., Charleston Heights, S.C.; (803) 747-0428.

MGA—Complete full race engine, new SCCA approved suspension, limited slip with 4:55 and 4:875 ratios, special factory modifications to engine. $800. J. Craker, 12021 Galena Rd., Rockville, Md.

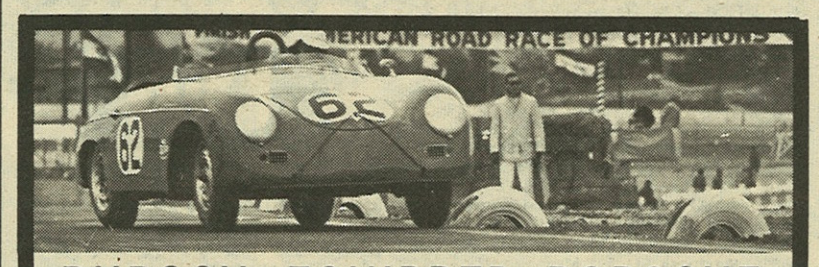
PORSCHE 58GS CARRERA SPEEDSTER—New silver lacquer, very good condition, absolutely rust free, excellent basis for EP racing. Choice of three Carrera engines. R. B. Weyer, 3940 Clifton Ave., Cincinnati, Ohio 45220; (513) 861-5159.

PORSCHE 58GT CARRERA SPEEDSTER—New red lacquer and adjustable shocks, alloy doors, deck, hood. 80 liter tank, wood wheel, factory installed roll bar, pushrod engine, 500 miles, many modifications. $2650. Carrera engine also available if desired. R. B. Weyer, 3940 Clifton Ave., Cincinnati, Ohio 45220; (513) 861-5159.

PORSCHE CARRERA 2000—Lightweight coupe. Zero hours on engine with new pistons, barrels, clutch, crank flywheel. Disc brakes. $2600. Bob Ennis, Speedway Custom, 3 Speedway Ave., Allston, Mass.; AL 4-9867.

PORSCHE 904 GTS—One of the last delivered in USA (serial number 98). Perfect in every detail. Only four short races in Southeast. Ted Tidwell, #9 - 7th St., Augusta, Ga.; (404) 722-3737 or (803) 824-1661.

PORSCHE RS 2000—This is RS 60 Spyder with fresh 904 two liter engine, diaphragm clutch, 11-1/2" disc brakes, 11 extra gear sets, 10 racing wheels, eight tires, extra 1600 engine (broken), many spares. Car was 4th OA at Daytona Continental after 2 hours, ahead of all big stuff but GT 40, Ferrari, Gurney. Price $5000. Charles Slade, 2131 Companero, Orlando, Fla.; CY 5-0176.



BURSCH - EQUIPPED PORSCHE WINS ROAD RACE OF CHAMPIONS

Competition/Street Model
$59.50
Features flanged detachable muffler and straight pipe for racing or competitive club events.

Street Model — $49.50
Features permanently attached muffler.

NEW PRODUCTS FROM BURSCH

Velocity Stacks
(for Zenith Carbs)
Increases engine efficiency.
$9.95 pr.

Nerf Bars
Protection with beauty.
$70.00 set of four

All prices F.O.B. Pasadena, California. Specify year and model car when ordering.

COMPLETE SERVICE FOR DOMESTIC AND FOREIGN CARS

OILZUM MOTOR OIL

Race-proven in the National Champion Class E Porsche

Now distributing OILZUM racing oils for all competition applications.

ALL BURSCH EQUIPMENT IS AVAILABLE FROM MOST DEALERS, AND FROM SCIENTIFIC AUTOMOTIVE, DEPT. CP2, 1727 E. WALNUT ST., PASADENA, CALIFORNIA. WRITE FOR FREE ILLUSTRATED BROCHURE.

BURSCH
TUNED EXHAUSTS

COMPETITION CARS

PORSCHE 904—ONE OF THE FEW IN THE COUNTRY with all the latest modifications; exhaust system, cams, oil pressure relief valve, steering, shocks, etc. Extra gear ratios includes, plus 3 6-inch and 3 five-and-one-half-inch factory wheels, 4 6-inch and 4 five-inch American Racing mag wheels, many Firestone and Dunlop tires, extra rear body complete and many new spare parts such as clutches, brake pads etc. This car finished 1st overall in all three of the West Coast Nationals entered, beating all the best Cobras including a factory 427 at Candlestick Park. Will paint your color. Asking $8000. Call collect. Don Wester, (408) 373-3211 or write 1187 Del Monte Ave., Monterey, Calif.

RS60 PORSCHE SPYDER—Price $3500. Bob Hagin, Union Jack Garage, 2257 No. Main, Walnut Creek, Calif. (415) 935-9945.

SPEEDWELL MINI-COOPER—Too fast for my wife. 0-60 in 8-1/2 seconds, 110mph, 85hp on dyno. Oil cooler, tach, swaybar etc. Good for street or track. Randy Edwards, 437 E. Rich, DeLand, Florida; 734-5746.

'58 HP SPRITE—Fully prodified. Only needs hood to pass tech. $420. Trailer, electric, $210. Wagon tow car, $170. 500TX shield, suit, $25. Jay Maxwell, 2622 Washington Blvd., Santa Monica, Calif. 90405; 399-4469 days.

TR3—Roll bar, sway bar, tow bar, competition suspension, new engine, brakes and clutch. Ready to race. Drivers' school special. Full street equipment included. $875. Fred Opert Racing Enterprises, 202 Broad Ave., Palisades Park, N.J.; (201) 947-7007 or (212) LO 3-0930.

TR4, FULL RACE—Bob Cole's personal championship winner and concours winner for sale. Fresh zero hour engine. Car is extremely fast and has all the goodies; gas flowed head, trans. ignition, T7s, mags, latest cam, ad infinitem. Use your imagination (and money) to buy this one! $2995 firm. Will take trade. Bob Cole Motor Imports Ltd., 444 El Camino Real, San Bruno, Calif.; (415) JU 3-5032, San Bruno; (415) 761-2636, San Francisco; (415) 593-1411, San Carlos.

'63 TR4—Latest head, manifold, five mags, overdrive, limited slip, F cam, oil cooler, never bent. All in fine condition. $2350. Might trade. Don McCaffee, 1932 W. McDowell Rd., Phoenix, Arizona 85009; AL 3-4201.

PACIFIC COAST CHAMPIONSHIP CAR TR3—Completely rebuilt, new paint. Car and trailer, $2500. Jim Dittemore, 1449 Pier Ave., Redondo Beach, Calif. 90278; 372-8438.

1963 TRIUMPH TR3B—Competition prepared. Third in divisional class, '64. Overdrive, 4-speed synchro, Bluestreaks, wide wheels. Engine balanced, lightened and polished. Concours condition. Street equipment included. Pictures available. $1700. Raymond Johnson, 1412 Noyes St., Evanston, Ill. 60202; (312) 475-3924 or 649-8300.

CLASSIC CARS

LARGEST IMPORTED CAR CENTER in the Western United States. Hard to find, rare and exotic cars—'48 MGTC, TDs, TFs, vintage Rolls Royces. All in excellent concours condition. Forest Faulknor, BMC of San Francisco, 1200 Van Ness Ave., San Francisco, Calif.; (415) PR 6-7700.

1936 DE SOTO AIR FLOW—Four door, hardtop, midnight blue. Concours condition, engine excellent condition. All original. Richard Larky, 424 - 28th St., San Francisco,



BELL 500TX HELMETS
SEE YOUR DEALER
Send for FREE Brochure
BELL Auto Parts, Inc
3633 E Gage Ave Bell S. California LUdlow 7-7111

CLASSIC CARS

Calif.; (415) 647-2475 or PR 6-9189.

BOOKS

BOOKS ON RACING, RALLYING, TUNING, DESIGN, ROAD TESTS—Just request our free catalog and drool—such a choice—low prices too. Workshop manuals on all British and European cars, state year, make, model. Europe's largest autobooksellers. Marken Ltd., Bennett rd., Brighton, Sussex, England.

PARTS

ALFA ROMEO PARTS AND SERVICE SPECIALISTS. Franchised dealer. 1300 Giulietta, 1600 Giulia parts. Collision parts, Moly lubricants. Exchange gearboxes, engines, rear axles. Parts shipped promptly. Stoddard Imported Cars, Inc., Route 20, Willoughby, Ohio, 44094; (216) 946-1040.

13" x 5-1/2" ALUMINUM WHEELS—Lotus Indy type fits Sunbeam Alpine, Sunbeam Tiger, Daimler, Corvair, Falcon, 4 bolt only. Bolt circle 3-3/4" to 4-3/4" available. Requires tubes, use std. nuts. Introductory offer $120 set of four including tax. Money back guarantee. Ferrett Corp., 2730 Hyland Dr., Birmingham, Mich.

THREE SPOKE ALUMINUM STEERING WHEELS—Hand stitched pigskin with soft rubber backing. 10", 12" & 14" dia. less hub $28. 14" dia. with hub for Sprites, Porsches, VW's, MG's, $38. Grizzly Engineering & Machine, 611 Sutter St., Folsom, Calif.; (916) 985-4074.

BMC COMPETITION PARTS—Nation's largest supplier of BMC options. Individual list free to drivers, specify car year and model. Complete catalog, 50¢. Parts shipped nationwide. Hank Thorp, Inc., Competition Div., 200 Woodbridge ave., Highland Park, N.J.; (201) 545-9538.

BMW 1991cc engine for sale. Recently taken out of Elva MK 8 chassis. Engine complete with everything. Many spares too. Interested parties only. Bill Lilley, 315 Lake St., Salisbury, Mo. 21801; 749-7124.

CHAPARRAL I WHEELS (pair, new) 8" wide, Chev. bolt pattern. Two 45mm Weber carbs, sidedraft with adapter plates, $150. Jack Knight Cooper 4-speed transaxle, apart need pinion gear, many extras, $250. Owen Rutherford, 631 Country Club Lane, Itasca, Ill.; (312) 772-0111.

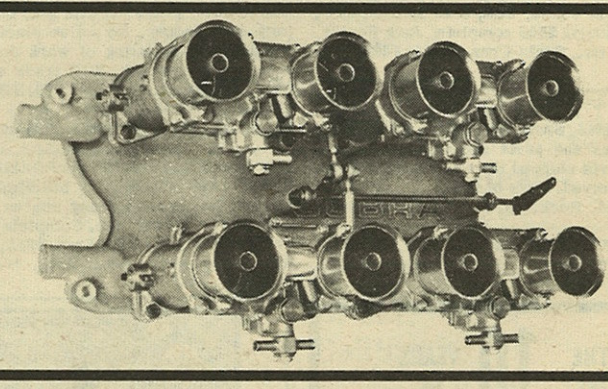
AT LONG LAST THEY'RE FINALLY IN STOCK for immediate delivery—Cosmic 4-1/2" J x 13" aluminum racing wheels. Weigh 8-1/2 lbs, stronger than steel but won't oxidize and corrode like mags. Can be used for street. Sizes to fit Sprite, Midget, Elva Courier, Lotus Elan, Spitfire, Sunbeam and Corvair. *$34.95. Fred Opert Racing Enterprises, 202 Broad Ave., Palisades Park, N.J.; (201) 947-7007 or (212) LO 3-0930.*

COSWORTH ENGINEERING makes the finest and fastest English Ford-based racing engines. We stock all spares for these engines including most options for prodifying English Ford-powered cars...Anglia, Cortina, Elva, Ginetta, GSM, Lotus Seven, Lotus Elan, Marcos, Morgan, Turner. Steel billet cranks, any stroke, $495. Exclusive U.S. Distributor. Lotus Southwest, Inc., 740 N. Pearl, Dallas, Texas; (214) RI 8-5811 or RI 8-6039.

FIVE BOLT-ON TYPE 300 SL WHEELS—Like new. These wheels cost $85 new. $50 each or all five for $225. James Auto Specialties, 3818 W. Magnolia Blvd., Burbank, Calif.; 846-5587.

FOREIGN CAR WRECKING—Sedans & Sport Cars. All parts cleaned and guaranteed. Fast service on starts, generators, doors, grills, glass, fenders, transmissions, engines, wheels, tires, etc. Dave Tallaksen, Atlanta Imported Auto Parts, 5383 Buford hwy., Doraville, Ga.; (404) 451-4411.

FORMULA VEE BUILDERS—Complete front end, transaxle, engine, wheels, brakes, 1962 or later, $395 for complete suspension package. Dave Tallaksen, Atlanta Imported Auto Parts, 5383 Buford hwy., Doraville, Ga.;



now you can afford to go Weber

Complete Weber carburetion and Cobra manifold system for only $595

Shelby American offers you a fantastic price reduction on Weber carbs for 260 and 289 Ford engines. Four 48 IDA-1 Webers, Cobra intake manifold, water log, 25 gaskets and linkage. This represents a saving of $300 over the best previous price for this kit. See your local authorized Shelby/American dealer.

SHELBY AMERICAN / 6501 W. Imperial Hwy., Dept. E, Los Angeles, Calif. 90009
Exclusive distributor for 48 mm Weber Carburetors

PARTS

(404) 451-4411.

HEWLAND — All gearboxes, spare parts, repair service. Hewland Lotus Elan and Cortina limited slip differentials. Complete stock in Chicago. U.S. Importer, Haas Auto Imports, Inc., 5619 N. Broadway, Chicago 26, Ill.; LO 1-0010.

JAG MAGS!!! By American Racing. XKE knock-offs, perfect condition (used). $300. Bob Cole Motor Imports, Ltd., 444 El Camino Real, San Bruno, Calif.; (415) JU 3-5032.

JUDSON SUPERCHARGER FOR TR3 or TR 4. New bearings, complete with all instructions, $75. TR4 factory tonneau cover, hardly used, $20. Dave Creech, P.O.Box 792, Martinsburg, W. Va. 25401; 263-0323.

LACKING LIMITED SLIP? In stock for Austin Healey, MGA, MGB, TR3 & 4, Spitfire. Now have Sunbeam Alpine & Tiger and now Sprite. No machining. No exchange. Try me on others. Bill Baugh, 1831 Austin, Troy, Mich.; (313) 689-0234.

LOTUS SPARES for 18, 20, 22, 23, 27, 30, Sevens, Super Sevens and Elans in stock. Suspension parts, Lotus wide wheels, brake pads, wide finders for MK 23 easily installed at $75 per set. Complete light weight body for 23 at $395. Also 450-13, 550-13, 600-13 new Dunlop R6 tires in stock. Lotus Southwest, Inc., 740 N. Pearl, Dallas, Texas; (214) RI 8-5811 or RI 8-6039.

LOTUS — Importer and distributor for Lotus, Weber, Climax parts. Immediate delivery of most parts; phone for fast service. Overnight delivery anywhere in U.S. Rod Carveth Enterprises, Inc., 770 El Camino Real, San Carlos, Calif.; (415) LY 1-8921.

LOTUS ELAN GOODIES — RJV Header Exhaust Systems, complete with wide bore pipe and mufflers, 10 to 12hp increase, $150. Cosworth CPL-2 cam shafts, 10hp increase, $150 pair exchange. Carburetor jets and mains to go with cams, $12. Cams not recommended without headers. Entire setup will make your Elan a 125hp stormer. Roll bar, $75pp. Heavy sway bars, $55.95. 4.4 to 1 ring and pinions for autocrosses and gymkhanas, $55. Heavy duty rubber donuts, $12.95. Hi-Performance spot coils, $8.75. Leather steering wheels as used on racing Elans, $39.95. Speedy service on any Lotus part. TRY US! Fred Opert Racing Enterprises, 202 Broad Ave., Palisades Park, N.J.; (201) 947-7007 or (212) LO 3-0930.

LOTUS 17 PARTS — Unused rear body section; differential with swing axles and inboard disc brakes, $195; four 5 x 15, six bolt Lotus mag wheels, $40 each; three 15" front mags with integral hubs, $45; front disc assemblies, $60 for pair; steering assembly; mechanical tach; two 5 x 15, two 4-1/2 x 15 Goodyear Bluestreak tires; other small parts. Bill Dunaway, Box E, Aspen, Colo.; (303) 925-3414.

1959 MG TWIN CAM ENGINE & TRANS — Complete with all accessories. Also six wire wheels with knock-off hubs. $375 for all or make offer on part. Walt Vollmer, 786 Ulloa, San Francisco, Calif.; (415) 661-2777 days, OV 1-9006 eves.

PORSCHE TRANSMISSIONS — 644 BBAA 7:31, new R & P and bearings, excellent, $270; 644-BBAB 7:31 very good, $225; 519, very good, $150; 1953 Porsche gear box and 1300 engine, $250. R. B. Weyer, 3940 Clifton Ave., Cincinnati, Ohio 45220; (513) 861-5159.

RACING TIRES — Five R6 Dunlop Greenspots. Four used but not scuffed in yet. One never used. Size 550 x 13, $130 FOB Allentown. Donald S. McCain, 213 S. Madison St., Allentown, Pa. 18102; (215) 433-3700.

SAE GRADE EIGHT BOLTS, locknuts, torque-seal & antisway bars. O Rings for Girling disc brakes, Keenserts to replace strip thread in aluminum castings. Grizzly Engineering & Machine, 611 Sutter St., Folsom, Calif.; (916) 985-4074.

SPRITE LIMITED SLIP — A bolt-in limited slip cage now available. $125. No case or axle modifications necessary. Use with any Sprite ratio. Exclusive distributors, Hank Thorp, Inc., Competition Dept., 200 Woodbridge ave., Highland Park, N.J.; (201) 545-9538.

PARTS

USED VW, DKW, & MERCEDES PARTS — Large selection of engines, transmissions, rears, body, glass and interiors for VW 1200, 1500 and 1500-S. MB 180, 190, 220, 300, 190-SL plus many DKW's. Can buy all or any parts for these vehicles. Autobahn Motors Co., 20 Arctic Parkway and No. Olden ave. ext., Trenton, New Jersey; OW 5-8548.

WE HAVE GOT IT! One of the largest and most complete selections of used foreign sports car parts in the Midwest. Just name it — MG, Midget, Sprite, Austin Healey, Triumph, Spitfire, Morgan, Sunbeam Alpine, Jaguar. Don't sign, give us a try. Troy Iron & Metal Co., Inc., 641 S. Union St., Dept. CP, Troy, Ohio; (513) 6781.

SERVICES

ALFA ROMEO PARTS AND SERVICE SPECIALISTS. Franchised dealer. 1300 Giulietta, 1600 Giulia parts. Collision parts, Moly lubricants. Exchange gearboxes, engines and rear axles. Parts shipped promptly. Stoddard Imported Cars, Inc., Route 20, Willoughby, Ohio, 44094; (216) 946-1040.

EAST COAST'S FINEST SERVICE — Your High-Performance car needs High Performance service, backed by complete Shelby-American parts department. Don't settle for less — than the best. Ask for Archway's Shelby-trained High Performance mechanics — Red Leeman & Don Martin. Archway Ford, Hilton st., at Edmonson ave., Baltimore, Md, 21229; (301) 945-3600.

VOLVO — ANYTHING ANYTIME! We have the know-how to set your car up for winning and/or any component part you need to do-it-yourself. From street stock to full competition — we've got it! Volvoville U.S.A., Merrick Rd., Amityville, New York 11701; (516) PY 8-4800.

ACCESSORIES

ACCESSORIES: B&B MOTORS, Importers, manufacturers & distributors. The finest automobile accessories, Pirelli, Michelin tires, Stebro free-flow exhaust for most foreign cars. Bursch tuned exhausts, Koni shocks, Amco accessories, roll bars, 200,000 CP iodide quartz driving lamps, Heuer watches & timers, GP wood rim wheels, Dunlop driving suits, Bell helmets, air horns. Write today for our fabulous new 24-page catalogue of the finest racing, rallying and touring accessories. It's free. Parts shipped promptly, dealers inquire. B&B Motors, Dept. CP, Burnt Hills (near Albany, N.Y.) (518) 399-8258.

ENTHUSIASTS! Wear the insignia of your favorite marque. Ladies earrings $2.50 per pair. Charm bracelet with one charm $1.95, each additional charm $1.25. Gentlemen's tie bar or tie tac $1.95. Faithful color reproduction of top quality enamel in gold tone setting. Select from Alfa, Alpine, Corvette, Ferrari, Healey, Jaguar, Lotus, Mercedes, MG, Porsche, SAAB, Sprite, TR3, Volvo and VW. SERFCO, P.O. Box 72, Bogota, New Jersey 07603.

3" COMPETITION SEAT BELTS — Unused Air Force surplus, quick release, nylon. Limited supply. Order now. Our price, $6.75 per pair, $12.95 two pair. Add 4% sales tax. Postage paid. E. Hoffman Enterprises, 35 Weybridge Ct., Oakland, Calif.

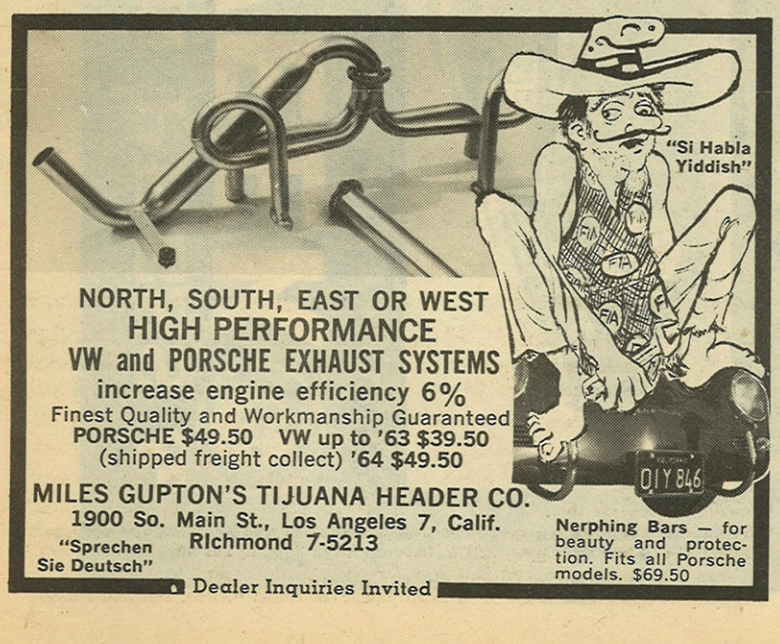
RACE DRIVERS! 20" SKAI bag holds all your gear for race weekend. Still have room for spare parts or change of socks. Olive/Tan. $20. The Chequered Flag, Dept. CP, Box 123, Peck Slip Station, New York, N.Y. 10038.

SUNBEAM TIGER DECALS, $1; Sunbeam Tiger Jackets, small, medium, large, extra large. $11.95; Send for complete list of Tiger accessories. Tiger Accessories, 5445 Steilacoom Blvd., S.W., Tacoma, Wash.

YOUR CLUB INSIGNIA reproduced on emblems, jackets, T-shirts, flags etc. Nationwide service. Give full details for quotations and price list. A. B. C. Emblem & Pennant Co., Dept. CP, 3221 - 20th st., San Francisco, Calif. 94114; (415) 824-8210.

ADDITIVES

ADD 10% POWER and double engine life with Lubysil SC100. Oil additive par excellence. Send $3 to Silicone Lubricants, Inc., 136 S. Angell st., Providence, R.I. 02906; (401) 751-6650.



BUSINESS OPPORTUNITIES

BUSINESS OPPORTUNITIES

WRITE OFF YOUR RACING — Buy this business, enjoy profit plus 1/24 scale in slot racing. Live in lovely Santa Barbara, Calif. $1500 down. Walter Barnitz, Yankee Farm Rd., Santa Barbara, Calif.; (805) 965-0382.

WANTED

ENGINE DYNO — Must be accurate 50 to 250hp. Please state manufacturer, condition and price. Ronald M. Catalano, 102-30 67th Ave., Forest Hills, N.Y.; (212) GL 6-5395 days, TW 7-4967 eves.

1960 or LATER FERRARI TESTA ROSSA V 12, three liter dry sump engine or components. Mechanically sound basket case accepted. Stabilimenti Forsgrini, 16415 - 51 Ave. S., Seattle, Wash. 98188; CH 4-6510.

OIL RADIATOR FOR ABARTH 750 pushrod. Will trade Abarth water radiator or pay cash. State price and condition. Gary Pitts, 724 South College St., Auburn, Alabama 36830.

PERSONALS

FREE: Publicity for your club or organization's races, hillclimbs, or auto shows in Competition Press regional calendars of coming events. Mail all notices to "Calendar Editor," Competition Press, 15 Boardman pl., San Francisco, Calif.

FOR THOSE WHO READ THIS SPACE REGULARLY — Congratulate yourselves. You have out-waited me. I've dropped the price for this fantastic photographic kit from $275 to only $250 plus beer. Miranda D, F 2.8 lens; Soligor 350mm F 5.6 telephoto (girl watchers special); plus the fabulous Astronar 85-205mm F 6.3 zoom lens. This package will cover any turn on any course. Reason for selling: Just bought an avocado farm. Duke Manor, 15 Boardman pl., San Francisco, Calif. 94103; (415) 552-1259.

AUTO FILMS

LOTUS-FORD SHOWS THE WAY! Jimmy Clark battles Parnelli Jones, Mario Andretti and A. J. Foyt for the first rear-engine win in Indianapolis history. Be where the Action is — watch the absorbing, colorful '65 Indy "500" shot by Professional Cameramen — 180° 8mm Eastman Color. Record-breaking qualifications at 161 plus mph. $12.95 ppd (add 50¢ for Air Mail) Sportlite "500" Films, 20-CP North Wacker dr., Chicago, Ill. 60606.

SLOT CARS

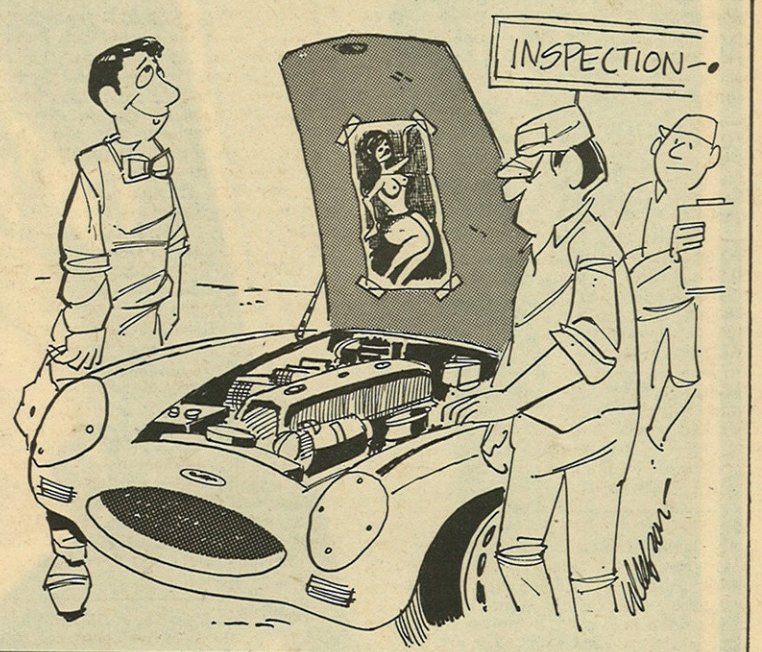
COLIN CHAPMAN OF THE SLOT RACING WORLD, having been refused government subsidy, announces sale of entire works team. Includes eight all-scratch cars with rewound '65 engines: Ramtron, 6-volt Pittman, modified Pittman 196, Kemtrons, Tyco — and assorted engine parts. At least 10 sets ball bearings, about 30 sets slicks (front and rear), four handmade controllers. Spares include tubing, chassis parts, tools, gears, welding gears, chassis jigs, etc. etc. All this plus 24" x 18" x 10" handmade custom carrying case. Jack Levine, Dept. 102, 15 Boardman Pl., San Francisco, Calif. 94103.

MFGR'S CLOSEOUT SALE

AUTO TOPS were $75	NOW $25
CARPETS were $35	NOW $ 8
SEAT COVERS were $35	NOW $15
TONNEAU covers were $35	NOW $12

AMERICAN STANDARD CO.
400 East 120th St. New York 35, N.Y.

AUTOWEAK by Ellefson



RALLY EQUIPMENT

CURTA CALCULATORS are used by over 90% of the top rallyists in the United States and Canada. Model #1 (8 x 6 x 11 digits) $120; Model #2 (11 x 8 x 15 digits) $158. Available on lease/purchase plan for as little as $10 per month. Used Curtas frequently available at substantial savings. All machines fully guaranteed. We pay transportation charges. Burns Industries, 361 Delaware Ave., Buffalo, New York 14202; (716) 854-4146 days, (716) 882-5887 eves.

PICTURES

PROFESSIONAL PHOTOGRAPHS — Your car at speed available from files. 1965 Sebring, Laguna Seca, Kent, Castle Rock. Also Contra Costa, Cotati, Santa Barbara and Candlestick. Coming events include the Fall Pro Series. Bill Dunne, Creative Photo, Ltd., 24 California St., San Francisco, Calif.; (415) 434-3224.

WE'd LIKE YOU TO ENJOY the last 10 years of automotive history as much as we have. You can do this through an outstanding collection of photographs — both color and black and white — covering most major racing events in the U.S., Canada, Mexico and offshore islands. These are not mass-produced prints. Let us know your particular requirements. $1 brings a general listing and will be applied to your first order. Jack Brady Associates, Box 502?, Santa Barbara, Calif.

Motorsport Design Corporation RACING CARS mdc

catering exclusively to all forms of motor racing

- Electronic engine balancing
- Engine dynamometer testing (up to 600 H.P.)
- Complete modern machining, welding & fabricating facilities
- Hard-to-get aircraft hardware & racing supplies

MOTORSPORT DESIGN CORP.,
Route 7 Ridgefield, Conn.
Tel: (203) 438-4086

PICTURES

TRAILERS

FOR SALE, TRAILER — Exceptionally well made. Will fit almost any car. Tracks beautifully. 1965 registration included. Ready to go for $175. William A. Jones, 8400 Utica Dr., Hollywood, Calif.; OL 6-7754 or OL 6-2280.

DASH PLAQUES

RALLY DASH PLATES — 1" by 3-3/4" polished brass, engraved, $15 doz. Plastic stamped, $3.50 doz. Included name of club, date and name of rally. Sappenfield's Trophy Center, 1219 S. Calhoun St., Ft. Wayne, Ind.

MOLY-O



MOLY-O Racing Wheel Bearing Lubricant for: Racing, Custom Wheels, Reversed Wheels, High Performance. MOLY-O Wheel Bearing Lubricant protects your bearings under the most adverse conditions, yet reduces drag and friction normally found in bearings. Because MOLY-O is able to withstand high temperatures and high, irregular pressures, your wheel bearings will last much longer. Half pound can, $2.50



MOLY-O Assembly Lubricant is a semi-liquid formation of molybdenum disulfide for use on automotive engine parts during assembly. MOLY-O adheres to metal surfaces, protecting them during break-in and at critical times when oil or high film strength lubricants fail temporarily due to the excessive heat, pressures, or fuel wash found in racing engines. 6 oz. can with brush, $3.75

WRITE FOR FREE BROCHURE
Dealer Inquiries Invited
OREMCO CORP.
2262 North Albina, Rm C
Portland, Oregon

SPORTS CAR PARTS CENTER
"Over $200,000.00 on the shelf in goodies."

LIMITED SLIPS:

Sprite	$125.00
Spitfire	115.00
MG, A, B	175.00
TR 2, 3, 4	116.00
Volvo	78.00

702 EAST FIRST
SANTA ANA, CALIF.
Ph. (714) 547-0764

USE THIS HANDY ORDER BLANK TO WRITE OUT YOUR OWN

DO-IT-YOURSELF CLASSIFIEDS

To sell, swap or buy cars, parts, services, or to reach any of our many readers simply fill out this convenient order blank and send to CP Classifieds, 15 Boardman Place, San Francisco, Calif. 94103.
Rate: First 25 words $6. (Additional words 25c each). Two insertions $10. Name, address and phone number included free of charge. Check or money order must accompany copy.
classified section _____

25¢	25¢	25¢	25¢	25¢

Name _____ Address _____

City _____ State _____ Zip _____ Phone _____

INDY '500'



START your own Auto Sports Film Library Now!

8 MM COLOR RACING MOVIES

Be where the action is as 20 professional cameramen get behind the scenes and capture all the excitement of the time trials and running of the 49th "500".

See the battle of the rear engine cars as Jim Clark, Dan Gurney, Lloyd Ruby, Len Sutton, Jim Hurtubise challenge Parnelli Jones, Rodger Ward, and USAC Champion A. J. Foyt. Is this the end of the Offy dynasty?

Our electronic eye sees all at the incomparable INDY – 180' of 8mm Eastman Color.

only $12.95

MAIL YOUR ORDER NOW

LAFAYETTE, LTD.
P.O. Box 6
Lafayette, Calif.

Enclose check or money order for each print ordered.

Gentlemen: Please send films indicated below:

- ☐ 1965 "500" IN COLOR No. of Prints.....@ $12.95*
- ☐ 1964 "500" IN COLOR No. of Prints.....@ 11.95
- ☐ 1963 "500" IN COLOR No. of Prints.....@ 10.95
- ☐ 1962 "500" IN COLOR No. of Prints.....@ 9.95

Write for information on '60 and '61 films.
*Delivery on Completion.

Name_____

Address_____

City_____ State_____ Zip____

Add 50¢ for Air Mail Delivery
Note: Illinois Residents add 4% Sales Tax