

Porsche Conquers LeMans

COMPETITION PRESS & **AUTOWEEK**

July 3, 1971

50 Cents

Bobby Allison Wins
Wins 3rd Straight!

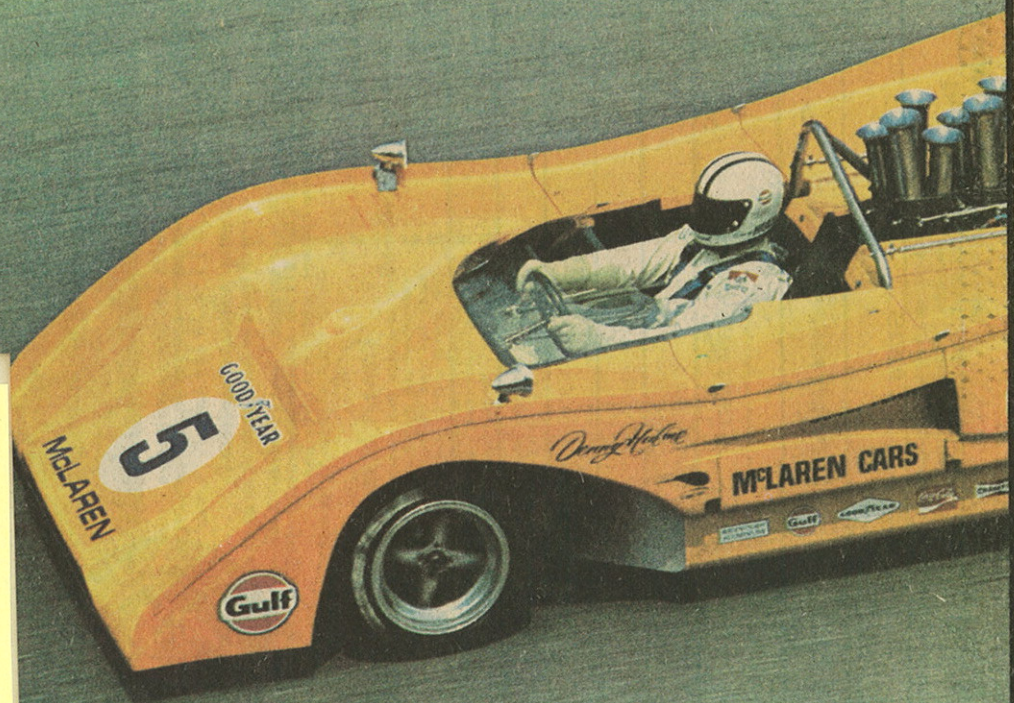
MICHIGAN

Ferro's Funco Buggy
Smashes 500 Record

BAJA

Stewart Fastest, but Hulme Strongest

MOSPORT CAN-AM



Marko/Van Lennep Survive LeMans

By David Phipps
European Editor

LE MANS, Fr., June 13 — Porsche duly scored its expected victory here in the 24-hour classic, but it was a back-up car which saved the day for the marque after all the front-runners had dropped out with mechanical problems.

Posey/Adamowicz Ferrari Third

The winning car was the long-tailed 917 entered by the Martini Racing Team and driven by Helmut Marko from Austria and Gijs van Lennep from Holland.

Second, two laps behind, was the Gulf Porsche 917 of Richard Attwood and Herbert Muller. Third, 31 laps behind, was the NART Ferrari 512M of Sam Posey

and Tony Adamowicz.

Rounding out the top five were the Ferrari 512M of Chris Craft/David Weir, 42 laps behind, and the Ferrari Daytona of Luigi

Chinetti Jr./Bob Grossman, 83 laps in arrears. The Chinetti/Grossman car also won the fuel economy award.

The race had been billed as a battle between Porsche and Ferrari, but very few of the Ferraris had a chance. The Porsches' (Continued on page 10)

Hulme Grabs Mosport CanAm Opener

Stewart's New Lola Shines Until Transaxle Packs Up

By Jim Mollitt

BOWMANVILLE, Ont., June 13 — Today's \$75,000 Labatt's Blue race-opening round of the 1971 Canadian-American Challenge Cup series—ended as a complete rout for Team Gulf McLaren, Denny Hulme and Peter Revson finishing 1-2 in new M8Fs.

The much vaunted opposition from Jackie Stewart in Eric Broadley's new Lola T260-Chevy came to an abrupt end on lap 19 with a broken crown wheel and pinion.

WIDE-OPEN RACE

Up to that point, it had almost been anybody's ball game, especially after the ex-patriot Scotsman, who now lives in Switzerland, opened up a huge gap on Hulme on lap 10, when the latter was balked by an indecisive back marker in Moss Corner, a tight right-hander at the far end of the 2.459-mile hilly Mosport Park

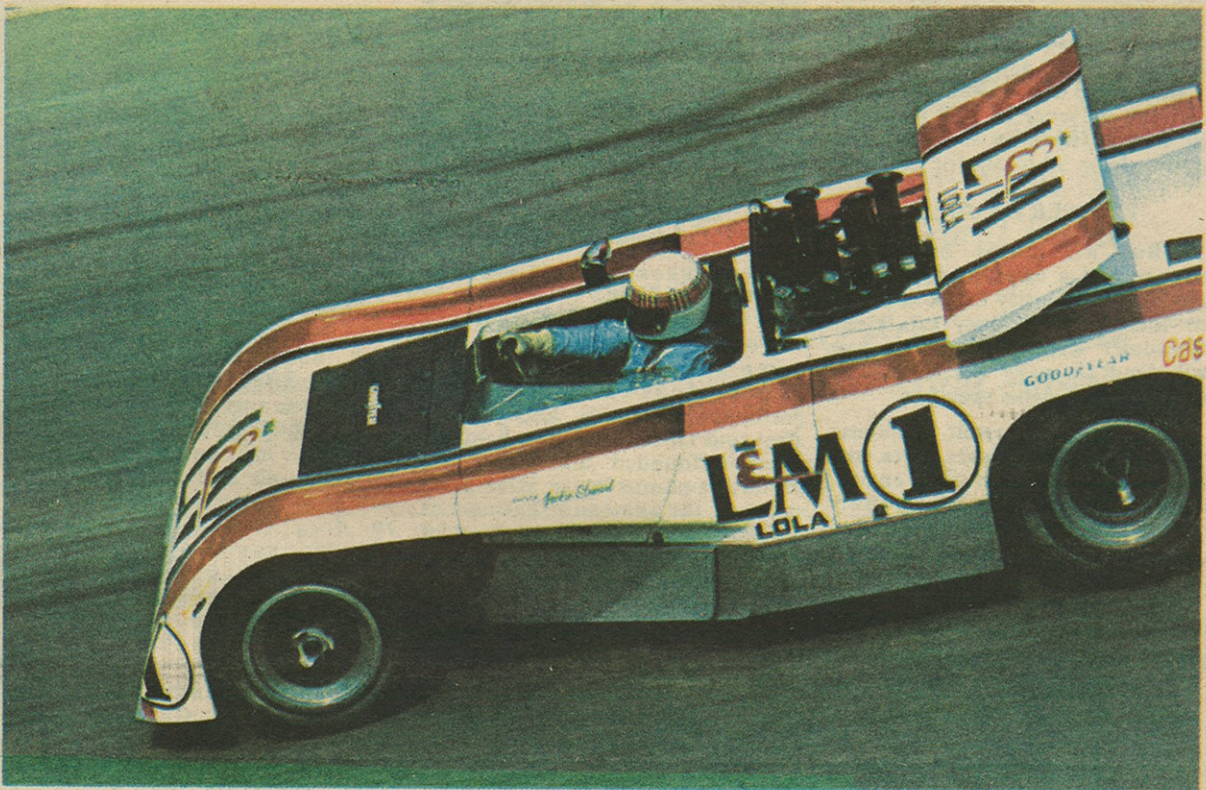
circuit, 60 miles east of Toronto.

Hulme lost no time closing the space, but the final die was cast when the race was slightly less than a half-hour old. Hulme scampered away, dutifully followed by New Yorker Revson, getting his first taste of a new McLaren sports/racer in open competition.

Hulme and Revson put a lap on the 26-car field, Denny crossing the finish line at an average speed of 109.033mph, 9.7 seconds in front of Revson, after 1:48:15.2 of high speed competition.

The New Zealander also set the fastest time of the race, just past the mid-point, when he toured the bumpy running surface in 1:18.8, 112.343mph. Dan Gurney's 1970 records remained intact throughout the day, however, and the qualifying and race lap marks of 1:16.4 and 1:18.0 will stand for another year.

Three McLaren team cars took (Continued on page 18)



Jackie Stewart, wheeling the Porsche-like Lola T260, was in command of the Labatt's Blue CanAm when the crown wheel and pinion broke, putting him out of the race after 19 laps. (Bill Fox photo)

Third Straight Win

Bobby Allison Nips Isaac At Michigan

By Joe Dowdall

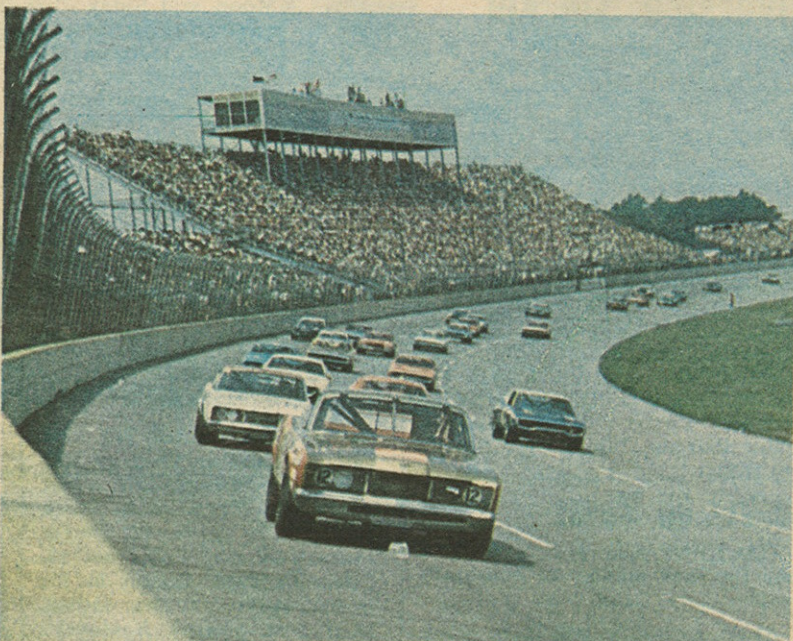
BROOKLYN, Mich., June 13 — Bobby Allison edged to an unprecedented third straight superspeedway victory in winning today's Motor State 400-mile Grand National at Michigan International Speedway.

The popular veteran driver from Hueytown, Ala., only six weeks ago wanted to hang up his helmet

because Grand National stock car racing was too expensive to run.

The 33-year-old leadfoot, driving a 1969 Mercury, edged Bobby Isaac's 1971 Dodge by less than a car length to climax a bumper-to-bumper duel between the two over the last 80 miles on the 2.04-mile track.

The two drivers exchanged the (Continued on page 14)



As the Motor State 400 gets underway, Bobby Allison's Coke-sponsored Holman-Moody Mercury takes the lead. He also led the most important lap, the final one, for the win. (Autoweek photo)

COMPETITION PRESS & AUTOWEEK

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Andy Fights Back

Consumer Report Knocks STP

By Tony Swan
Special Features Editor

LAFAYETTE, Calif., June 14 — Andy Granatelli has made a fortune selling polyisobutylene polymers. He did it by canning them up in 15-oz. containers and calling the package STP.

However, Consumers Union, the country's largest consumers group, formed in 1936, is trying to make

the STP trend look like a modern snake oil pitch.

Polyisobutylene polymers are long, complex petrochemical molecules known as "viscosity index improvers" in motor oil circles. They are available in bulk through Standard Oil of New Jersey or Lubrizol, to mention two of several sources.

A viscosity index improver helps

oil maintain its thickness or weight through a wide range of temperatures. And that's what Consumers Union—through the July issue of its monthly magazine Consumer Report—is objecting to. CU says STP is superfluous and (Continued on page 2)

LATE NEWS

- With the World Manufacturers Championship tucked away, Porsche is reportedly set to join the CanAm campaign. Reports vary, but the best bet seems to be a two car effort for Pedro Rodriguez and Jo Siffert. Porsche will probably join the CanAm tour July 11 at Road Atlanta.
- A new McLaren M19 is being set up in the Roger Penske shops. Donohue will drive the car July 3 in the inaugural 500-miler at Pocono International Raceway.
- Lothar Motschenbacher has purchased the McLaren M18 originally intended for Graham McRae and the European F/5000 series. Motschenbacher will campaign the car in the L&M Continental F/5000 series beginning July 5 at Mid-Ohio.
- Jackie Oliver is completing final testing of the UOP Shadow at Jim Hall's Rattlesnake Raceway in Midland, Tex. Oliver, released from his Porsche contract for the Osterreicherung (Porsche will not enter), will debut the car June 27 at St. Jovite.
- New manager Steve Evans is taking Lions Drag Strip of Long Beach, Calif., out of the American Hot Rod Assn. ranks into the NHRA.

EAST MEETS WEST

Group 44 from Falls Church, Va., dropped in at Portland, Ore., June 12/13 for a little competition. They got it! In Cp, Bob Tullius' TR6 was beaten to the flag by Jack Scoville in a 240Z. Dp saw the Group's Brian Fuerstenau the winner in a GT6 with Roger Hetrick, Salinas, Calif., second in another GT6. John Kelly, Group 44, took Fp in his Spitfire Mk IV. Spitfire driver Marshall Meyer, Livermore, Calif., won in Gp. Triumph drivers earned two second spots at Mid-America Raceway: Stan Trumbower, in a Cp TR6 and Jim Speck in an Fp Spitfire. Ken Slagle swept to his third win at Thompson, Conn., in his Spitfire Mk III.

More on:

STP vs. Consumer Report

(Continued from page 1)

could lead to invalidation of new car warranties.

"STP thickens oil," said the Consumer Report story, "but if a car needs thick oil, and it probably doesn't, start with thick oil, not STP."

The report said that research conducted on STP indicated dramatic viscosity gains. Using the recommended 10 percent mixture, increases of 75 percent and 50 percent were indicated at 100 and 210 degrees fahrenheit, respectively. Under the 20 percent mixture the viscosity leaped 220 percent at 100 degrees and 135 percent at 210.

Consumer Report went on to say that the presence of STP increased oil weights by an average of two grades—from 30 to 50, for example.

REFINERY ADDED

"But all major oil refiners already add a carefully formulated amount of viscosity index improver to their multi-viscosity oils," said Consumer Report. "Adding more will tend to make the oil thicker than the grade label specifies."

While this may result in quieter operation of some worn parts, and less oil burning in an older engine, the report warned, it is also likely to make the car harder to start and "could create situations in which a car was not properly lubricated."

More important, the report indicated the use of an additive



ANDY GRANATELLI ... defends his product

could create a new car warranty violation situation.

Stung, Granatelli called the report "untrue, unfair and completely distorted. Consumer Report took a quality that petroleum engineers know is an asset and twisted it into a liability. Their unfounded attack on our product amounts to an attempt to sabotage the successful business of our company with a twisted set of alleged facts assembled by incompetents."

"As for the inference that STP 'may' violate new car warranties, that is another deliberate distortion of the truth."

The truth, however, is that the manufacturers are not particularly enthusiastic about STP.

Consumer Report quoted GM's position: "If in the analysis of a warranty repair there is evidence that the use of additives is responsible for or has contributed to vehicle malfunction or part failure the fact would be taken into consideration in determining General Motors' responsibility."

A Ford spokesman put it this way: "If supplementary additives modify the properties of the lubricant so that they no longer meet Ford specifications, then warranty terms may be affected."

Chrysler's reaction: "Should use

of such a product result in a failure occurring, Chrysler Corp.'s warranty would not cover the cost of repair."

All the manufacturers noted they do not recommend Granatelli's polyisobutylene polymers—but Ford, for one, has its own similar product, known only by its catalogue number, C2AZ.

The industry statements amount to a kind of legalese bet hedging, of course, but are bound to set consumers to head scratching. What everyone wants to know now is does the stuff work?

For racing purposes, at least, the answer is a qualified yes.

NO CURE-ALL

"It's not a cure-all," said George Bolthoff, the man behind the cavernous Team McLaren aluminum Chevy engines, now with his own shop in Los Angeles. "And the quality of racing oils today is so high that in many cases additives like STP aren't really necessary."

"But it does what it's supposed to do—it keeps the oil working at high temperatures. That's one of the reasons it's successful in racing-type engines."

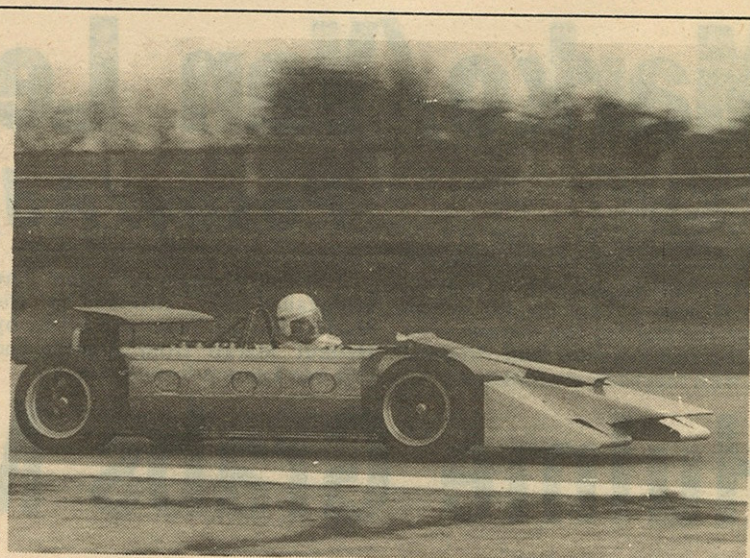
"I don't use the product now because my customers all use different oils and additives. But I had good results with it in the past in drag racing supercharged Chrysler engines."

"Also, if someone's having trouble with overheating I'll tell 'em to throw in a couple of cans. It'll sometimes help get the temperatures down."

Bolthoff's comments aren't much comfort to Granatelli at the moment, however. He would like much better to wring some sort of public retraction from Consumer Report.

Since the story broke on June 9, STP stock has taken a nosedive of almost 20 points and was taken off the board Friday, June 10, to preserve what Wall Street's minions call an "orderly market."

On the other hand, when you think about Granatelli and the Novi and the turbines and all those years of losing spectacularly—it might just be that Consumer Report is going to wind up selling a lot of polyisobutylene polymers in 15 oz. lots.



A Rare Breed

Bernard Wheatcroft takes his Cosworth 4-wheel-drive Formula 1 for a test drive at the Silverstone (England) circuit. Wheatcroft now has 38 cars in his Grand Prix collection ready to display, including two more 4wd examples—an M9 McLaren-Ford and a Cistalia designed by Ferdinand Porsche in 1947. Wheatcroft has purchased the old Donnington race course as a site for a museum to house the collection, and also plans to re-open the circuit.

Pace Car Accident Draws Two Lawsuits; More Coming

INDIANAPOLIS, June 15 — Lawsuits totalling \$3.25 million have been filed in Marion County Superior Court here in the wake of the pace car accident which injured 20 persons May 29 at the 55th running of the Indianapolis 500.

The total is from two suits, one for \$1.5 million by track patrolman Harold Barnhart, struck by the car as it skidded in the pit lane; and one for \$1.75 million by photographer Akira Mase, one of 19 persons injured when the car struck a photographers' stand at the end of the pit lane.

Both men suffered broken limbs and assorted other injuries in the accident.

Named in the suits were the Indianapolis Motor Speedway Corp.; the Dodge Division of Chrysler Corp. (the pace car was a Dodge Challenger); the U.S. Auto Club; and Eldon Palmer, head of a local Dodge dealers organization, driver of the pace car.

A USAC spokesman said the sanctioning body's legal authorities expected other damage suits to be filed in the near future.

The spokesman added that Dr. Vicente Alvarez, most seriously injured of those on the photographers' stand, appears to be

on the road to recovery. The Argentinian enthusiast received severe head injuries in the accident and was comatose for over a week after the crash.

Dr. Alvarez has regained consciousness, according to the spokesman, and seems to be making rapid improvement.

Dean Moon Buys Ti22 CanAm Car

SANTA FE SPRINGS, Calif., June 15 — Dean Moon of Moon Equipment Co. here is the new owner of the famous Ti22 CanAm car and is toying with the idea of racing it under the familiar Moon "eyes" banner.

Moon purchased the car, spare engines, associated equipment and spare parts at an Internal Revenue Service auction June 8. There are now at least three individuals or organizations interested in buying the Ti22 package from Moon, and two potential sponsors for a racing effort involving the car.

"We've decided to wait until later this week to make a decision on selling the car or racing it ourselves," Moon said today. "We want to test our products, especially a new metered fuel injection system, on the race track. That could be accomplished by racing it ourselves or through an agreement with a purchaser."

The Ti22 posed a strong threat to the McLaren team in the final races of the CanAm last year when it was raced by Jackie Oliver. Previous owner of the car was Titanium Racing Components, Costa Mesa, Calif.

On the Cover

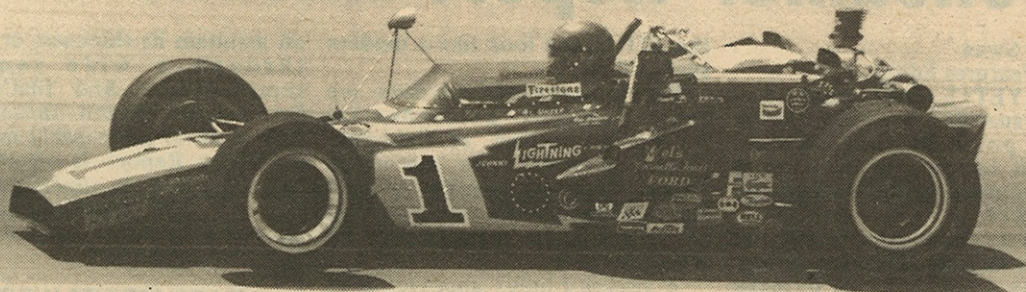
Denny Hulme started the 1971 Canadian-American Challenge Cup season off on the right foot, at least as far as Team McLaren is concerned, by winning the event at Canada's Mosport Park, June 13. Teammate Peter Revson in the second works M8F was second. (Bill Fox photo) Autoweek's coverage of the 1971 Baja 500 begins on page 8.

Ickx Victorious At Hockenheim

HOCKENHEIM, W.Ger., June 13 — Jacky Ickx drove his Ferrari 312B to victory in today's non-championship Formula 1 race here, finishing some four seconds ahead of Ronnie Peterson's Alfa Romeo-powered March.

John Surtees was third, followed by Howden Ganley's BRM, Nanni Galli's March-Alfa and, a lap off the pace, American Skip Barber in a March-Ford.

CONGRATULATIONS



to the Vel's Parnelli Jones Racing Team
AL UNSER—driver; GEORGE BIGNOTTI—crew chief
 on your second straight win in the 'Indianapolis 500'

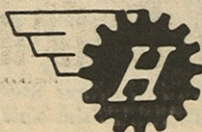
The most dependable cars at Indy, including the winning Johnny Lightning Lola/Colt, relied exclusively on Hewland Gearboxes and Genuine Original Hewland Parts. If you expect to win, be it at Indy, Riverside or Watkins Glen, you can't afford to compromise your chances with inferior "replica" gearbox replacement parts. Specify the gears and parts the winners insist upon... HEWLAND.

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Reynolds Backing Riverside Stocker

BROOKLYN, Mich., June 12 — R.J. Reynolds Tobacco Co. announced today it will sponsor the June 20 Grand National stock car race at Riverside (Calif.) International Raceway.

The \$68,645 Winston-Golden State 400 is the latest addition to Reynolds' 1971 NASCAR Grand National program. The company has established a \$100,000 points fund and sponsored the May 16 race at Talladega, Ala.

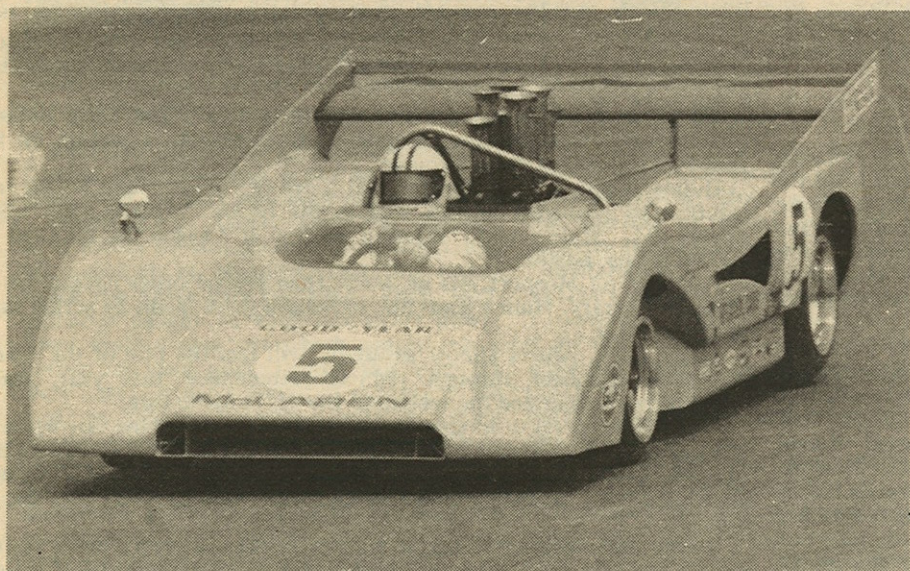
Entries for the 400-mile road race at Riverside to date include Richard Petty, Bobby Allison, Benny Parsons, James Hylton and Ray Elder.

Castrol Oil Moves

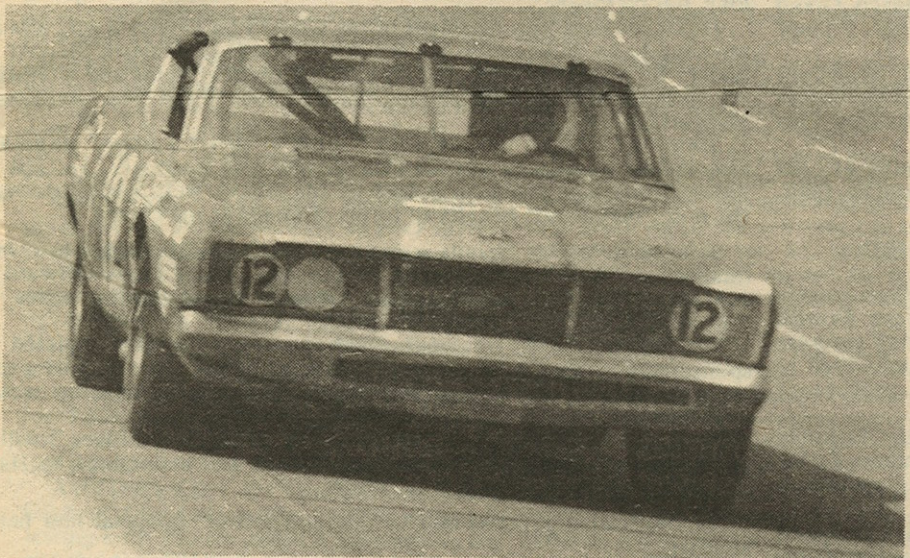
HACKENSACK, N.J. — Castrol Oils Inc. has moved its corporate headquarters from New York.

Although offices will be retained in New York City, the new headquarters address is Continental Plaza, Hackensack, N.J. 07601.

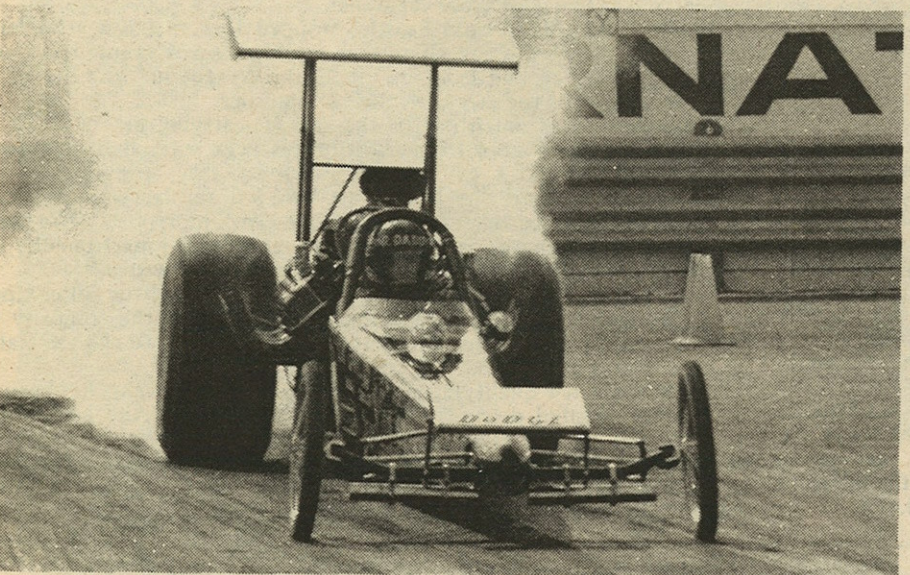
MOSPORT, IRISH HILLS, DALLAS WINNERS RODE ON GOODYEAR TIRES



MOSPORT: A determined challenge by Jackie Stewart in his Lola T260 Chevrolet failed when his transmission went in the 19th lap as he was leading the first CanAm race of the season. From then on it was all Team McLaren. Denis Hulme and Peter Revson finished one and two respectively. It was Team McLaren's 30th CanAm win. And the first five cars to finish rode on Goodyear Blue Streak racing tires.



IRISH HILLS: At the end of the 197 laps and a grueling 400 miles at Irish Hills, Michigan, Bobby Allison took the checkered flag in his '69 Mercury Grand National NASCAR stocker. In qualifying Bobby set a new track record of 161.190mph. And in the race he set a blazing pace for an average 149.567mph. He did it on Goodyear Blue Streak racing tires.



DALLAS: At the Dallas Springnationals of the NHRA, Don Garlits took Top Fuel Eliminator with an E.T. of 6.59 at 213.27mph. Bill Mullins won Top Gas Eliminator; E.T. — 7.31, 187.11mph. Don Schumacher took Funny Car honors; E.T. — 6.76, 218.44mph. And the Competition Eliminator went to Don Enriquez with an E.T. of 7.12 at 188.28mph. Top Speed for the meet went to Don Garlits with a run of 227.27mph. He also had the lowest E.T. for the day — 6.44 seconds.

WINNERS GO **GOODYEAR**

The Goodyear Tire & Rubber Company, Akron, Ohio

Readers Speak Out

Combine Classes

I would like to offer something concerning SCCA production racing. Since at many regional and national races several classes race together, could these classes not be made competitive and combined? The general framework of rules now exists in the form of SCCA's 2.5 Challenge series—standard wheel rim sizes, weight handicapping and free carburetion.

Immediately, F and G production could be combined as well as D and E and possibly even C and B.

As a car owner I realize that racing would be even more expensive, but since cars of different classes share the same road at the same time, then make them one class. Certainly the spectator could enjoy a race more without having to keep track of four class leaders at one time.

The Datsun 1600 that I own is driven by Chuck Mustin, and Chuck has been in the situation of sharing the road with both E and G production cars and in one regional and Corvettes and Camaros.

If the SCCA can juggle performance variables well enough to make a 510 Datsun competitive with Alfa and BMW, then certainly the production classes are entitled to a reevaluation for the benefit of the driver and the paying customer alike.

TOM R. BATKIN
Ft. Walters, Tex.

(It seems that your statement, "racing would be even more expensive," points out the biggest drawback to your proposal. The cost of amateur racing is skyrocketing, much to the dismay of many competitors who are hanging in there by the skin of their thin racing budgets. To be forced to make major modifications to cars prepared under current rules would undoubtedly force many out of the sport. The only advantage to your scheme seems to be for the spectators. Amateur racing programs should take into consideration first the drivers, then the spectators. In fact, there seems to be a movement afoot to bring production classes back more towards "showroom stock" which would emphasize the differences in classes, but greatly reduce the cost of race preparing an entry—ed.)

School Experience

I have just returned from a week at the Jim Russell driving school at Rosamond (Calif.) and I'd like to give some advice to anyone who wants to attend one of these schools.

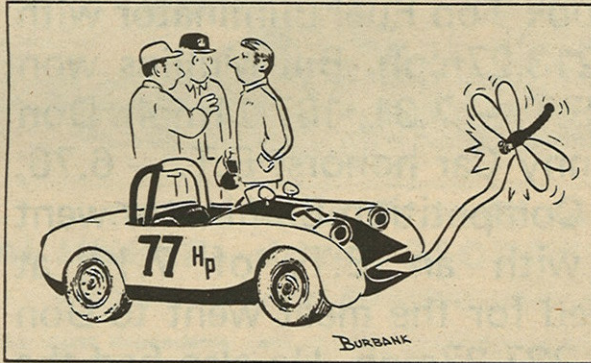
First—don't try to cram a race driving course into a single week. There's just too much to learn. You'll tire very easily, especially in the desert, and as a result, you'll drive inconsistently. Spread the course out over a couple of months if you can.

Second—don't go out and have a couple of brews with the boys the night before you drive. Even if you don't show up at the track with a hangover you won't be as sharp as you should be. Sleep is of vital importance.

Third—don't try to go as fast as you can on the first lap of a session. If you don't spin you'll be wild as hell and this will carry over into the entire session. At driving school a wild driver is a failing driver.

Fourth—stay on the school line. The pros know how to get by so don't worry about it. I tried to let a Ferrari 512 through on the inside of turn nine at Willow Springs and went straight into the boondocks (sorry, Jim Adams).

Fifth—don't try to drive on Sunday afternoon like



you did on Saturday morning. There's oil on the track. I hit oil in turn four at Willow with the inevitable result. Every spin will add one lesson to the course.

Believe me, if there's a way to blow it at driving school I found it. Some of it was bad luck, but a good deal of my trouble was from trying too hard and getting in over my head. I got to the point where I had to stop, get away from the track, forget about it and come back for a fresh start.

ANDREW E. ADVAN
Redwood City, Calif.

School Info

I'm interested in becoming a professional racing driver. I've written for further information from the various driving schools listed in Autoweek. However, I understand there is a world famous school of Grand Prix driving in Europe. I wonder if you would be able to supply me with any information about this school along with the address so I could write to them for additional information.

L.L. WALKER
Oakland, Calif.

(We contacted our European Editor, David Phipps, who replied: "The famous school of Grand Prix driving could be either the Jim Russell Racing Drivers' School, Snetterton, Norwich, Norfolk, England; or Motor Racing Stables Ltd., Brands Hatch, Fawkham, Dartford, Kent, England. Brands Hatch is much more accessible to London, but the Bob Bondurant school at Ontario Motor Speedway, Ontario, Calif., is more accessible to Oakland."—ed.)

Jackie The Star

I would like to thank ABC's Wide World of Sports for the Jackie Stewart show. (The Monaco Grand Prix—ed.) I think he's a great driver but a lousy actor . . .

With due respect to Jackie, I wish ABC would not single out one driver. I personally think all GP drivers are great, but Jackie got too much limelight even though he was an excellent winner.

BOB ALLEN
Gardena, Calif.

Jackie The Announcer

ABC's showing of the Indianapolis 500 once again proved the merits of the delayed broadcast. As with the Monaco telecast last year, the same-day coverage allows the film footage to be screened and edited so that the race becomes a fast moving package of exciting entertainment.

Perhaps the most pleasing aspect of the Saturday night broadcast, however, was the accountance Jackie Stewart made for himself as a racing commentator. Working alongside Jim McKay, the great driver spoke so knowledgeably and with such ease that it almost makes one wonder if the mod-Scot is in the wrong profession. Almost.

Finally, it seems that the potential of televising motor racing has been realized and now we can only hope that ABC and the other networks will take advantage of it.

RICHARD REEVES
Miami, Fla.

Politically Inspired?

As a student of the political sciences and of automobile racing, my curiosity has been aroused by one of the entries in the L&M Continental: Brett Lunger's Quick-O-Ver Lola T192. What is Quick-O-Ver? Is Lunger being backed by one of those dissident, anti-war groups (after all, he had not shown anything until after May Day) . . . or what?

It is a shame that more information is not available to those enthusiasts interested in the Continental; a professional series with such potential should not be kept secret from the racing public.

LAWRENCE N. MICHAELS
Montclair, Calif.

(Although "Quick-O-Ver" may describe the wish of many in relation to the war, in this case it is the name of Lunger's hangover remedy sponsor—ed.)

Hulme Blasts Track, Hints Driver Strike

By Del Owens



Denis Hulme captured the opening round of the Canadian-American Challenge Cup series, but it's doubtful he endeared himself with too many folks connected with the Mosport circuit.

And it's just possible he ignited a spark which will have future repercussions.

In one of his more vocal moments, Hulme was highly critical of surface conditions in several spots around the Bowmanville, Ont., circuit. One Canadian newspaper quoted Hulme as saying, "But it seems as though you don't get any action until you get together and refuse to race unless something is done."

His criticism of the surface may well be justified. The Team McLaren cars underwent suspension changes so they wouldn't bottom on two locations on the 2.459-mile course.

Hulme justified his statement that a driver's strike might be the only solution to problems of this sort in the future. "This is what USAC drivers did," Hulme said, "refusing to race at Langhorne, Pa., and the GPDA at Spa, Belgium."

Pointing out Mosport was no worse than several other circuits on the CanAm itinerary, Hulme leads one to believe there might be action taken at other course.

While track owners almost assuredly will feel the bite of the current economic situation through reduced attendance this year, Hulme objectively summarized the feeling of the car constructors.

"What's the point of us spending a million on developing cars when the track owner won't spend a few thousand on the track? Race tracks have to keep up with race cars. I mean, we build new race cars each year, what about the new tracks? I don't intend that literally, but you get the point."

Hulme was concerned the condition of the Mosport track surface, specifically at the second turn, could launch a car off the track. He didn't think winter conditions were the real reason for the roughness.

He cited Wisconsin's Elkhart Lake as an example. "It's been down 12 years and it is beautiful. No problems. And the climate there is quite similar to here. But here is different. It was bad last year and it is worse this year," Hulme said. "Something like this can be overlooked for so long, but no longer."

Jackie Stewart, vice president of the Grand Prix Drivers Assn., was also reported to be quite concerned about conditions at Mosport. Stewart was said to be preparing a report and a list of improvements and alterations the GPDA will want made before the Canadian Grand Prix, scheduled at Mosport on Sept. 19.

Stewart, however, said he didn't think a "driver's group" or another association specifically for CanAm drivers was necessary. He felt the recommendations made on behalf of the GPDA were encompassing to the point they would benefit all forms of racing at the circuit.

Somewhat of a "hands-across-the-border" relationship has been finalized as Southern Californian Max Mizejewski looks forward to contesting the six-race Canadian Driver's Championship series for Formula B cars.

Mizejewski recently revealed negotiations have been completed for sponsorship of the car by a group of Edmonton business . . . quite a coup when you think of the number of Canadians who must be seeking sponsorship.

A new Lola T240, to be known as the "Edmonton Flyer," will be Mizejewski's mount. The car will be prepared and maintained by Hayes Racing Equipment of Santa Ana, Calif.

As financial support comes to one competitor, financial loss befalls another.

Already running on a shoestring budget, Bruce Eglinton's Continental F/5000 effort nearly came to a disastrous end following the Seattle International Raceway event.

Fortunately, quick action by Eglinton's mechanic, Frank Eibell, saved the Lotus 70 from an inferno but completely destroyed Eibell's truck, camper and the enclosed race car trailer.

Eibell, trailing back from Seattle, stopped to refuel just a few miles from home. When the gas pump was switched on it erupted in flame, engulfing the truck and camper. Eibell quickly got his wife out of the truck and triggered the race car's fire extinguisher.

The camper was outfitted for the season, carrying nearly all of the Eibells' belongings. Loss from the fire has been estimated at between \$13,000 and \$14,000.

But Eglinton is not one to give up. "We will refinance the team and carry on with the season for as long as we can," he reports. "We had to tear down the engine to inspect for ashes and other junk from the fire. But we'll make it to Mid-Ohio . . . if nothing else goes wrong."

As an ending to his plight, when Eglinton contacted the oil company to file an insurance claim for the loss, he was advised the company was filing a counter-suit against Eibell to recover damages to the gas station which was also demolished.

The SCCA's new qualifying system for professional events has been the subject for pointed discussion . . . both pro and con. And accordingly, qualifying for the Mosport CanAm gave rise to one onlooker's observations. "If they persist in this novel method of setting the grid, I imagine qualifying for the Watkins Glen doubleheader weekend in July will have to start on the Monday prior to the race!"

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Autoweek Talks To Lola's Eric Broadley

Eric
Broadley



(Last week Autoweek printed the first pictures of the L&M Lola T260 in which Jackie Stewart will tackle the might of Team McLaren in this year's CanAm. This week, Al Bochrach interviews Lola designer Eric Broadley. Al informs us, by the way, that the name Lola came from the sorceress by that name in the musical "Damn Yankee" who got whatever she wanted—ed.)

AUTOWEEK: John Surtees won the first CanAm championship series in 1966 in a Lola. How did McLaren take over after that?

BROADLEY: Good question. Surtees, with whom we had a close relationship, had his accident at Mosport, and this rather upset the apple cart for 1967. Then, well, McLaren caught us with our pants down. They built a new car which simply was a better car than ours. During this time we were entering into a period of expansion. We had to decide between being a racing company and confining our efforts largely to building cars for ourselves, or becoming a production company. Of course we decided to become a production outfit. We sold 204 race cars in 1970, and based on orders on hand we should readily pass that in 1971.

In 1968 we were deeply involved with John Surtees, who then was a director of Lola Racing Ltd. We were also involved with Honda's Formula 1 program and were building the Indy 4-wheel-drive car for George Bignotti and Al Unser. So really all we did in 1968 was go CanAm racing with a modified Type 70 for John Surtees—we just did not give enough effort to the CanAm. We got generally involved again in 1969 through Carl Haas, our American distributor, with Chuck Parsons and Skip Scott and 1970 saw us begin creeping up on the McLarens with Peter Revson.

AUTOWEEK: You have pulled quite a plum getting Jackie Stewart as your driver. How did that happen?

BROADLEY: We all agreed that such a major effort should have the best possible driver, and we were all agreed on Jackie Stewart as being the best in the business. To get Jackie and to mount this kind of program took considerable cash. If it wasn't for L&M, Castrol and Goodyear we could not even have thought about a program on this scale.

AUTOWEEK: We understand Frank Gardner (the Lola works F/5000 driver) is testing both the reworked T220 back-up car and the new T260.

BROADLEY: Yes, and Jackie has the greatest respect for Gardner's ability to sort out a new car. Jackie is very keen on the

CanAm and, as there are no conflicts, will run all the CanAms.

AUTOWEEK: How does the new CanAm machine differ from current Group 7 design?

BROADLEY: It's a smaller, slightly lighter car, but the big difference is what appears to be a radically different shaped front end. One of the important reasons we moved to Huntingdon was to be near our main suppliers: Arch Motors for space frames; Hewland; Lucas, which has several dynos; and perhaps most important of all, Specialized Mouldings, our body builders. All are our neighbors. Peter Jackson at Specialized Mouldings recently completed his new wind tunnel. We have run enough tests to become convinced that although the new T260's front end may not appear to be aerodynamic, according to our tests, it is.

AUTOWEEK: Do you see a time when the CanAm or some form of unlimited capacity racing will become international?

BROADLEY: There was a try at getting 5-liter stock-blocks into Formula 1—obviously a very sensible thing to do—but it did not work out. Actually, and in spite of what happened in the Questor Grand Prix at Ontario, there is very little difference between the potential of Formula 1, CanAm and F/A-5000.

AUTOWEEK: Do you believe motor racing is in a healthy state?

BROADLEY: Yes, but with reservations. We should reduce the number of formula and try to bring engine requirements together so as to make international competition easier to achieve.

AUTOWEEK: Does the big American engine give a designer any special problems?

BROADLEY: No. Capacity as such does not worry me. What we need is stability to keep costs down. The fewer changes the better.

AUTOWEEK: With so few suitable large capacity engines produced in Europe, how can England turn its back on the small displacement, high rpm engine?

BROADLEY: I had hoped there would be some way to bridge the gap, but the emission control business makes it unlikely that much more development can take place with engines that are not suited for mass production. I think we are all headed for woolly, unlimited capacity engines. In Europe only Matra, Ferrari, Porsche and Cosworth are strictly racing engine builders. In the States Chevrolet and Ford supply most of the racing engines and they are the easier to work with for emission control.

AUTOWEEK: What is the number one reason for your CanAm effort?

BROADLEY: I'm not overlooking the amount of prize money and that the CanAm series is a first class show—I'll be at most of them myself—and as I said, L&M, Castrol and Goodyear have helped make our effort possible. But you ask for the number one reason and that is to beat McLaren.

On The Scene

The Insurance Spiral

By Dennis
Cipnic



been impelled to increase premium rates in many areas of the country during the past year. In some instances a general rate change, combined with a new automobile, or changes in usage, driver or residence, will cause the price of your renewal policy to rise substantially over last year's."

So begins an explanatory letter being sent to policy holders by one of the very largest auto insurance companies in the country. It is a declaration of war on the great American motor car, and it, if nothing else, will force a radical change in the design, and cost, of automobiles in the very near future.

In case there is any doubt of the seriousness of the situation, the letter continues:

"In most states a trend toward higher losses has gradually outstripped the capacity of our prior rate structures to absorb the cost of claim settlements. A projection of this trend at the 1969 premium rate levels clearly indicated a substantial and unacceptable loss to our company by the end of the current year. Our only practical alternative was to increase premium rate levels wherever the need was evident. This action was taken reluctantly but necessarily, and only after exhausting all other possible means to curb our rapidly increasing losses."

What is happening is spelled out with absolute clarity:

"...the costs to our industry from material damage claims, which are covered under Comprehensive and Collision insurance, continue to drift upward. At fault primarily is the design and fragility of

modern automobiles which result, in case of accident, in extensive vehicular damage, often occurring even in crashes involving speeds as low as five miles per hour."

And what the insurance industry intends to do:

"The automobile manufacturers must be persuaded to design and construct vehicles with passenger safety and crash resistance in mind. Traffic safety laws must be enforced more rigidly, and firm action taken to prevent irresponsible and incompetent drivers from endangering the lives and health of others."

I called on the company's claim agents, and was told they have already received instructions to challenge any claim made by muscle-car owners. The owners of all vehicles, I was told, rated at over 300hp, who have any record whatsoever of collision or of moving violations, are going to be declared "bad risks." No private passenger vehicle with an engine of over 350cid will be insured unless its owner is an "AA" risk, meaning a little old lady in a chauffeured limousine.

Even those vehicles of 300hp/350cid which are accepted, will face insurance bills of nearly \$500 per year, minimum. A Corvette owner will pay \$750, and if you are unfortunate enough to have anything over 400cid, you will be an assigned risk at a \$1000 per year premium. The same goes for import cars rated at 200hp/180cid or better.

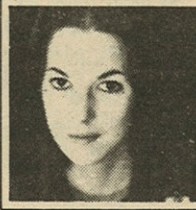
On the other hand, an import car of approximately 135hp, with a national "low-cost" collision reputation, driven for personal use, will cost only \$180 or so. Is there any chance a bigger car can get insured for less? Yes, say insurance men, if you are over 30, not using it for work, live in a low traffic area, insure your home with the same agent, and drive less than 10,000 miles per year.

But, they emphasize, the chances of getting such cars insured are still less than good, and it was privately expressed that the insurance companies intend, within two years, to make it more expensive to insure a big car than the vehicle costs to operate.

From Abroad

Volkswagen's Newest

By Logan
Bentley



The Italian magazine Gente has just published photos of the new Volkswagen 1000 being tested on the roads near Wolfsburg. The body work was partly hidden by taped-on pieces of aluminum to hide the line, designed by Pininfarina. The car is compact, low and wide.

The wheels seem to be 12 inches. The short front end will hold luggage, is somewhat curved outwardly across the front and the two headlights are placed at the outer edges.

Along the side a ridge goes from front to back, one of Pininfarina's favorite styling tricks. The two doors are wide with roll-up windows. The rear end is chopped off somewhat like the Honda 360N and the Autobianchi A112. (More about this great car soon.) It probably has a rear door/window that raises for easy loading. Where, you ask, is the motor?

It would seem it is mounted transversely under the rear seat. It's ultra-compact and air-cooled with the air ducts beneath the two rear windows.

The Volkswagen story is certainly fascinating. The original of the Beetle you see on the road today was born on Oct. 12, 1936. That's 35 years ago. As a child I lived in post-war Germany and thought they were the ugliest things I'd ever seen. I would never have believed they would become the rage in the United States.

Right now in Rome THE car, I mean the car that Rome's high society adores, is the Beetle convertible. Just last night at a party the Rome editor of Italian Vogue told me, "My dear, it's like a miniature Rolls-Royce!"

When Ferdinand Porsche went to see Hitler at the Kaiserhof Hotel in Berlin on Feb. 12, 1933, Hitler told him: "You've understood me, Herr Doktor, I want a people's car that will cost 1000 marks."

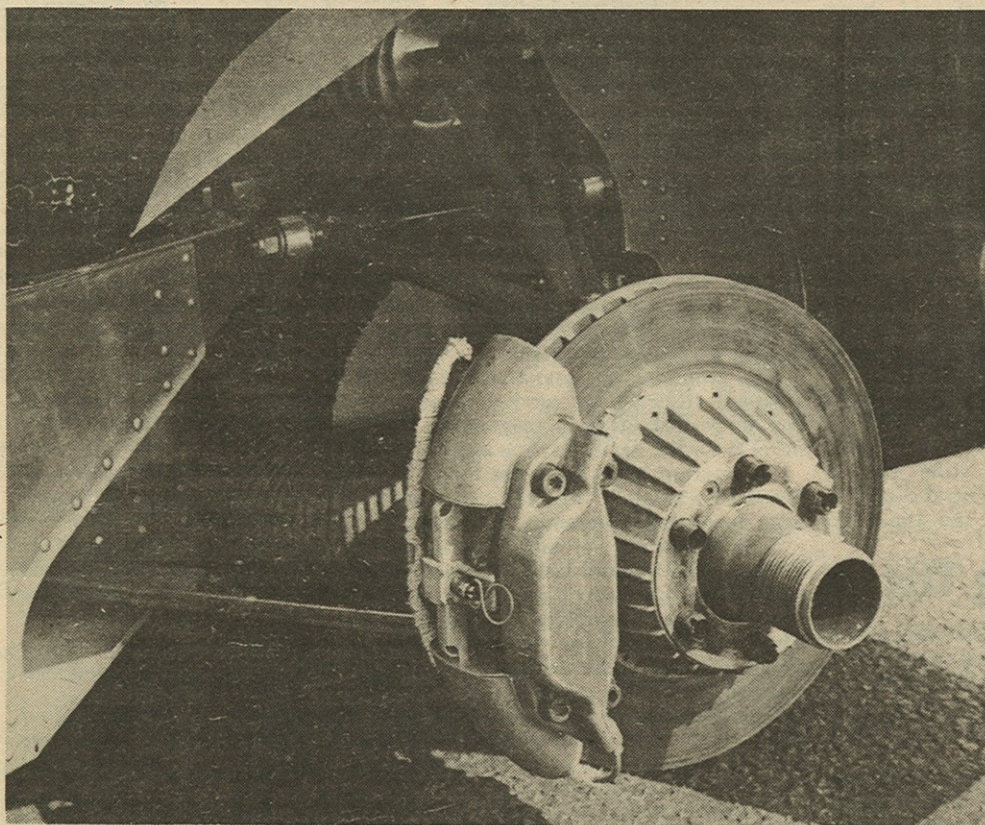
(Porsche had just told him that it was impossible, that the cheapest car in Germany cost 2800 marks.) Porsche went to work at his drawing board and on June 30, 1937, 30 Volkswagens were completed at the Daimler-Benz factory.

A squadron of SS officers tested the cars. Hitler decided to mass-produce the car and requisitioned Count Von Schulenburg's property to build a factory. Porsche called the place Wolfsburg (Wolf city) after a cage of wolves he used to visit in the Stockholm zoo. Thousands of orders, and down payments, were taken from ordinary Germans. They were never to see their money again, or their cars, for by the time the factory was built and the cars rolled off the production lines they were reserved for military use.

Seventy percent of the city was destroyed by the Allied bombs and it seemed that Volkswagens would never be built again. Then Heinz Nordhoff arrived and rebuilt the Volkswagen factory and Wolfsburg. The American occupation forces first laughed at the Beetle, then began to appreciate it for its economy, practicality and reliability. They started buying them and taking them home to the U.S. to use as commuting cars and soon their civilian friends became converted. The rest is automobile history.



Rome's high society adores the VW convertible.



Some Broadley work—the front suspension of Stewart's CanAm Lola showing one of the horizontally-mounted shock absorbers. (David Phipps photo)



All-New Scout II

International Harvester Co.'s new Scout II supplants the original Scout series introduced a decade ago. A major general feature is its interior and exterior body design, combining comfortable passenger and cargo-carrying capacity with luxury appearance while still meeting the needs of a tough country vehicle. There are four engine choices, the IH 4-196 standard; several transmissions including a 3-speed automatic; optional power brakes and steering, air conditioning and luxury trim packages.

DOT Building Auto Test Center

EAST LIBERTY, Ohio, June 14 — A \$9.6 million test facility will be constructed near here for use of the Department of Transportation, if Congress approves.

The DOT's Motor Vehicle Compliance Test Facility will be located on the site where construction is well underway for Ohio's Highway Transportation Research Center, a \$30 million project.

Although both will be operated independent of each other, the two facilities will have a common goal—motor safety and convenience and the upgrading of ground transportation to better serve people and industry, explained an Ohio Research Center spokesman.

The federal facility will be constructed on acreage leased to the DOT for \$1 a year. It is scheduled to be operational by late 1974.

The Compliance Center will include testing laboratories, an administration and technical support building, a straight test roadway with crash barrier and skid pad, a warehouse and service

station.

The Ohio Research Center includes a 7.5-mile track, three lanes wide, which will accommodate speeds up to 150mph; a large skid pad and a multi-purpose building which, among other things, will house an impact sled, facilities for structural testing of vehicles and administrative offices.

Purpose of the federal installation is to verify compliance with the federal safety standards; evaluate the technical sufficiency of corrective actions specified by auto makers in their safety recall campaigns; investigate consumer reports and other indications of serious safety defects; and evaluate test procedures and requirements specified for proposed motor vehicle standards.

In choosing Ohio as the site for the federal Compliance Center, Transportation Secretary John Volpe said existing test labs across the country are already booked with commercial contracts and/or cannot conduct the full range of required tests.

Controls Voltage Output

Ignition System Eliminates Tune Up

LOS ANGELES, June 11 — In a move intended to eliminate the need for engine tune-ups—the replacement of spark plugs, points and condenser—for the lifetime of a car or 100,000 miles, Rite Autotronics Corp. (RAC) has introduced an energy discharge ignition system.

Designed to be used in conjunction with the standard ignition system, the EDX system consists of a power-and-energy unit and a control-and-voltage indicator unit which allows the driver to see and control its power output from the driver's compartment.

The Energy Discharge Ignition System has undergone several design phases in its four-year developmental period, according to Tage Nielsen, RAC chief engineer. "The major reason," he explained, "was to get reliability, along with getting the cost down."

Over \$250,000 has been spent in bringing it to market. "Since we're the leader in volume, in the development of new products and the modification of products," said Hank Rose, executive vice president, "we wanted to be certain we had the best product we could get before its introduction."

Rose explained Wards will introduce a campaign this fall that will give away a free set of spark plugs with the EDX. "They'll say, 'There are the last set of plugs you'll have to buy for this car.'"

Slated to sell "for around \$80," the system can be installed in just minutes. At this price, if it does everything expected of it, it could pay for itself in a couple of years or more.

The ignition part of a major tune-up—(plugs, points and condenser)—can range from as little as \$12 on up to \$40 or more, depending on the type of car and where the work is done.

RAC says the EDX is "so well engineered and constructed that RAC provides a lifetime guarantee with each and every unit."

It is claimed the EDX will compensate for bad dwell, a poor plug or an engine in otherwise improper tune. To prove it Stan Parnell, director of sales and marketing, demonstrated a standard system, first by itself, then with the EDX hooked up.

The standard system had a built-in bad plug, a poor resistor and bad wiring, resulting in intermittent firing at 5000rpm. By placing the EDX between the battery and the coil, and using the normal voltage, it was demonstrated there was still intermittent firing. But, as the dash control was turned, increasing the voltage to 38,000, all plugs fired evenly on up to 7000rpm.

Besides the ability to control the voltage at a constant output throughout the rpm range on up to 10,000, RAC engineers explain the EDX system overcomes the problems of the standard ignition system; i.e., not being able to store voltage and not being able to increase voltage as deterioration of plugs, points, etc. takes place.

Point current is reduced from six amps to 0.12 amp, and voltage across the points from approximately 250 volts to 12 volts. "Since current in the coil is flowing only during the time the

Names Marketing Chief

IRVINE, Calif. — Charles Olson has been appointed Turbotron Corp.'s vice president of marketing and will be in charge of developing a marketing program for the firm's new turbine engine.

Prior to joining Turbotron, Olson served two years with Dynasciences Corp. and eight years with Garrett Corp. in marketing capacities.

the Industry

spark plug fires," RAC engineers say, "power drain from the battery at idle speed is reduced from approximately 50 watts to less than six."

Another of the claims for the EDX system is that it reduces exhaust emissions. RAC's chief engineer explained it does this "in the sense that you don't get misfirings."

Though they have conducted their own emission tests with an exhaust analyzer, Nielsen said they will have to wait for results from an independent testing lab before they release any figures.

He did, however, point to a Champion Spark Plug Co. study that showed "a five percent incidence of spark plug misfiring, when caused by engine neglect, could increase pollutants by 30 percent."

Nielsen might also have pointed to another study at the University of Michigan's engineering school



EDX energy discharge ignition system developed by Rite Autotronics Corp. The system eliminates replacing spark plugs, points and condenser for 100,000 miles.

which indicates harmful exhaust emissions can be reduced by as much as 55 percent after a tune-up.

Detroit Wire

Training Dealers

By Bob Irvin



Chrysler Corp. has taken its black dealer training program out of the classroom and put it into the showroom.

The auto firm has decided the best way to help blacks become dealers—and reduce the risk of more failures—is with a comprehensive on the job training program.

Chrysler now has six men in the new program and hopes two of them will have their own dealerships before the end of the year.

E.B. (Joe) Knauss, manager of dealer placement for Chrysler's U.S. sales and service office, said the firm at one time or another has had 12 black dealerships but that only eight are still open.

For many years, Chrysler had the only black new car dealer in the industry—Ed Davis, who operated a Chrysler-Plymouth agency in Detroit. However, this year Davis went out of business after 10 years because he was losing money.

The other auto companies, who started signing black dealers in the late 1960s, have had some failures also. General Motors Corp. has signed 17 black dealers, but one failed. Ford has signed 10, but two failed. American Motors signed four blacks, but two failed.

"The industry as a whole has not been eminently successful," Knauss conceded. He listed some reasons.

"The thinking when we first put in some dealers was that the right place for a black dealer was in the black community because blacks would buy from blacks."

What happened, Knauss said, was black customers continued to go where they could get the best deal. He said inner city dealers also had problems with insurance and credit and had trouble getting good middle management people.

In any case, Knauss said the company rejected two offers from people who wanted to reopen the Davis dealership. Because of the inner city location, he questioned whether the dealership would ever be reopened.

"We came to the conclusion a black area was not the place to put a black dealer," he said. "We would like to put them in a stable, mixed neighborhood. And I like to think the day is coming when we will see a good, qualified black dealer in a suburb."

"I like to think a black dealer would be successful in a white suburb because the average guy who buys a car is interested in a good deal and a place where he can get his car serviced. If a dealer meets those factors, the color of his skin should be unimportant."

The six trainees are undergoing a far different program than that used by Chrysler a few years ago.

Until last December, Knauss said, "trainees received a fair amount of formal training"—classroom instruction on various aspects of the business. Now, he said, "we are making a real effort to pick the best dealers we can as teachers."

The company has prepared a list of its top dealers in each facet of the business—in parts and service, in new car merchandising, in used car sales and in overall office management. The trainee will spend three to four months with a dealer in each aspect.

A program like this takes longer but should result in more intensive and better training than the other program combining classroom training with dealership experience, Knauss said.

The dealers are not paid. "We are asking them to do something that we do not feel we are equipped to do formally—help a guy with limited automotive experience become a dealer," Knauss said. "We are asking them to make a sacrifice of their time, and they have been darn good." There are 12 dealers participating in the training program now. About 15 to 20 percent of the dealers who are approached about the program turn it down.

The company pays the trainees a good salary during the training period and also their out-of-town expenses, as well as plane fare for visits home to their families two or three times a month. The company will also help them get started in business.

Knauss expects the program to be expanded. "But first, we have to get a couple of the guys graduated and in dealerships to make sure we are on the right track," he said.



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Interserie Victory

Gethin Scores At Zolder

By Jeff Hutchinson

ZOLDER, Belg., June 6 — Peter Gethin renewed his partnership with car owner Sid Taylor and his new McLaren M8E-Chevy here today, taking the car to a first-time-out win in round two of the European Interserie Championship.

The 76-lap race was split into two parts, Gethin comfortably leading the first from start to finish. But in the second he was hit up the back by the second place works Alfa Romeo T33/3 of Rolf Stommelen.

The Alfa went to the pits for four laps for a new nose and eventually finished sixth overall, while Gethin stopped for a quick check over and then worked his way up from the back of the field to second at the finish.

Leo Kinnunen won the second heat after finishing third in the first, which was good enough to give him a second overall.

Gethin and Kinnunen were the only ones to complete the full 76 laps, the other works Alfa Romeo T33/3 of Toine Hezemans taking third a lap behind after spinning twice in the first heat.

The race saw a lot of the favorites eliminated for various reasons, while one of the strongest contenders, Pedro Rodriguez, giving the new BRM P167 its first outing, never made the start after a cylinder liner dropped in the engine.

The new BRM is based on last year's model but has a completely different back end, pick-up points are all changed, it has inboard rear brakes and the engine compartment is five inches longer than last year's. Front suspension has also been changed along with the bodywork and the track is now 1.5 inches wider at the front and 2.5 inches at the rear. Designer Tony Southgate said they will be off to the U.S. for the CanAm as soon as they think the car is ready.

Chris Craft in the Ecurie Evergreen McLaren M8C was the favorite to beat Gethin, but he was forced to retire when the rear wing mounting broke half way through the first heat. He returned to finish fourth in the second heat but was too far back to figure in the results.

Another McLaren going well was the older M8C of Teddy Pilette, the Belgian not having much luck on his home circuit, going end-over-end at 150mph when the

rear suspension broke. He climbed out unhurt. "One of the advantages of being four feet, five inches tall," as Chris Craft said later.

These retirements at the front of the field left Jurgen Neuhaus in his Porsche-Spyder 917 in fourth place overall another lap behind Hezemans with Michel Weber's 4.5-liter 917 a long way behind in fifth place, but still on the same lap.

The poor safety arrangements at this circuit were tragically demonstrated during practice yesterday evening when Italian Giapiero Moretti got his CanAm Lola T222 out of shape going over the steep hill behind the pits. The car spun into the bank, took off and landed on three marshals, killing one, seriously injuring another and breaking the leg of the

third. Moretti was taken out of the wreckage of his car with four broken ribs.

Hardly anywhere on the circuit were there any crash barriers. When a car went off there was only a thin chicken wire fence between it and the crowd.

KENT 300, EUROPEAN INTERSERIE CHAMPIONSHIP, ZOLDER, BELG., JUNE 6

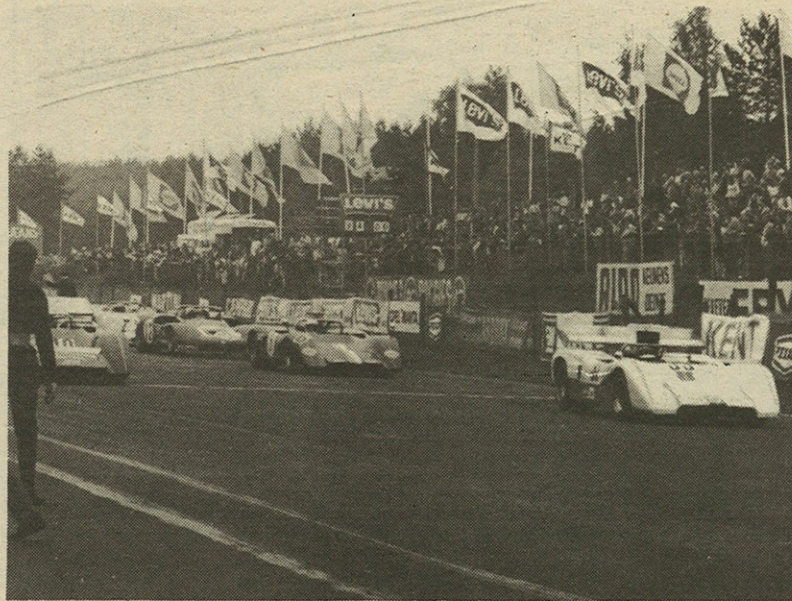
TOP 10 OVERALL: 1 - Peter Gethin, McLaren-Chevy M8E, 72 laps or 187.2 miles in 43:23.5 for an average speed of 108.629; 2 - Leo Kinnunen, Porsche Spyder 917, 72 laps; 3 - Toine Hezemans, Alfa Romeo T33/3; 4 - Jurgen Neuhaus, Porsche Spyder 917, 71; 5 - Michel Weber, Porsche 917 Spyder, 70; 6 - Rolf Stommelen, Alfa Romeo T33/3, 68; 7 - Klaus Reisch, Alfa Romeo T33/3, 68; 8 - "Pam", Ferrari 512M, 68; 9 - Alexandre Nolte, Porsche 908/2, 66.

FASTEST LAP: Gethin, 1:24.2, 111.151mph, new circuit record.

JULY 3, 1971

COMPETITION PRESS & AUTOWEEK

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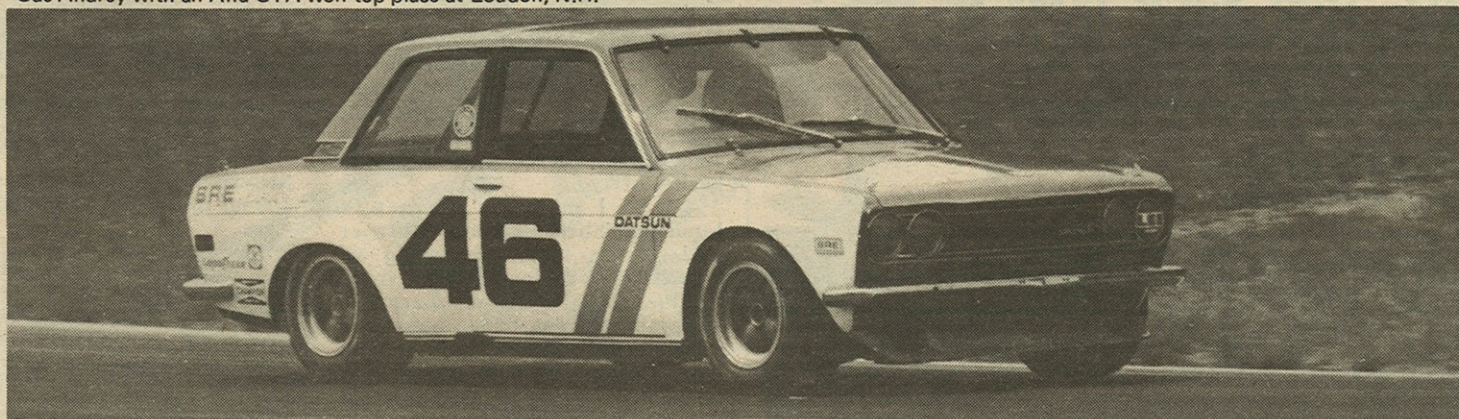
Peter Gethin's McLaren M8E leads the way over Chris Craft's similar McLaren (6), the McLaren M8C (10) of Teddy Pilette and Rolf Stommelen's Alfa Romeo T33/3 at the start of the first heat of the European Interserie Championship at Zolder, Belg., June 6. (Jeff Hutchinson photo)



Horst Kwech took the honors at Lime Rock with his Alfa GTV.



Gus Andrey with an Alfa GTA won top place at Loudon, N.H.



The BRE Datsun team topped their class at Mid-Ohio.

F/5000 Promoters

Nix F/1 Competitors

DARTFORD, Eng., June 11 — Motor Circuit Developments, joint promoters of F/5000 in Europe with the British Racing & Sports Car Club, revealed recently that leading F/5000 entrants met recently to consider a proposal to allow 3-liter Grand Prix machines to compete in the formula as in the United States.

Following long and careful discussion it was finally decided not to ask the Royal Automobile Club to change F/5000 in any respect.

During the meeting John Webb, managing director of MCD, indicated that it was certainly his company's intention to continue to promote F/5000 in 1972 and 1973

Rothmans will continue to sponsor F/5000 next year, and Webb revealed that there will be an extended season, lasting from mid-March until late-October. There will be more races for the Formula, made possible by improved reliability of the power units, thus offering the possibility of a larger total prize fund to competitors.

THREE RACES... THREE WINNERS ... ONE MOTOR OIL: VALVOLINE!

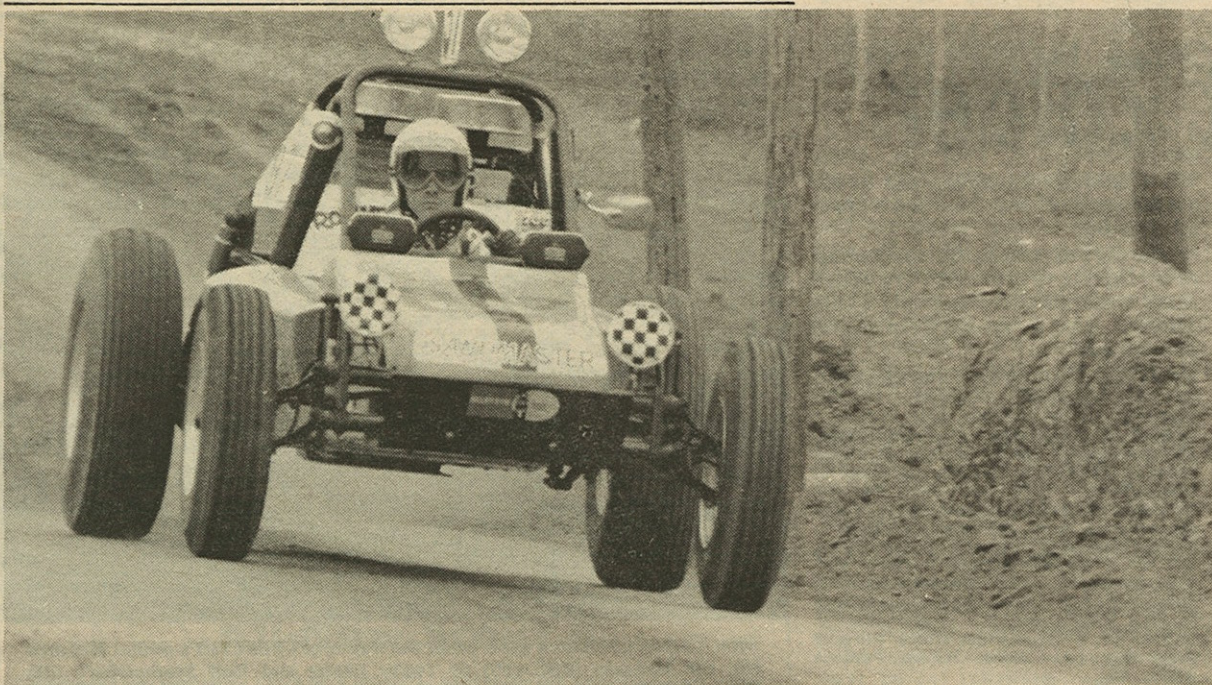
On the TransAm trail these men have a lot in common. All three raced in the under-two-liter class. All three were overall winners. And all three chose the same motor oil to run on: Valvoline® racing oil.

Valvoline is the oil preferred by race drivers. Get with the finest. Get Valvoline. Raceway or highway, it's the best thing going for any car!

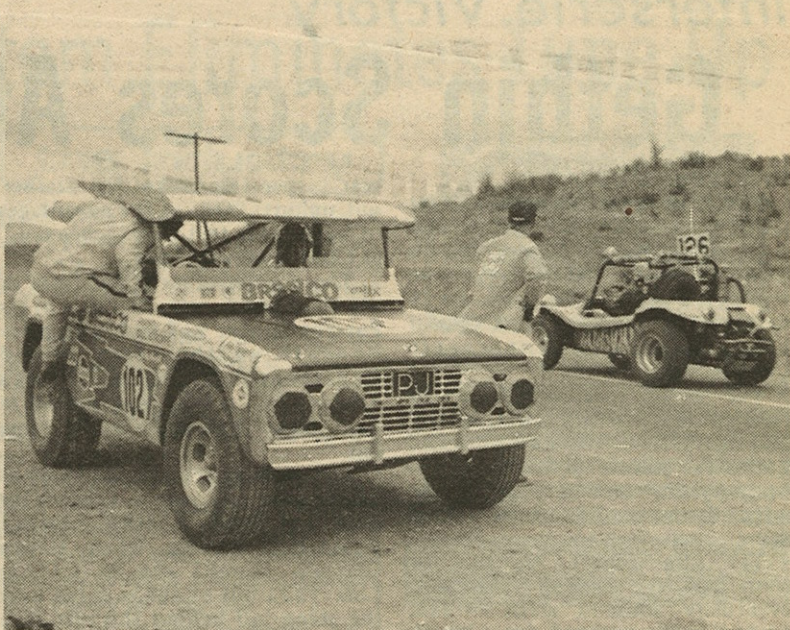
VALVOLINE OIL COMPANY, Ashland, Ky.

Ashland Division of Ashland Oil, Inc.





Bob Ferro took a solo ride through the Baja California countryside in his Sandmaster and notched a new record for the Baja 500 in winning first overall.



Parnelli Jones and Bill Stroppe's bid for two-in-a-row in the Baja 500 ended just a few miles south of the start at Ensenada when the Crazy Colt Bronco sucked a valve. Here Stroppe climbs into the co-pilot's seat as the Howard Myerson/Al Gowing Buggy races by on its way south.

Ferro Conquers Baja 500 At Record Pace

By Edwin Ingalls
ENSENADA, Baja Calif., June 9 — In the dark, misty morning on a mesa eight miles east of Ensenada, Bob Ferro, a 23-year-old stunt driver from Sherman Oaks, Calif., rode across the finish line the overall winner of NORRA's 1971 Baja 500.

Driving a production category Funco SS1 buggy, he set a new record of 11:11:36 for the tough 557-mile circuit, beating Parnelli Jones' record set last year at 11:55:00.

Ferro, an experienced motorcycle TT racer, drove his buggy alone across the Baja wilderness. In winning he defeated his boss Bud Eakins (Ferro is a member of Eakin's professional motorcycle stunt riding team) who came in second co-driving a single seater with Drino Miller.

Checkpoint five, at Papa Hernandez on the Gulf side of Baja, is the normal driver switching point. And after about six hours of ripping across the Baja terrain there was a three way tie for third place at that spot. Scratching for the third slot was the Larry Minor/Jack Bayer Bronco, the Johnny Johnson/Rene Leonhard Bandido and the Fritz Kroyer/Rick James Hi-Jumper. Ahead of them in second place was Drino Miller with only a three minute cushion.

Eakins took over for Miller at Papa Hernandez and stretched the lead to nearly 12 minutes, and eventually brought the single-seat buggy across the finish line with an elapsed time of 11:39:42.

After a loss of time to replace broken shock absorbers at Santa Inez and an alternator failure at Ojos Negros, Minor and Bayer

whipped their propane-eating 2-wheel-drive Bronco to the finish line for third overall.

The first motorcycle and fifth overall was J.N. Roberts/Malcom Smith with 11:59:28. Roberts rode the first half on the 400cc Husqvarna and Smith took it from Papa Hernandez to the finish with trouble from a broken headlight and rain and drizzle the last few miles.

Last year's record holders, Parnelli Jones and Bill Stroppe, were very disappointed, having to retire their Crazy Colt before reaching the first checkpoint at Camalu. Stroppe diagnosed the engine as a tuliped, or bent, valve.

There were many accidents, but none of the competitors were seriously injured. At last report, only one driver was hospitalized with a back injury.

Jim Ellis rolled his single-seat buggy four miles short of the finish line but was righted by some Mexican friends and was able to finish third in class.

South of Camalu, Mickey Thompson and Danny Ongais had to withdraw from the race when a rock shattered the windshield on their Chevy pickup. The windshield was shattered on the inside and glass was thrown in the pair's eyes. They were able to drive the truck back north.

The Jeep of Dennis Lundstedt/Sherman went end over end three times according to witnesses. The cause was front shackles that dug in on a sharp dip. The roll bar was badly bent, but probably prevented any serious injury, although Lumsted was hospitalized and released with a sprained back.

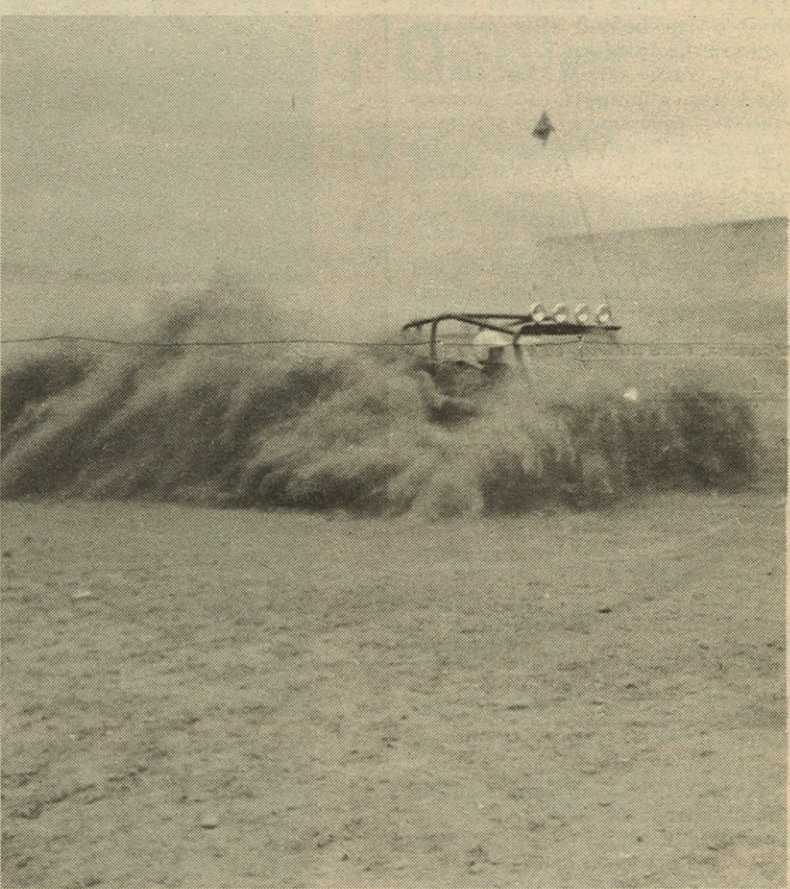
The Oldsmobile Cutlass of Slick Gardner/Cliff Garner also went end for end before they got off the pavement at the start of the race. Neither were injured.

The production passenger vehicle class was won in 15:02:15 by Rodney Hall in a Maverick prepared by Subith and Blakley of San Jacinto, Calif.

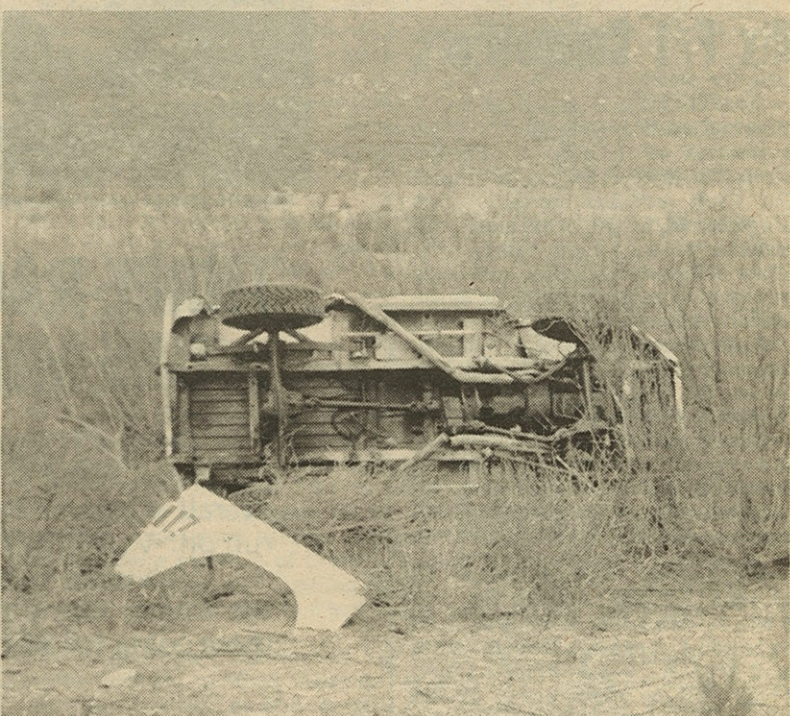
Ak Miller and Ray Brock repeated their winning effort of last year in the Production 2-wheel-drive utility category covering the distance in their Stroppe-prepared, propane-burning Ford pickup in 12:24:16.

Johnson/Leonhard, in their Corvair-powered buggy, finished second in class behind Ferro. The turbocharger on their engine froze up and they were able to go no faster than 60mph over the final sections of the circuit, but were

(Continued on page 9)



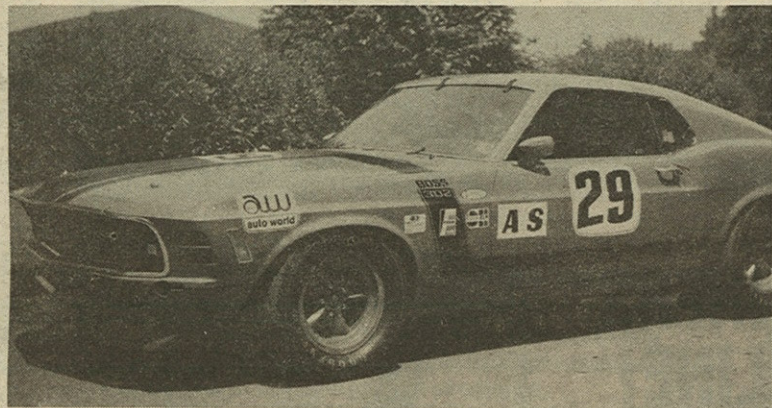
Sections like this lead to some comparisons with the infamous dust in the Mint 400 run through the desert near Las Vegas.



A wounded Baja warrior lies beside the trail. Although several competitors spent a good deal of time upside-down, no one was seriously injured. (Edwin Ingalls photos)

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More on:

Miller/Brock Repeat In Propane Pickup

(Continued from page 8)

able to turn in an 11.56:55 which was also good for fourth overall.

After 14 hours of racing, the 4-wheel-drive category was decided by a scant 34 seconds. Wayne Minor, brother of Larry, and Gary Scarmella in their 289cid Bronco, had a time of 14.00:13, beating out R.E. Blackenbiller and Don Barlow in a 302 Bronco at 14.00:47.

The small motorcycles of under 125cc made up category seven, and the winner, at 12.40:53 was Gene Cannady/Max Switzer riding a Sachs-powered DKW. They were also the second-fastest motorcycle.

Motorcycles over 125cc made up category eight, and behind Roberts and Smith was Ron Bishop/Dick Hansen on a 350cc Kawasaki. Their time was 13.20:02.

The new category nine is for Baja Bugs which are modified VW sedans. They have shortened noses and rear bodies that allow more road clearance and reduce weight. Any VW engine, with modifications, is allowed.

The first winners of this new category were John Steen/John Lawler with a 1900cc engine. Their time was 12.35:05.

BAJA 500 OFF-ROAD RACE, NATIONAL OFF-ROAD RACING ASSN., BAJA CALIF., JUNE 9-10

PRODUCTION SEDANS: 1 - Rodney Hall, Maverick, 15.05:15; 2 - Rod Koch, VW 1600, 15.56:02; 3 - Thom Cox/Paula Murphy, VW 1700, 15.44:45.

PRODUCTION UTILITY: 1 - Ak Miller/Ray Brock, Ford pickup, 12.24:16; 2 - Walker Evans/Shelby Mongeon, Ford pickup, 12.28:05; 3 - F.J. Barraza/D.R. Coleman, Ford pickup, 13.44:45.

PRODUCTION BUGGY: 1 - Bob Ferro, Funco-VW, 11.11:36 (1-overall); 2 - John Johnson/Rene Leonhard, Bandido-Corvaair, 11.56:55; 3 - Les Choat/Andy DeVercelly, Burro-VW.

NON-PRODUCTION 2wd: 1 - Drino Miller/Bud Eakins, VW, 11.39:42; 2 - Larry Minor/Jack Bayer, Bronco, 11.51:13; 3 - Dub Smith/Jim Ellis, VW, 12.34:42.

FOUR-WHEEL-DRIVE: 1 - Wayne

Minor/Gary Scarmella, Bronco, 14.00:13; 2 - R.E. Blackenbiller/Don Barlow, Bronco, 14.00:47; 3 - D. Donald Adams/Jason Meyers, GMC, 15.59:25.

MOTORCYCLES UNDER 125cc: 1 - Gene Cannady/Max Switzer, DKW, 12.40:53; 2 - Steve Hurd/Erick Jensen, DKW, 13.51:53; 3 - Cecil Oswald/John McDonald, Kawasaki, 16.41:40.

MOTORCYCLES OVER 125cc: 1 - Malcom Smith/J.N. Roberts, Husqvarna 400, 11.59:28; 2 - Ron Bishop/Dick Hansen, Kawasaki 350, 13.20:20; 3 - Gary Jones/DeWayne Jones, Yamaha 250, 13.29:35.

BAJA BUGS: 1 - John Steen/John Lawler, 1900cc VW, 12.35:03; 2 - Frank Atkinson, 1850cc VW, 14.18:45; 3 - Sanford Hess/Bill Gise, 1600cc VW, 15.07:10.



Ak Miller and Ray Brock teamed up in this propane-powered Ford pickup to score a repeat win in the production utility category. (Edwin Ingalls photo)

Baja Racing Assn. Plans Fall Event

CALEXICO, Calif., June 15 - An off-road race, starting in Palm Springs and finishing in Mexicali, Baja Calif., is scheduled Oct. 7-9 by the Baja Racing Assn.

The Carrera Internacional is to be a benefit race for schools and orphanages in Baja California.

There will be three classes for motorcycles and four for automobiles with an entry fee of \$250 per vehicle. The race purse will be 40 percent of the entry fees plus contingency awards.

A 775-mile course will be divided into three segments, one to be run on each of the three days of the race. Less than 10 miles of the total run will be on pavement.

The Palm Springs Dune Buggy Assn. is co-sanctioning the event. Entry blanks and rules are available by writing Baja Racing Assn., P.O. Box 1803, Calexico, Calif. 92231.

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More on:

Adamowicz/Posey Distant Third

(Continued from page 1)

aerodynamics made them much faster on the 3-mile Mulsanne Straight, where they were reaching more than 230mph, and the only Ferrari which looked like being a real threat was the Penske-White car driven by Mark Donohue and David Hobbs. In the early stages it ran a solid third, fourth or fifth, but went out after only four of the 24 hours with engine trouble.

There was a brief period during the night when the Ferrari of Nino Vaccarella/José Juncadella held the lead, only to retire shortly afterwards with transmission failure.

MATRA MOVES UP

There was a spell when the 3-liter Matra of Chris Amon/Jean-Pierre Beltoise got up to second place, until it, too, fell by the wayside with metering unit trouble.

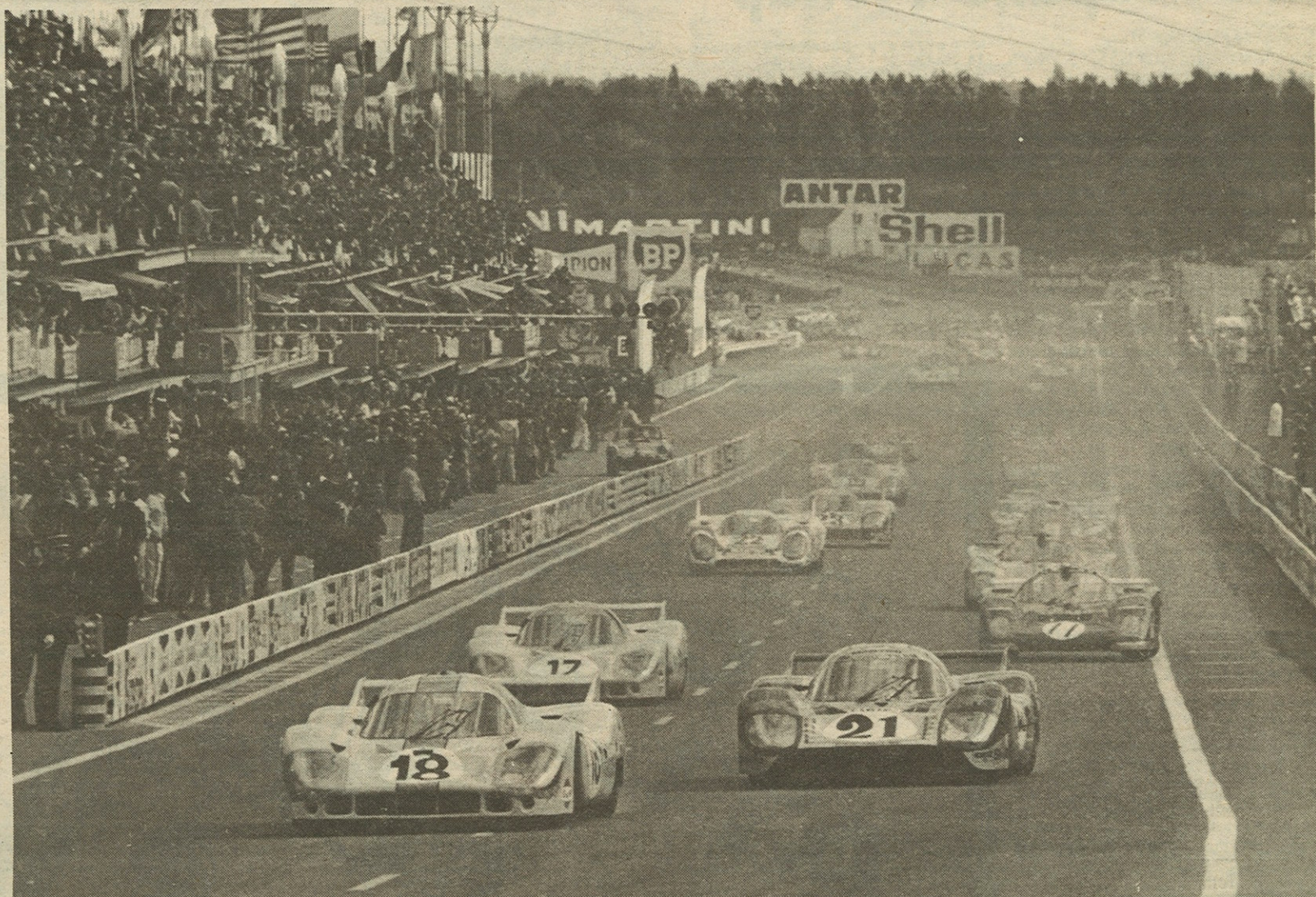
But apart from those few brief periods it was Porsche all the way.

For a long while the Gulf Porsche of Pedro Rodriguez/Jackie Oliver held the lead, building up an advantage of more than five laps before it was delayed by trouble with a rear hub bearing. And it was still well-placed when an oil pipe split, covering Rodriguez with oil and ruining the engine.

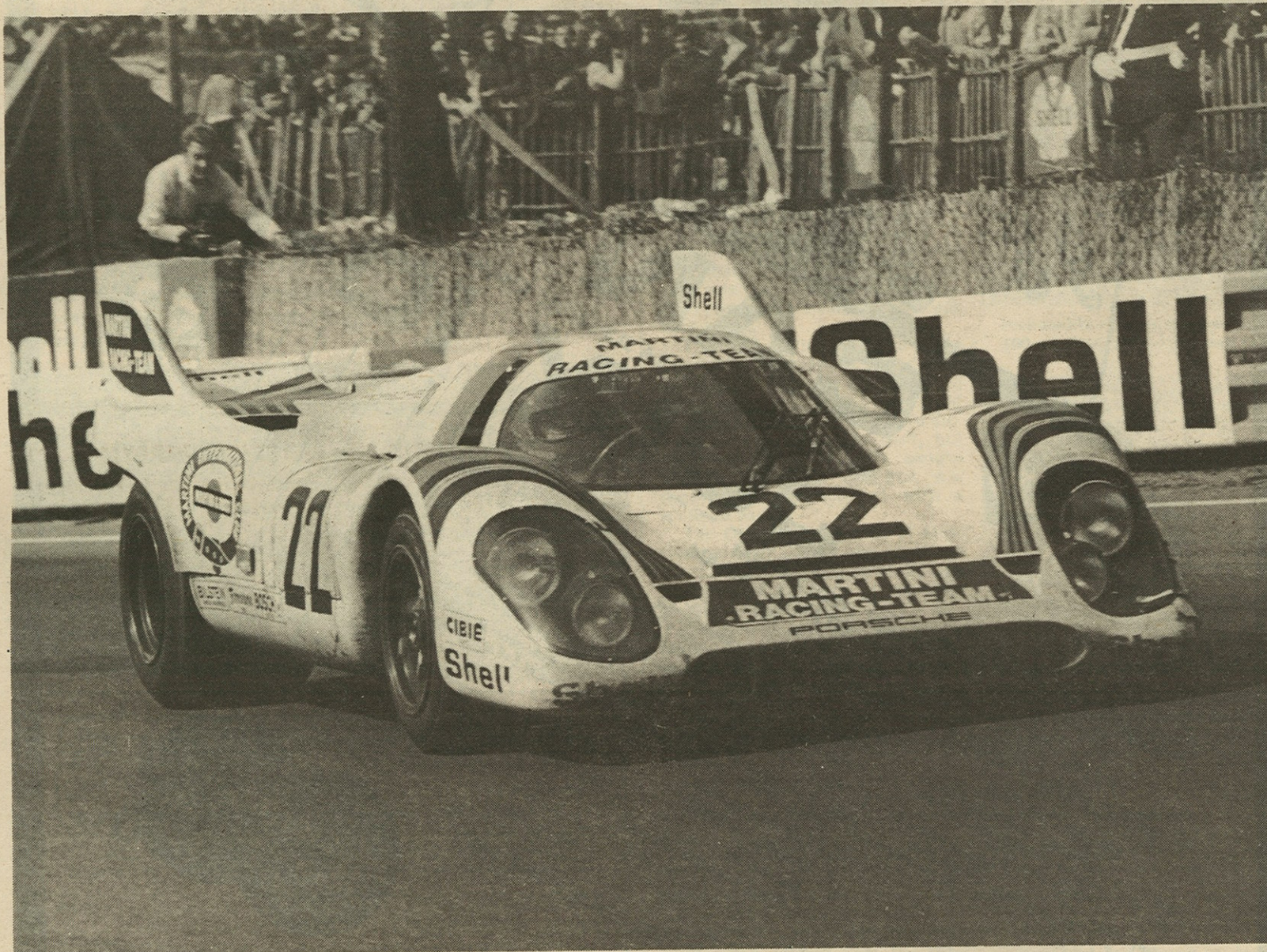
But this incident is virtually nothing compared with the dramas which befell the Jo Siffert/Derek Bell car.

PORSCHE PROBLEMS

First there was a problem with the lights. Then a rear damper mounting broke playing havoc with the drive shaft and suspension. After this had been rebuilt the fuel pump fell off, and then the oil tank split and had to be replaced.



The front row was all Porsche with Pedro Rodriguez in the Gulf Porsche 917 (18) and the Martini 917 (21) bringing the field around on the new rolling start. They are followed by Jo Siffert's 917 (17) and Mark Donohue's Ferrari 512M (11).



The Martini Racing Team carried the day for Porsche thanks to the driving efforts of Gijs van Lennep and Helmut Marko. Pedro Rodriguez/Jackie Oliver were pre-race favorites in their Gulf Porsche 917 with many Ferrari fans favoring the Penske-White 512M in the hands of Mark Donohue and David Hobbs. The Donohue/Hobbs car retired early, with Rodriguez/Oliver hanging on for several hours before dropping out. (David Phipps photos)

Unfortunately, there was an oil leak from the engine, and after several attempts to repair it the car was pushed away.

The number one car on the Martini team was driven by Vic Elford and Gerard Larrousse, and this was very well placed until its cooling fan came off—allegedly because the bolts were of the wrong kind.

Also under the Martini banner was the blunt-nosed 917 driven by Willi Kauhsen and Reinhold Jost. This car was painted flesh pink and had the names of various pork joints painted on the flanks because it was said to have handled like a pig during the practice weekend last April. It crashed during the night when it turned sharp left while braking for Arnage.

MANY 911s

Apart from 5-liter Porsches and Ferraris, the field consisted largely of Porsche 911s, no less than 18 of these running in the GT category. There were also two 914/6s, two 7-liter Corvettes, two Lolas (one a 5-liter Mk2 and one an 1800cc 212) sundry old Porsche 908s (plus a 910 and a 907), the Matra and a Ligier, a French-built car with a detuned Cosworth Ford Formula 1 engine. The Ligier went quite well until delayed by transmission trouble, and was still running at the finish.

This year, for the first time, a rolling start was used, with the 49 runners doing a complete lap behind the 911S pace car. On the front row were Rodriguez, 3:13.9, followed by Siffert, 3:17.6 and Donohue, 3:18.5.

Donohue knew he was not going to be able to keep up with the Porsches on the straight, and was solely concerned with going the distance.

On the third row were Marko
(Continued on page 11)



A time exposure turns the lights of the passing race cars into solid bands of brilliance as they grind on into the French night.

More on:

LeMans' Rolling Start

(Continued from page 10) and Vaccarella, then Kauhsen's Porsche and Mike Parkes' Ferrari and the rest of the field stretching the whole length of the pits—finally separated from the track by an Armo barrier.

LEMANS START

When the pace car pulled off it was Rodriguez who surged away in front. Larrousse temporarily slipstreamed his way into the lead on the straight, but Rodriguez soon took over again and began to pull away.

Behind Larrousse came Siffert, Juncadella and Donohue, and this group was already clear of all pursuers.

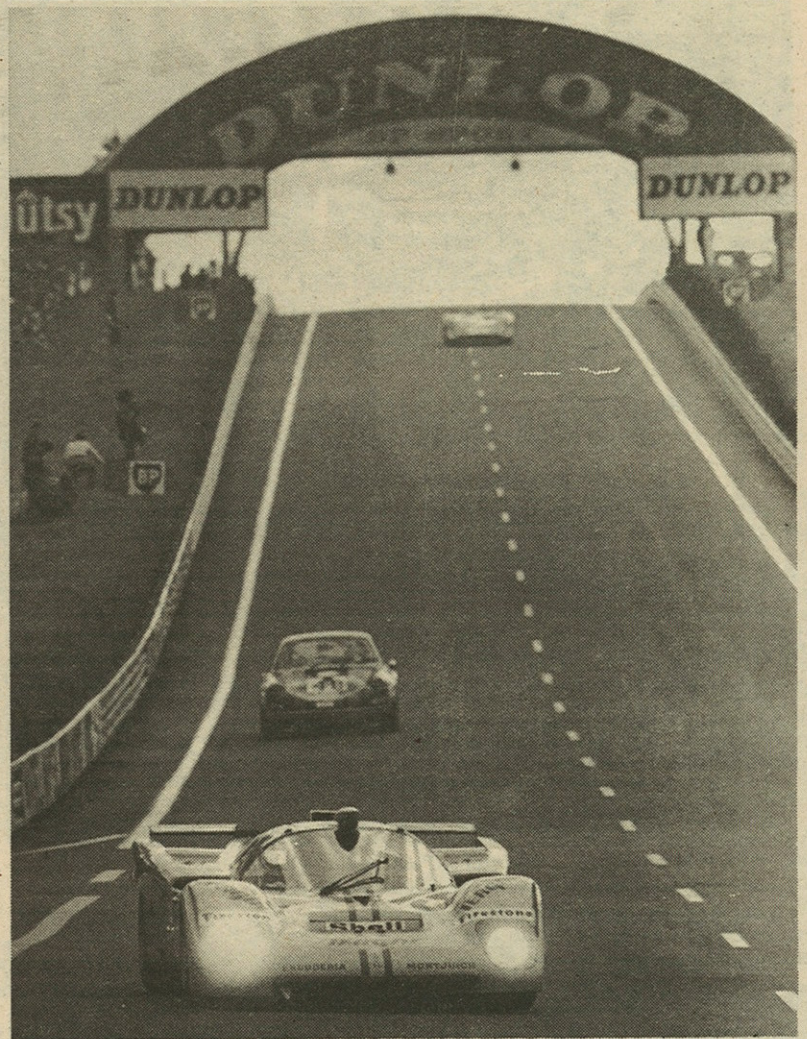
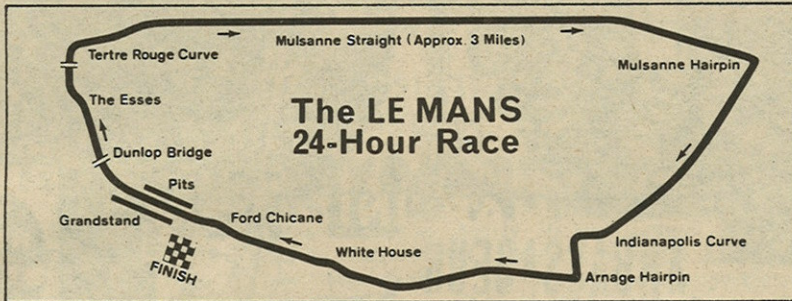
The dubious honor of making the first pit stop fell to Masten Gregory who pulled in with fuel injection problems at the end of the pace lap and was forced to retire soon afterwards.

AMERICAN'S PLAGUED

The Adamowicz/Posey Ferrari was another victim of early, but not terminal, problems, losing a lap during the first 20 minutes of the race due to oil pressure problems. The pair was to be slowed by more problems, losing several laps at one time to change the starter motor and spending eight of the final 10 minutes of the race in the pits for repairs to keep them going to the finish. By that time, however, their hold on third place was strong enough to withstand the delay.

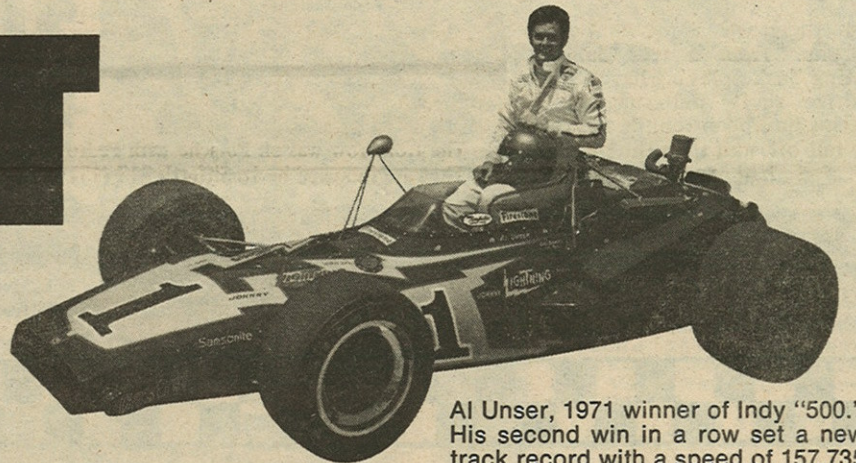
It was only a matter of 40 minutes before the first round of routine pit stops began, and when these had been completed the order was Rodriguez, Siffert, Donohue, Larrousse, Vaccarella. But already there were some major upsets further back in the field. The Porsche 911S of Alan Johnson/Elliott Forbes-Robinson, entered by Richie Ginther and the fastest of the 911s in practice, was delayed by an oil leak and the sole Lola retired with a burnt piston. The Johnson/Forbes-Robinson Porsche later retired with engine failure.

After two hours the order was (Continued on page 12)



The Team Montjuich Ferrari 512M blasts on into the dusk with one of the many GT class Porsche 911s left in the slipstream. (David Phipps photos)

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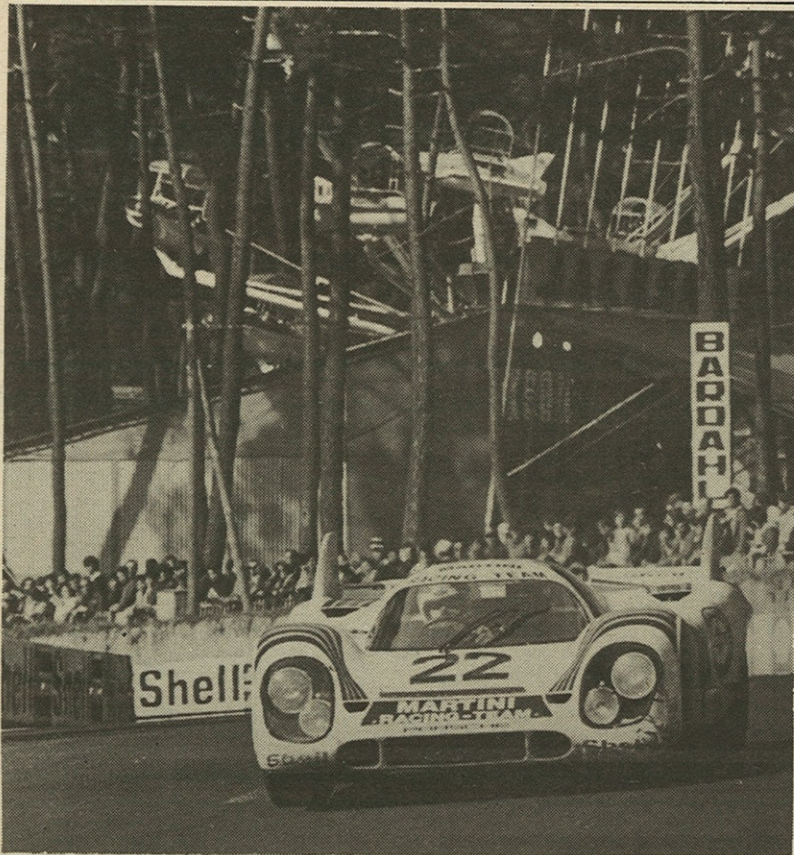
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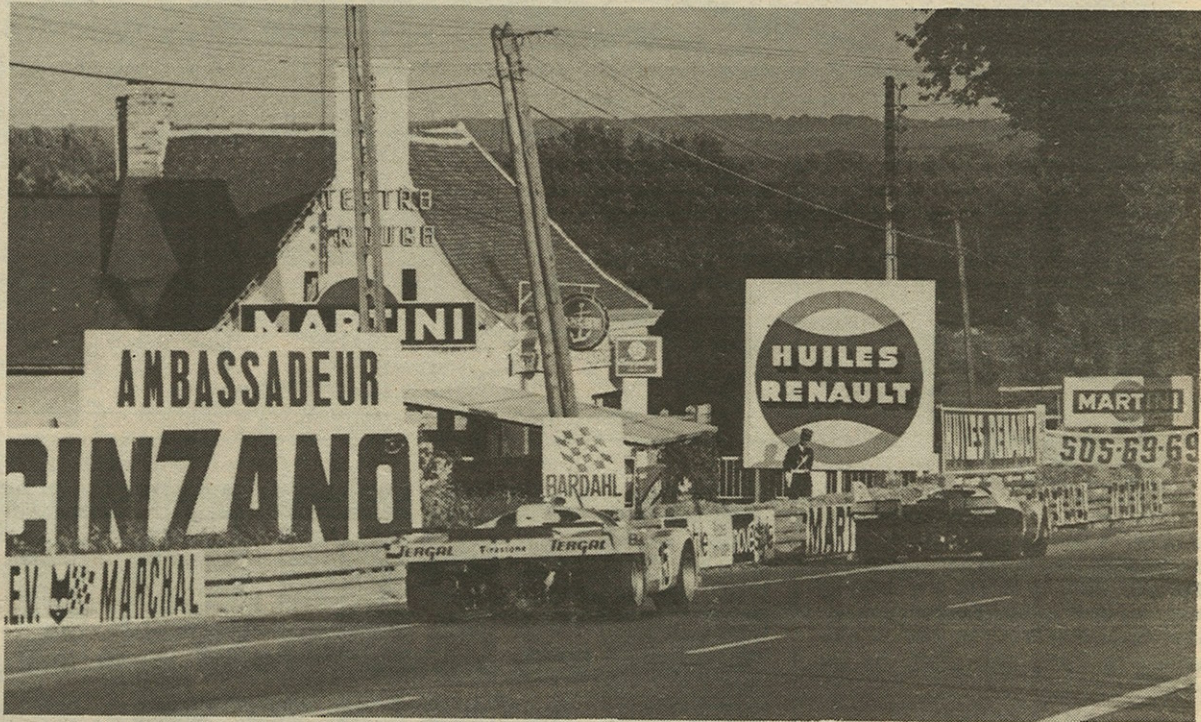
Helmut Marko swings the winning Porsche past a background of fans, carnival and petroleum signs. At this stage, the car shows signs of the rigors of LeMans.



After an hour and a half of work, Pierre Greub was able to extricate his Porsche 911 from the sand.



Luigi Chinetti Jr. and Bob Grossman teamed for a fine drive in this Ferrari Daytona, finishing the grind in fifth place.



LeMans is nothing if it isn't colorful, as evidenced by the signs, the house and gendarme that form the background for the Siffert/Bell Porsche and the Team Montjuich Ferrari at Terte Rouge.

(David Phipps photos)

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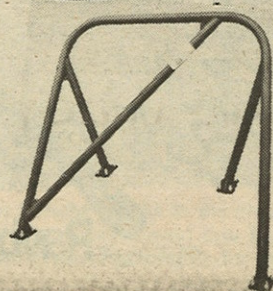
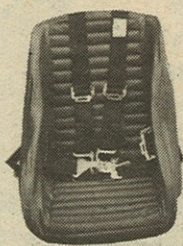
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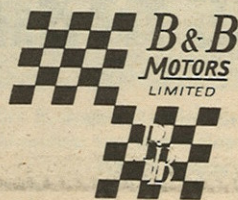
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More on:

LeMans

(Continued from page 11)

Siffert, Rodriguez, Donohue, Larrousse—Porsche, Porsche, Ferrari, Porsche—followed by the Ferraris of Parkes and Vaccarella and the Porsches of Attwood and Marko.

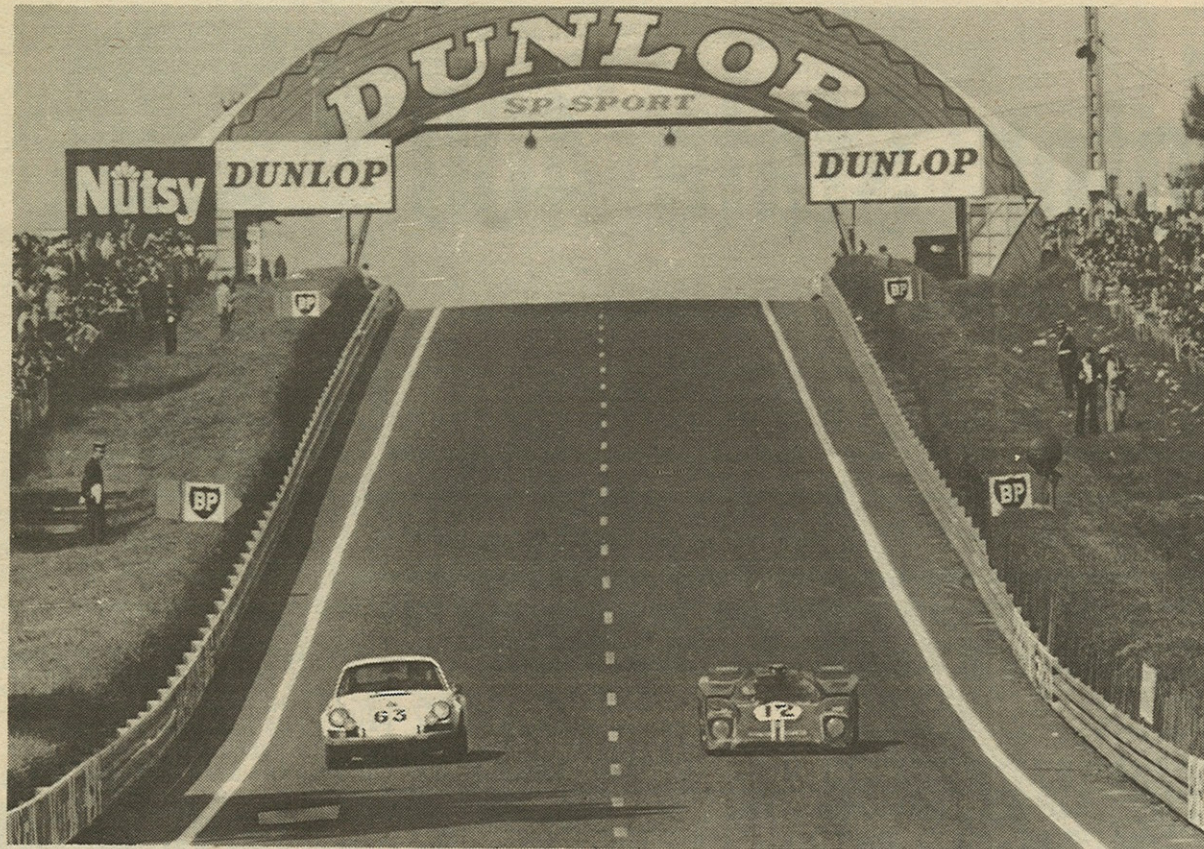
But it was not long before Rodriguez was back in front again, and his co-driver Oliver kept up the good work by lapping in 3:18.4, 244.397mph, a record which may not be beaten for several years in view of the forthcoming reduction in engine size from five liters to three liters for the World Manufacturer's Championship next year.

At 8pm the Donohue/Hobbs Ferrari was still third, but 12 minutes later it was effectively out of the race. After a long consultation in the pits it was finally pushed away. Also in trouble were the Ferraris of Parkes/Henri Pescarolo and George Loos/Franz Pesch, and then Porsche started to have its problems, first with the Siffert/Bell car and then with the Elford/Larrousse mount.

So as night came and the lights went on in the public enclosures—most of which are like gigantic fairgrounds—it was Rodriguez/Oliver with a big lead over Attwood/Muller, Kauhsen/Jose, Juncadella/Vaccarella and Marko/van Lennep.

And so it stayed until just after 3am when both of the leading cars

(Continued on page 13)



The NART Ferrari 512M of Tony Adamowicz/Sam Posey sweeps past the GT-class-winning Porsche 911 of Touroul/Anselme. The Ferrari experienced a multitude of mechanical problems during the 24 hours and was 31 laps behind the winners at the flag—which was good enough for third overall.

More on:

Porsche Pit Stops Give Ferrari Lead

(Continued from page 12)

came into the pits at the same time—one for a rear hub bearing (Rodriguez) and the other for a new fifth gear.

As the mechanics worked on the cars, their advantage dwindled, and just before dawn the Vaccarella/Juncadella Ferrari took the lead—only to go out shortly afterwards with transmission failure.

Thanks to their mechanics, the Gulf Porsches were able to continue, but Rodriguez was finally forced to give up when the oil pipe split. By now the Martini car of

Marko/van Lennep was firmly in the lead, followed by the Matra of Beltoise/Amon and the Gulf Porsche of Attwood/Muller.

Now the question everybody was asking was "Can the Matra do it? Can three liters beat five?" The way the big cars were dropping out almost anything seemed possible.

The answer, of course, was no. Instead of the Porsches having trouble it was the Matra which ground to a halt, and in the remaining 6.5 hours nothing very much happened. The leading Porsches were only two laps apart, but the first of the Ferraris was

nearly 30 laps behind, and 30 laps at LeMans is over 250 miles.

In view of the change from five liters to three liters, this could well be the end of an era at LeMans. The three-liter cars will probably be just as fast in a few years time, but it seems unlikely that there will be enough of them to make a race. The answer may be for LeMans to

revert to its original role as a race for production cars. They could even have an emission control prize, provided they could find a way of measuring it.

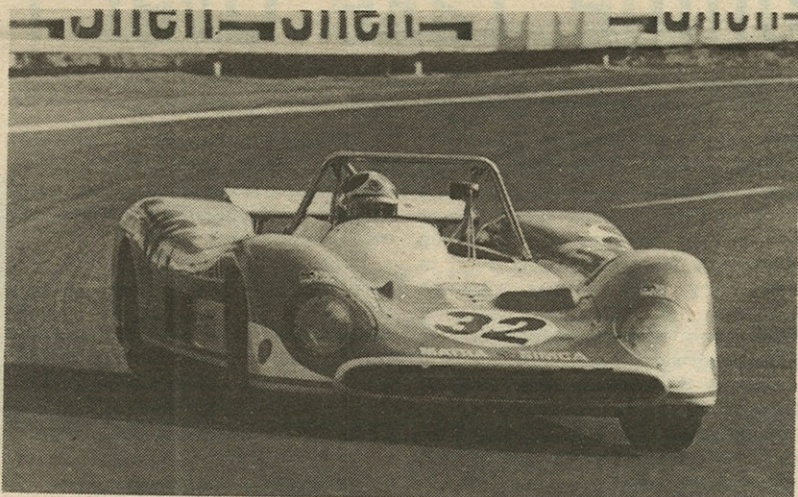
24 HOURS OF LE MANS, CIRCUIT DE LA SARTHE, LE MANS, FRANCE, JUNE 13

FINISHERS: 1 - Helmut Marko/Gijs van Lennep, Porsche 917, 396 laps or 3314.216 miles in 24 hours for an average speed of 138.133mph (record); 2 - Dick Attwood/Herbert Muller, Porsche 917, 3298.448 miles; 3 - Sam Posey/Tony Adamowicz, Ferrari 512M, 3058.439; 4 - Chris Craft/David Weir, Ferrari 512M, 2962.778; 5 - Luigi Chinetti Jr./Bob Grossman, Ferrari Daytona, 2621.406; 6 - Touroul/Anselme, Porsche 911S, 1-GT, 2554.666; 7 - Brun/Mattli, Porsche 907, 1-P, 2554.430; 8 - Mazzia/Barth, Porsche 911S, 2533.554; 9 - Mesange/Gedehem, Porsche 911S, 2490.289; 10 - Koob/Kremer, Porsche 911S, 2438.701; 11 - Verrier/Foucault, Porsche 911S, 2424.495; 12 - Vestey/Bond, Porsche 911S, 2392.139; 13 - Valdegaard/Cheneviere, Porsche 911S, 2197.001.

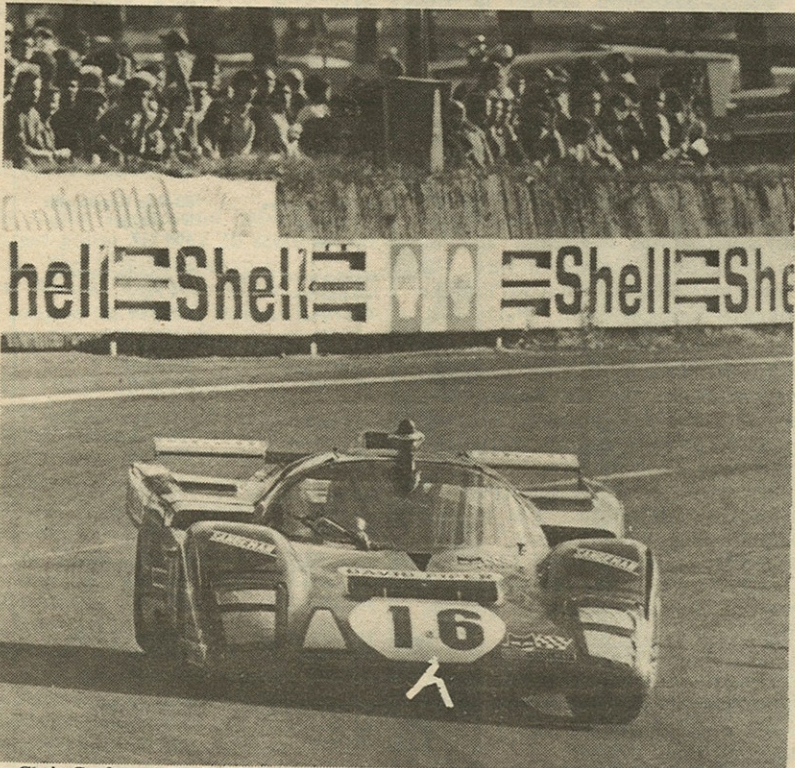
FASTEST LAP: Jackie Oliver, Porsche 917, 3:18.4, 151.799mph, record.



The cars go 'round and 'round the circuit, and the fans go 'round and 'round in the carnival.



The 3-liter Matra of Chris Amon/Jean-Pierre Beltoise appeared at one time to be on its way to an upset win, but was sidelined.



Chris Craft and David Weir drove this Ferrari 512M to fourth overall. (David Phipps photos)

Classified of the Week:

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More on:

Bobby Wins Motor State 400



BOBBY ALLISON
... third straight big one

Plymouth and Richard Brooks' Dodge.

Twenty-five of the 40 starters were still running at the finish of the 197-lap race, which had only two caution lights for a total of 15 laps. The light came on in the third lap when the drive shaft on Charlie Roberts' Ford let go and again on the 95th circuit when George Altheide's Dodge skidded in the fourth turn and threw dirt on the track.

This left 182 laps of wide opening racing.

LEAPFROGGING

The race lived up to its promise of being another leapfrogging contest between the fastest cars in stock car racing.

Bobby Allison took off from his pole position, but led for only seven laps before the jumping (Continued on page 15)

(Continued from page 1)

lead seven times in the last 40 laps with Allison slipping by on the inside of the last turn with just two laps to go.

"Man, Isaac was so close to me I couldn't see him at times," Allison said as he sipped a cooling Coke. "He gave me a run all day long."

"He kept getting me in the corners so I had to get squirrely to keep him from getting a good draft on me and blowing by. He was running too fast at the end to let him get in front."

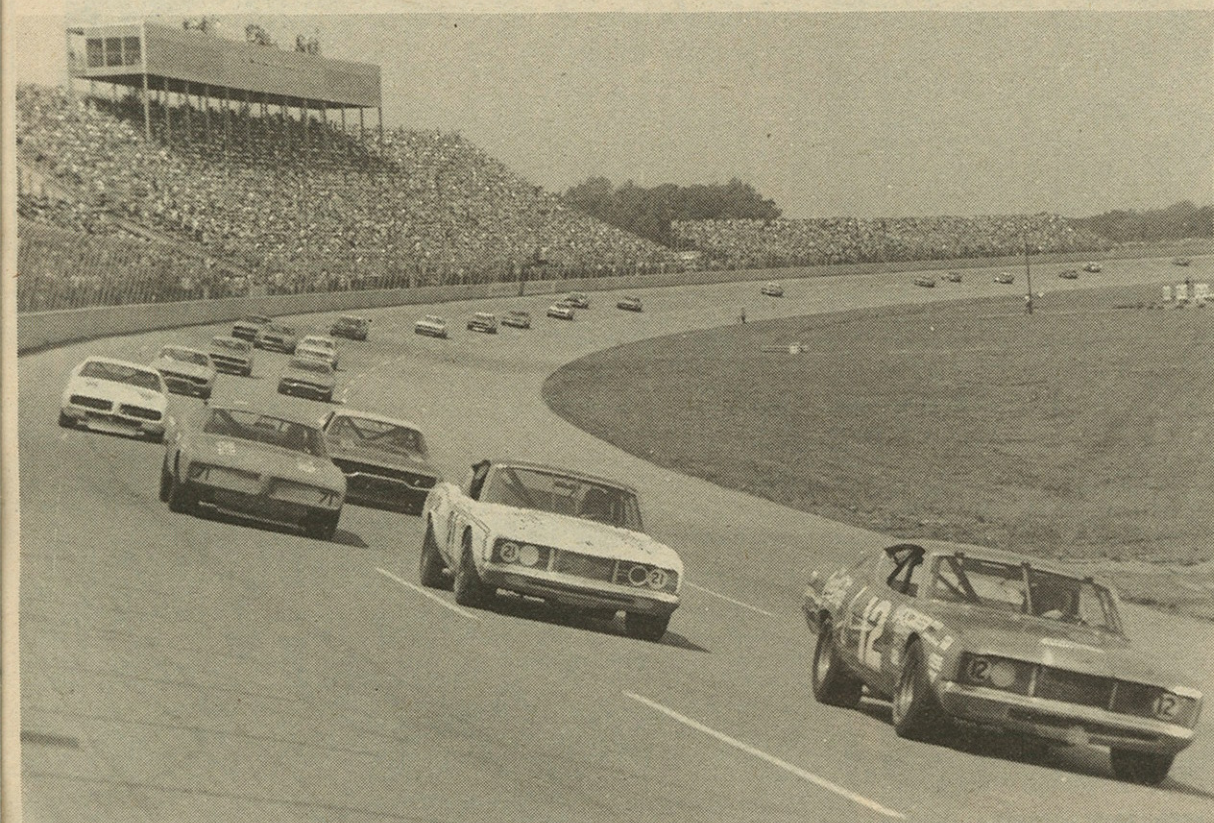
RECORD CHASE

The bumper-to-bumper chase was a record one. Allison averaged 149.567mph in the Holman & Moody Mercury, bettering the 400-mile mark of 138.302 set by Cale Yarborough last year.

Isaac's Dodge was followed by Pete Hamilton's Plymouth and Donnie Allison's Mercury across the finish line. Only 12 seconds separated the first four cars.

The four leaders, who swapped the front running position 27 times between them, ran away from the 40-car field to the delight of the crowd estimated at 50,000 by state police.

Buddy Baker, Dodge, was two laps back. Richard Petty's Plymouth was three laps down, followed by Fred Lorenzen's



The Mercurys of Bobby (12) and Donnie (21) Allison—the first time they have started a Grand National side by side on the front row—lead the Motor State 400 field in the early laps with Bobby Isaac (71), Pete Hamilton and Buddy Baker in the chase. (Autoweek photo)

Carb Squabble Continues

Bobby, Donnie Take Over Front Row

By Joe Dowdall
BROOKLYN, Mich., June 10 — Allison-Allison.

Mercury-Mercury. Squabble-Squabble.

This isn't a broken record. This is the story of the qualifying trials for the third annual Motor State 400-mile NASCAR Grand National at Michigan International Speedway.

The Allison, Bobby and Donnie, in Mercurys swept the front row of the 40-car grid with record qualifying laps for cars equipped with restrictor plates.

The squabbling was from the MoPar drivers who futilely tried to better the Mercurys in their runs against the clock. It marked the

seventh time in nine superspeedway trials the 1969 sheet metal Mercurys had grabbed the pole.

Only Charlie Glotzbach in the rare Chevrolet at Charlotte and Richard Petty a week ago at Dover broke the Mercury string which started at Daytona Beach, Fla., in February and swept through Ontario, Rockingham, Atlanta, Darlington and Talladega before picking up again here.

Bobby Allison edged his brother Donnie this time, 161.190mph to 161.095mph, marking the first time they have started a race side by side in the front row.

"We finished 1-2 six times and started together back to back a couple of times, but this is the first

time we'll be starting 1-2," Bobby said.

Although both drivers bobbed on one of their two laps on the 2.04-mile, 18-degree banked track located in Michigan's Irish Hills, no one touched their times.

Pete Hamilton's Plymouth led the jam right behind the Allison with a lap of 160.900, then came Bobby Isaac in a Dodge at 160.507, Buddy Baker in the factory Dodge at 159.919, Fred Lorenzen's STP Plymouth at 158.816 and Richard Petty's Plymouth, 158.862.

And then came the flap.

ISAAC WITHDRAWS

Nord Krauskopf fired the first barrage with the announcement he was pulling Isaac's K&K Insurance Dodge out of racing—and Mr. France's Firecracker 400, July 4, at Daytona—until Aug. 1.

Petty followed with an "if Chrysler doesn't make an engine change for the Daytona Firecracker, I will."

"This is our last race until Aug. 1," Krauskopf said after Isaac qualified fourth. "We have had it with the carburetor restrictor plate. We quit for a few races earlier this year. It looks as though we'll have to tell them (NASCAR) again."

"We'll assess the program again in August," said the K&K Insurance president. "If we don't like what we see, we're out of NASCAR racing completely. There comes a time when you no longer let people take advantage of you."

Krauskopf had Isaac withdraw from six races earlier because of the rule. He returned for the Atlanta 500 and let it be known then he'd have a statement in the near future. He made his statement here after qualifying for the Motor State 400.

Krauskopf is the owner of six cars and 30 engines. He has one of the better stables in NASCAR racing with Harry Hyde as crew

chief. Last year, the team won NASCAR's national driving championship.

Petty has been critical of the carburetor restrictor plate, repeatedly advocating "one size plate for all or none at all."

"Everytime I mention the plates to NASCAR officials, they remind me I've won nine races this year," Petty complained.

"We've put up with the plate for six months. No one has done anything about it. There will be some changes made before the (Daytona) Beach. Either we'll make them or NASCAR will," Petty said.

After some prodding, Petty admitted he has at least one 426 wedge engine in his Randleman, N.C., shop. He is presently running a 426 hemi engine with the required 1.25-inch plate.

It's no secret Petty Enterprises is a wealthy operation. "I'm in this business to make money," Petty said. "If I have to spend \$150,000 to \$200,000 to be competitive, I will. I can't afford not to at least run up front."

"If I had finished fourth in the same lap as the winner at Charlotte, I wouldn't have been upset. But I was two laps behind and I didn't have any (car) trouble."

"I can't blame Krauskopf for pulling Bobby Isaac's car out of racing. It helps his business when Bobby runs up front. But getting beat like we have, Nord would be better off staying at home."

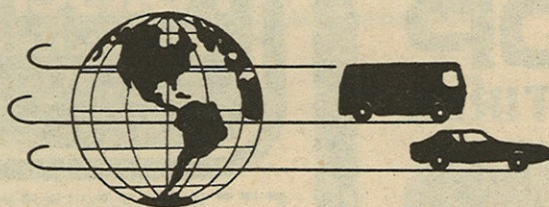
Polesitter Bobby Allison scoffed at their complaints. "I ran my Dodge with the plate and never complained because of lack of power. The cars have enough power and can outhandle the Fords in the turns. That's a proven fact."

"It's just that the Ford 427 gives you more torque pulling off the corners. I guess they want the advantage all around the track," Allison said.

MOTOR STATE 400 GRID

No. 12-Bobby Allison '69 Mercury 161.019mph	No. 21-Donnie Allison '69 Mercury 161.095mph
6-Pete Hamilton '71 Plymouth 160.900	71-Bobby Isaac '71 Dodge 160.507
11-Buddy Baker '71 Dodge 159.919	99-Fred Lorenzen '71 Plymouth 158.819
43-Richard Petty '71 Plymouth 158.862	39-Friday Hassler '70 Chevrolet 156.571
2-Dave Marcis '69 Dodge 159.495	22-Richard Brooks '70 Dodge 156.238
72-Benny Parsons '70 Mercury 156.003	24-Cecil Gordon '69 Mercury 155.771
06-Neil Castles '70 Dodge 154.734	88-Ron Keselowski '70 Dodge 154.217
60-Maynard Troyer '69 Mercury 153.704	77-Charlie Roberts '71 Ford 155.270
90-Bill Dennis '69 Mercury 154.740	76-Ben Arnold '69 Ford 154.470
33-David Pearson '71 Pontiac 154.334	0-George Altheide '70 Plymouth 153.810
25-Jabe Thomas '71 Ford 153.768	48-James Hylton '69 Mercury 153.624
47-Ray Williams '69 Ford 153.316	30-Walter Ballard '71 Ford 152.898
18-Joe Frasson '70 Dodge 152.295	19-Henley Gray '69 Ford 152.279
67-Elmo Langley '69 Mercury 152.220	5-Ron Grana '70 Chevrolet 152.168
86-Bobby Mausgrover '69 Dodge 152.163	95-Paul Tyler '69 Mercury 151.716
79-Frank Warren '69 Dodge 153.383	07-Coo Coo Marlin '69 Chevrolet 153.300
10-Bill Champion '71 Ford 152.993	4-John Sears '69 Dodge 152.929
64-Dick May '70 Ford 152.106	7-Dean Dalton '69 Ford 152.093
45-Bill Seifert '70 Ford 151.770	70-J.D. McDuffie '69 Mercury 151.732
03-Tom Gale '69 Mercury 149.764	8-Ed Negre '69 Ford 149.262

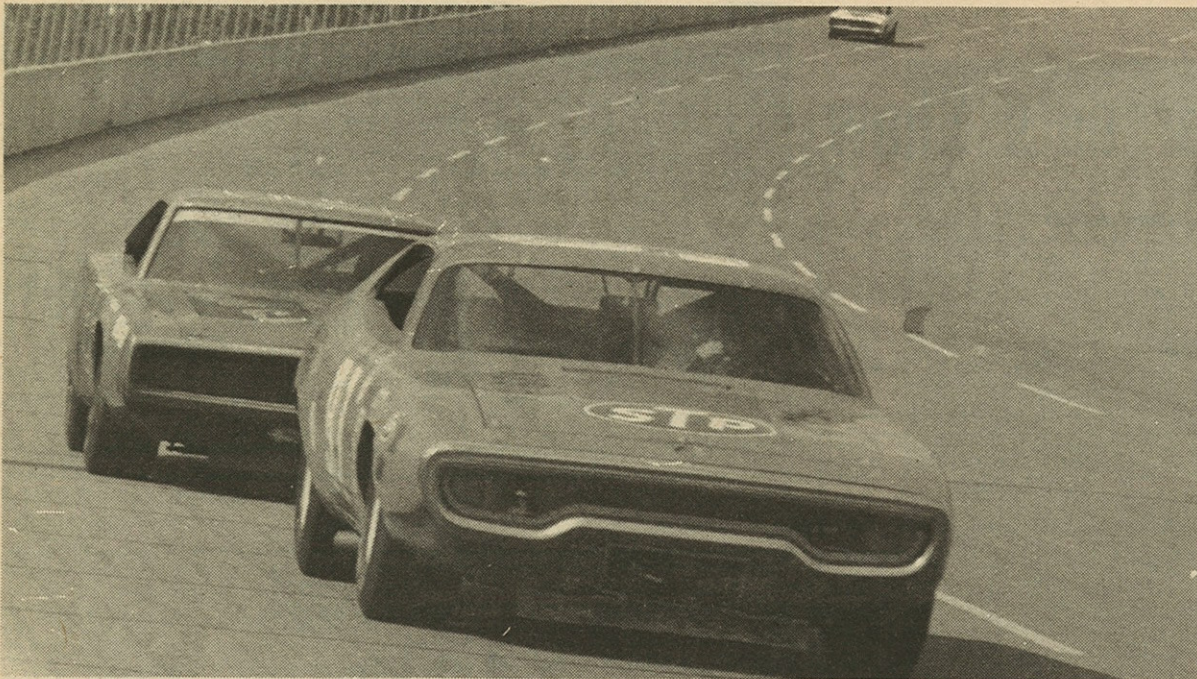
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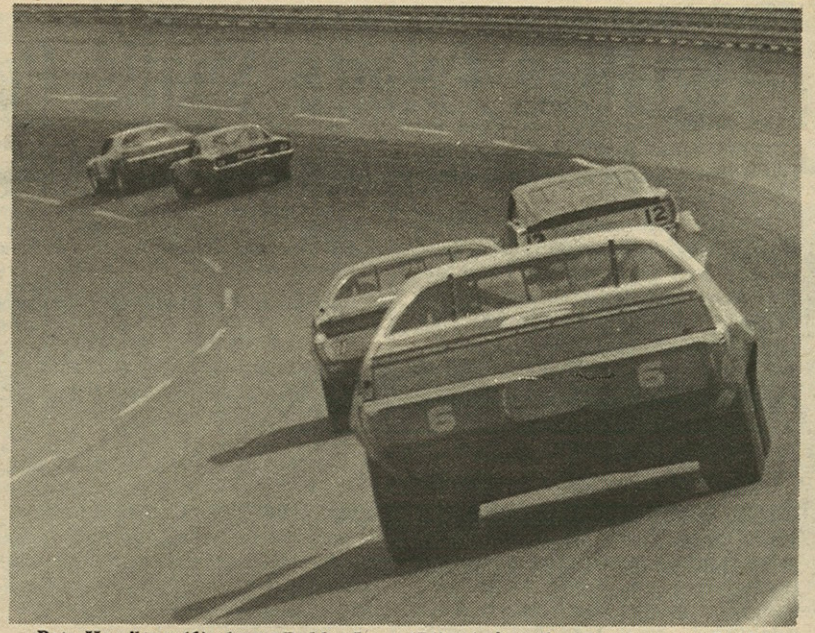
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Fred Lorenzen's Plymouth and Richard Brooks' Dodge cling together around MIS' 2.04-mile speedway. The pair finished seventh and eighth in this order, both with 193 laps completed.



Pete Hamilton (6) chases Bobby Isaac (71) who's trying to get around Bobby Allison (12) while ahead of them is Richard Brooks doing battle with David Pearson in the Pontiac. (Autoweek photos)

More on: Three Duel For Motor State Win

(Continued from page 14)

began. First brother Donnie and Isaac got into a slingshot duel for the lead, swapping the lead five times before pitting for fuel after 90 miles.

Hamilton, who hung with the front runners all day, grabbed the lead but then Lorenzen took it from him two laps later—at the 100-mile mark.

From then on, it was a three-way duel between Isaac and the Allison brothers, with blood ties being no thicker than water.

The two Allisons fought each other side by side as fiercely as they fought off the challenge of Isaac's K&K Insurance Dodge.

DONNIE'S PIT MISHAP

A mishap in the pit stop by Donnie on the 151st lap knocked him out of contention. He was leading Bobby and Isaac at the time when he swung in for fuel, oil and tires.

His engine stalled and before he could get going, he was 20 seconds behind. The 50-second stop by the famed Wood brothers could be their longest on record. Donnie had led nine times for 70 laps up until then.

That left it up to Bobby A. and Isaac, and what a race they had.

Bobby Allison would open a car's length lead in the straightaways only to have Isaac either pull even or go ahead in the turns. They exchanged the lead as many as three times on some laps.

"I went high, low, everywhere coming off the turns trying to keep Isaac from trying to get a hold or get by me," Bobby said. "I was lucky with about three laps to go when I got a good draft off the car in front of us and it let me go into the turn without lifting my foot."

"At that point it was critical where the other cars were on the track. At one point, I had just enough room to squeeze by on the wall and Isaac had to dive low to get by."

The constant four-car battle up front overshadowed the duel between Baker, Petty and Lorenzen, who repeatedly came out of the fourth turn three abreast.

PONTIAC PLEASES

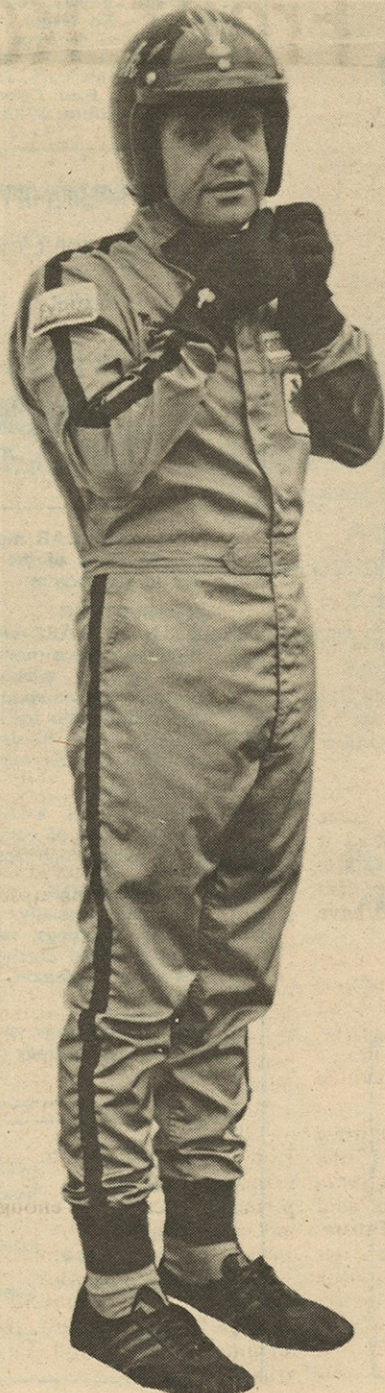
And the crowd was on its feet every time David Pearson, in the C.V. Enterprises Pontiac, flashed by with Brooks' Dodge glued to his tail. Brooks clung to the Pontiac's

(Continued on page 16)

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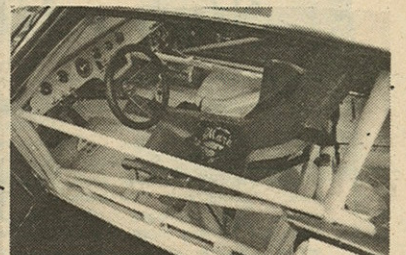
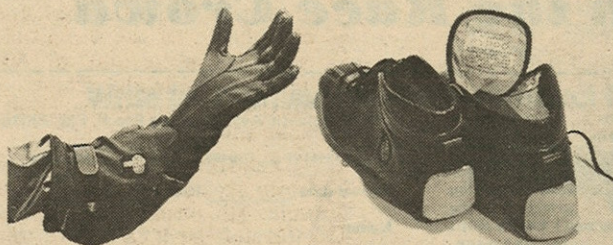
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More on: Ignition Failure Spoils Pearson's Show

(Continued from page 15)

tail as the two drafted each other for 175 miles.

Pearson, who started 19th after a sole qualifying lap when the engine let go, was in ninth place by the 10th lap. From there he and Brooks raced as one car until the 68th lap where Pearson's ignition failed.

The hot contest did little to cool the tempers between the FoMoCo and MoPar drivers, which have been boiling over the carburetor restrictor plate controversy.

Isaac, who announced with his car owner Nord Krauskopf and crew chief Harry Hyde that they were pulling their Dodge out of racing until Aug. 1 after the Allison brothers swept the first row in qualifying, went into hiding after the race, refusing to talk to the press.

"We weren't second. We won the race for category two," Hyde barked.

"You know the soreheads were going to cry about something," Donnie Allison said. "We beat them by less than a second—less than a car length—and they're screaming we have an unfair advantage."

"Just try running with them through the corners and you'll see how unfair it is."

Bobby Allison, who was runner-up to Isaac for the national championship last season when both were members of the Dodge factory team, had nothing but bad

NASCAR Winston Grand National Championship
THROUGH BROOKLYN, MICH., JUNE 13: 1 - Richard Petty, 2009; 2 - James Hylton, 1876; 3 - Elmo Langley, 1718; 4 - Cecil Gordon, 1697; 5 - Bobby Allison, 1658; 6 - Benny Parsons, 1526; 7 - Jabe Thomas, 1481; 8 - Bill Champion, 1399; 9 - Buddy Baker, 1276; 10 - Frank Warren, 1249; 11 - Bobby Isaac, 1248; 12 - J.D. McDuffie, 1242.

NASCAR Grand National Manufacturer's
THROUGH BROOKLYN, MICH., JUNE 13: 1 - Plymouth, 131; 2 - Dodge, 101; 3 - Ford, 84; 4 - Mercury, 83; 5 - Chevrolet, 6.

luck campaigning his own Dodge in the first 14 races this season.

"I had a second and a pair of fourths but the parts were getting too expensive to keep the car going," said Allison. "I figured then I'd only run the big races close to home and concentrate on the sportsman class around Birmingham."

"Then Ralph Moody asked me to drive the car which had been driven by David Pearson. Man, what a difference. All I have to do is worry about driving and let someone else worry about expenses and keeping the car going."

Bobby was second to his brother Donnie in his first H-M ride at the Winston 500 at Talladega, Ala., and then came on to win the World 600 at Charlotte, N.C.; the Mason-Dixon 500 at Dover, Del., last week; and now the Motor State 400.

His \$14,945 first-place payoff today shoved Allison's four-race total to \$78,790 in less than one month. He has earned \$100,680 for his 18 starts.

Motor State 400 Lap Leaders

B. Allison	1-7	Isaac	128
D. Allison	8-13	B. Allison	129-133
Isaac	14-18	D. Allison	134-135
D. Allison	19-22	B. Allison	136-146
Isaac	23-26	D. Allison	147-149
D. Allison	27-45	Isaac	150
Hamilton	46-47	Hamilton	151-156
Lorenzen	48-50	B. Allison	157-173
D. Allison	51-70	Isaac	174-179
Isaac	71-97	B. Allison	180-188
D. Allison	98-99	Isaac	189-192
Hamilton	100-105	B. Allison	193-194
D. Allison	106-113	Isaac	195
B. Allison	114-121	B. Allison	196-197
D. Allison	122-127		

MOTOR STATE 400 NASCAR GRAND NATIONAL STOCK CAR RACE, MICHIGAN INTERNATIONAL SPEEDWAY, BROOKLYN, MICH., JUNE 13

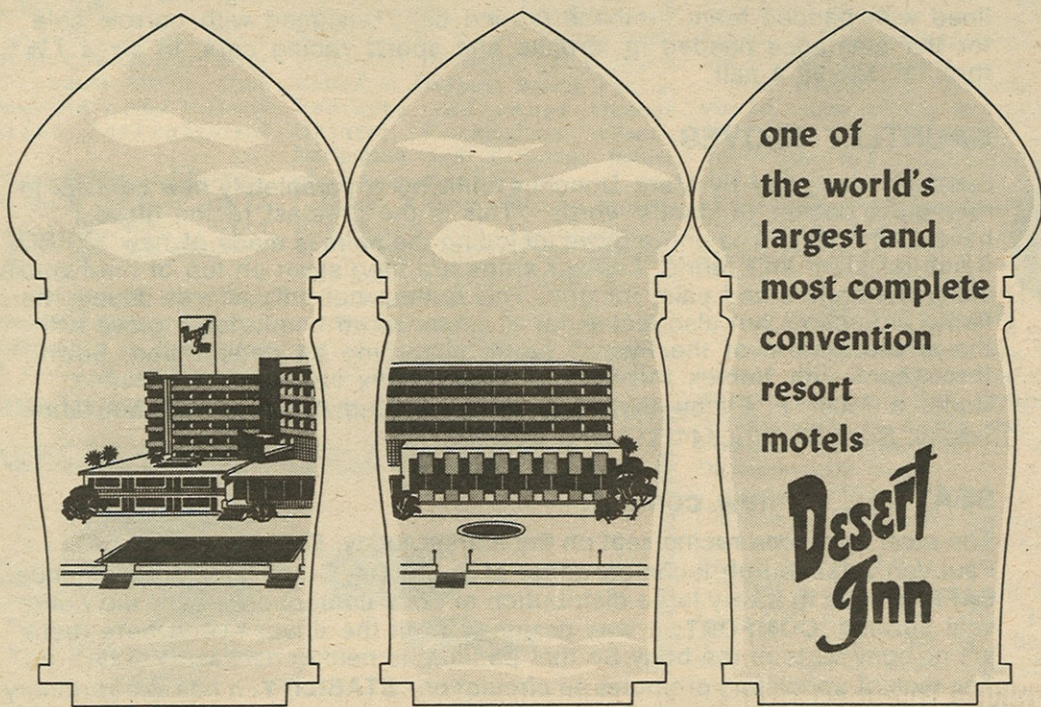
FINISHERS: 1 - Bobby Allison, 1969 Mercury, 197 laps or 400 miles in 2:42:13 for an average speed of 149.567mph (record), \$14,945; 2 - Bobby Isaac, '71 Dodge, 197 laps, \$7620; 3 - Pete Hamilton, '71 Plymouth, 197, \$4920; 4 - Donnie Allison, '69 Mercury, 197, \$2945; 5 - Buddy Baker, '71 Dodge, 195, \$1945; 6 - Richard Petty, '7 Plymouth, 194, \$1495; 7 - Fred Lorenzen, '71 Plymouth, 193, \$1320; 8 - Richard Brooks, '70 Dodge, 193, \$1220;



Traffic is heavy in Michigan International Speedway's pits with six cars visible among the crews and Jabe Thomas leading another batch back into the race. (Autoweek photo)

9 - Dave Marcis, '69 Dodge, 191, \$1120; 10 - Ron Keselowski, '70 Dodge, 189, \$1020; 11 - Ben Arnold, '69 Ford, 188, \$1020; 12 - James Hylton, '69 Mercury, 188, \$970; 13 - Neil Castles, '70 Dodge, 188, \$945; 14 - Ron Grana, '70 Chevrolet, 187, \$920; 15 - Joe Frasson, '70 Dodge, 185, \$895; 16 - Jabe Thomas, '70 Plymouth, 185, \$870; 17 - Walter Ballard, '71 Ford, 185, \$850; 18 - Tom Gale, '69 Mercury, 185, \$840; 19 - Cecil Gordon, '69 Mercury, 184, \$825; 20 - Dean Dalton, '69 Ford, 183, \$810; 21 - Henley Gray, '69 Ford, 180, \$795; 22 - Elmo Langley, '69 Mercury, 179, \$780; 23 - Ed Negre, '69 Ford, 174, \$765; 24 - George Altheide, '70 Plymouth, 164, \$750; 25 - J.D. McDuffie, '69 Mercury, 156, \$735.
DNF: 26 - Paul Tyler, '69 Mercury, 128, engine failure, \$720; 27 - Coo Coo Marlin, '69 Chevrolet, 122, engine failure, \$760; 28 - Benny Parsons, '70 Mercury, 121, engine failure, \$700; 29 - Frank Warren, '69 Dodge, 118, engine failure, \$690; 30 - Maynard Troyer, '69 Mercury, 86, broken valve, \$680; 31 - Bill Champion, '71 Ford, 79, broken valve, \$785; 32 - Friday Hassler, '70 Chevrolet, 76, broken rocker arm, \$655; 33 - David Pearson, '71 Pontiac, 68, ignition failure, \$650; 34 - Bill Dennis, '69 Mercury, 65, engine failure, \$695; 35 - Ray Williams, '71 Ford, 42, oil leak, \$640; 36 - John Sears, '69 Dodge, 28, head gasket, \$660; 37 - Bobby Mausgrover, '69 Dodge, 17, broken piston, \$630; 38 - Bill Seifert, '70 Ford, 16, oil pressure, \$625; 39 - Charlie Roberts, '71 Ford, 1, broken drive shaft, \$620; 40 - Dick May, '70 Ford, 0, clutch failure, \$615.

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Caplan Wins Feature At Rose Cup Nationals

By Brian Cour

PORTLAND, Ore., June 13 — Call it luck or a gift, but it was still Herb Caplan in the winner's circle after the feature race of the rainy 11th annual Rose Cup SCCA nationals at Portland International Raceway here today.

Caplan, a former SCCA national champion, jammed his Corvette past a spinning Ted Mathey on the last turn of the last lap to become the first production class driver taking the overall victory in the 10-year history of the Rose Cup.

The outcome was an extremely disappointing one for Mathey, who outdrove the veteran Caplan all the way only to have a broken oil line spray his Corvette's rear tires a few yards from victory.

McLaren pilot Dick Losk and Chris Bender, Genie, were forecast as the probable winners of the feature. Both led for a time, Bender retiring from the lead with a blown engine and Losk falling back from what appeared to be a certain victory in the closing laps, to settle for first in class.

Caplan looked to be the top car in A production until Mathey, who had been right behind throughout the first 18 minutes of the half-hour race, slipped past.

After that Mathey took command, until the slippery going at the finish. Caplan admitted later he felt "darn lucky to get past Ted."

Finishing behind Mathey was his Auto Motion teammate Bill Gregg in a Bp Corvette and Joe Chamberlain, the A sedan winner, was fourth in a Camaro.

Possibly as fine a race as the Caplan-Mathey duel was the Cp battle between Datsun driver Jack Scoville and Group 44 boss Bob Tullius.

Both ran without rain tires, Tullius leading early, Scoville taking over as the track got wetter.

While Tullius missed victory, two of his Group 44 teammates didn't.

In the day's fourth event, Brian Fuerstenau put his Triumph GT6 in the Dp winner's circle and John Kelly took overall and class honors in the second race of the day in an Fp Spitfire.

Kelly beat Huffaker Engineering driver Jon Woodner, who drove an MG Midget, but Woodner came back later in the day to nip Group 44's Jerry Truitt in a battle of Ep MGBs.

The outcome of that duel, however, drew a sour response from Group 44. Both Fuerstenau and Truitt claimed Woodner deliberately bumped Truitt's car, causing it to spin going into turn one.

Woodner denied the charge, but expected the Huffaker-Group 44 rivalry to become somewhat more heated in the next showdown, June 20 at Laguna Seca.

Monte Shelton had the only Formula A car to turn up, but was up to his usual showmanship. After grabbing a big lead early in the Formula SCCA-Super Vee dash, Shelton coasted into the pits to have his car restarted, apparently having accidentally hit the kill switch.

With a 40-second deficit to make up, Shelton regained the lead in just eight laps and stayed there.

CLASS WINNERS: Hp - Winbigler; D sedan - none; D S/R - Jan LaBell, BMW Special.

FORMULA SCCA, SUPER VEE: 1 - Monte Shelton, Eagle; 2 - Pete Darr, Chevron; 3 - Dr. William Monson, Lotus. CLASS WINNERS: F/A - Shelton; F/B - Darr; F/C - Wes McNay, LeGrand; F/SV - Pierre Phillips, Hawke.

D-E PROD, B-C SEDAN, C S/R: 1 - Brian Fuerstenau, Triumph GT6; 2 - Jon Woodner, MGB; 3 - Jerry Truitt, MGB. CLASS WINNERS: Dp - Fuerstenau; Ep - Woodner; B sedan - Jon Norman, Alfa; C sedan - Doug Barbour, Mini; C S/R - Bob Bentler, Lotus.

FORMULA FORD: 1 - Bob Henniger, Merlyn; 2 - Gerald Parker, Titan; 3 - Bob Blackwood, Winkelmann.

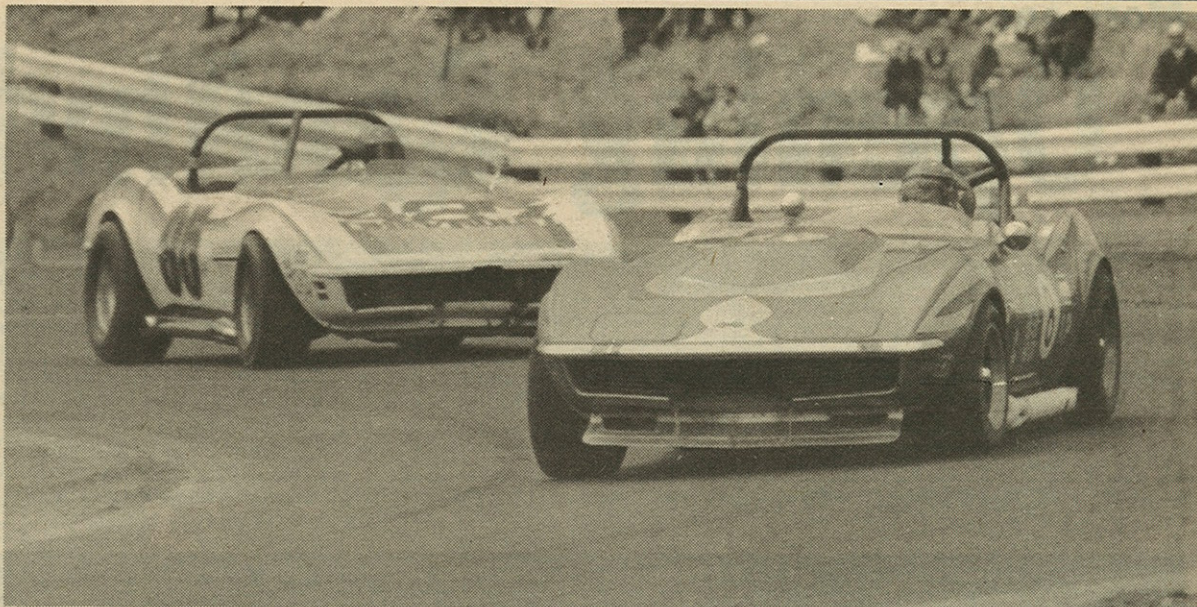
A-C PROD, A-B S/R, A SEDAN: 1 - Herb Caplan, Corvette; 2 - Ted Mathey, Corvette; 3 - Bill Gregg, Corvette.

CLASS WINNERS: Ap - Caplan; Bp - Gregg; Cp - Jack Scoville, Datsun 240Z; A S/R - Dick Losk, McLaren; B S/R - Jim Helton, Porsche Special; A sedan - Joe Chamberlain, Camaro.

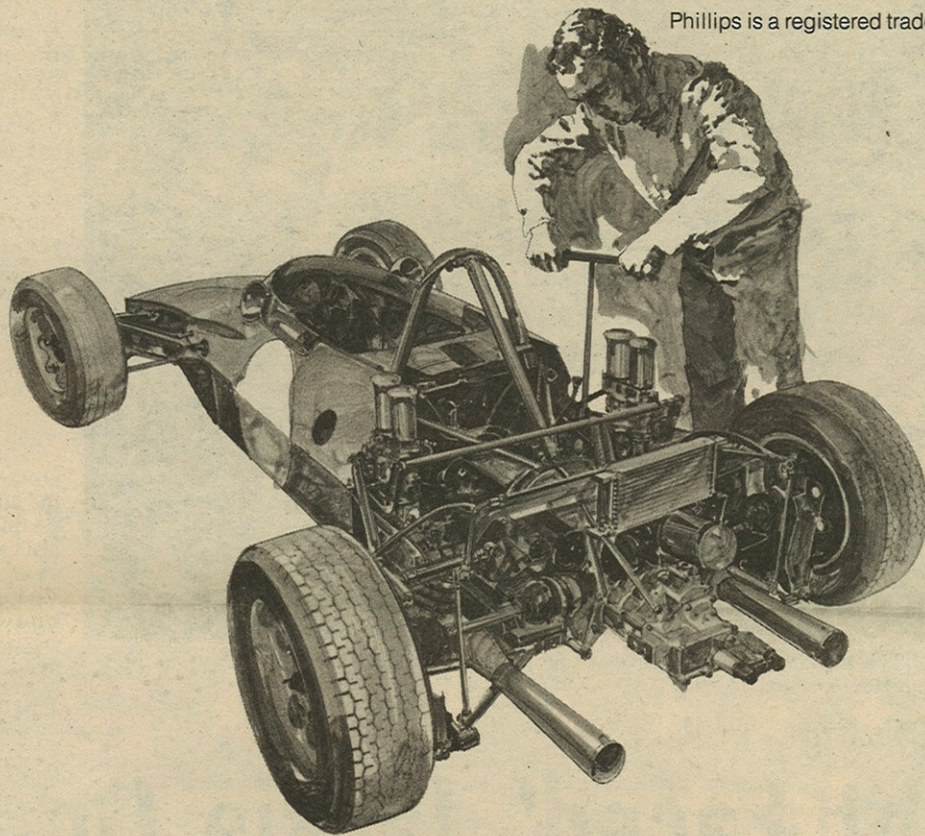
JULY 3, 1971

COMPETITION PRESS & AUTOWEEK

PAGE 17



Herb Caplan's Corvette leads the similar mount of Ted Mathey during the big-bore feature of the Rose Cup Nationals in Portland, Ore. Caplan went on for the win with Mathey second. (Robert Ames photo)



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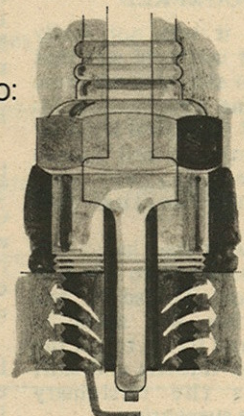
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ROSE CUP SPORTS CAR RACES,
SCCA NATIONALS, OREGON
REGION, PORTLAND
INTERNATIONAL RACEWAY,
PORTLAND, ORE., JUNE 13

FORMULA VEE: 1 - Don
Pepperdene, Leech; 2 - Neal Williams,
Williams; 3 - Wesley Bryant, Lynx.

F-G PROD: 1 - John Kelly, Spitfire; 2
- Jon Woodner, Midget; 3 - Bill Haener,
Midget. CLASS WINNERS: Fp - Kelly;
Gp - Haener.

H PROD, D SEDAN, D S/R: 1 - Miles
Winbigler, Sprite; 2 - Larry Randall,
Sprite; 3 - Roger Hockema, Sprite.

More on:

Opening CanAm To Hulme Aft

(Continued from page 1)
the top three places—Lothar Motschenbacher was in the 1970 title-winning machine, a lap back in third. Bob Bondurant was fourth in an M8E entered by Motschenbacher Racing Enterprises.

The earliest interloper was Dave Causey, who completed 75 laps in his new Lola T222, placing seventh behind the McLarens of John Cordts and Bob Brown, each with

78 laps for fifth and sixth, respectively.

JAPAN'S HONOR

Jim Adams, who struggled home with his Ferrari 512 sounding far from healthy, was eighth and Hiroshi Kazato brought Japan honor with a fine ninth place. Roger McCaig's McLaren M8E rounded out the top 10 of the 15 official finishers.

Despite the procession which lasted for a tedious 62 laps, most of the impressively large crowd stuck it out to the bitter end to witness the all-too-familiar display of Kiwi power for the umpteenth time.

The race was run under extremely humid conditions which caused more than one driver to make a frantic stop for a cooling bath from a handy bucket wielded by an anxious crew member.

Hulme and Revson took away \$15,450 and \$10,300, respectively, in prize and accessory awards and there was already talk Revson will get the nod for the winner's circle this year if all goes well in the McLaren tent, since Goodyear would especially like to have an American-born driver take away the premier road racing crown.

Things went reasonably well for the defending titlists over the three-day race weekend. Hulme had complained of bottoming out on some rough sections of the road, especially through the esses before the pit straight and in turn two. But the suspension was jacked up a notch and that was that.

PETER UNHAPPY

Revson wasn't quite as happy. He had had to shut down during Friday's qualifying session after losing fuel pressure. A cursory examination that evening promoted the installation of a new 494-cubic inch Chevy powerplant when it was feared either a camshaft had been broken or a big end bearing had expired.

There was little drama in either machine afterwards, and the 1971 J-Wax circus has its work cut out again, as it has so often in the past, simply to maintain pace with the hard working Kiwis.

CANADIAN HUMIDITY

This morning early risers were greeted with a torrential downpour in and around Bowmanville. Six people had been struck by lightning last night, and despite reports of clear weather in the immediate Toronto area, it was only the knowledgeable few who were anywhere optimistic. But nary a drop of rain fell after mid-morning. In fact, the running surface was

almost completely dry when the time came for the customary warmup period from 10 to 11am.

CHUCK, MILT DNS

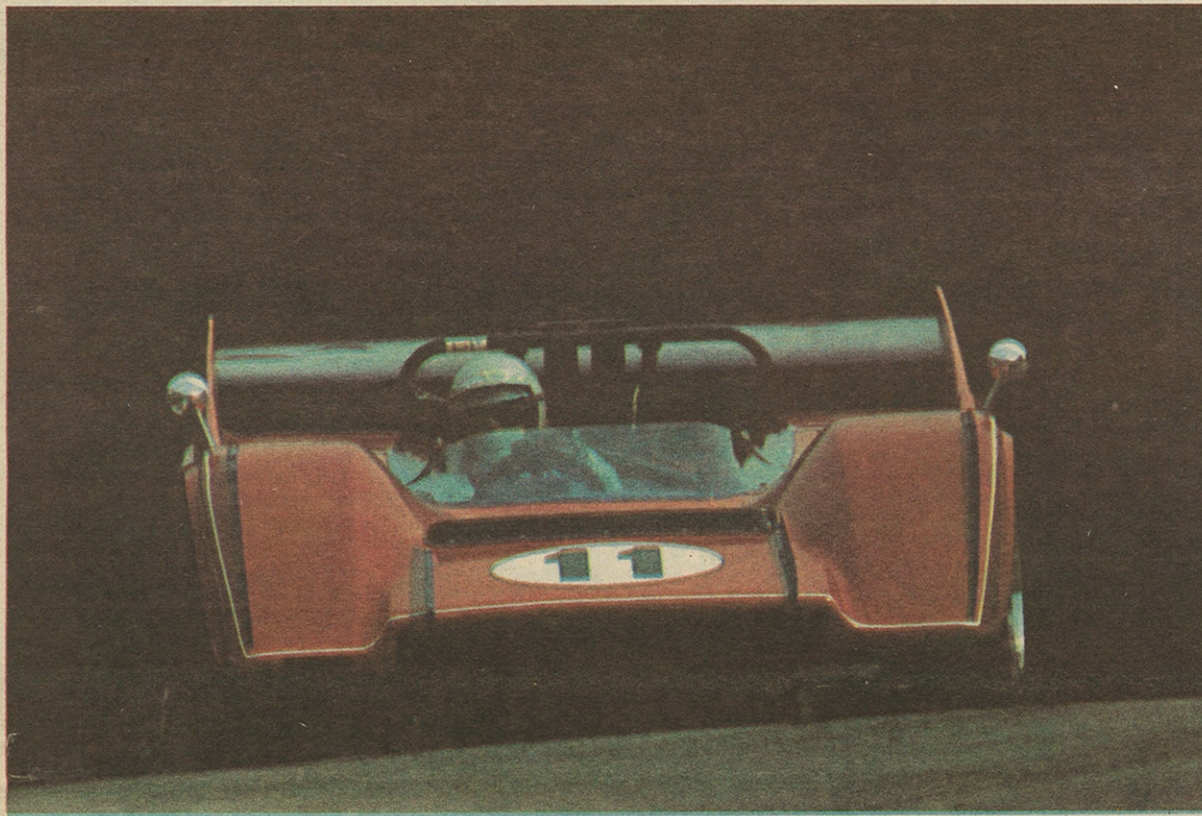
Unfortunately, the field lost two of its most promising starters before the day had even begun.

Chuck Parsons had been set to debut Tony Dean's ex-works McLaren M8D, but was unable to find a replacement engine. The personable 1966 USRRC champion looked forlorn indeed as he watched the start at the Labatt's Paddock Club on the inside of turn one.

On another part of the battle field, Milt Minter decided to stay away after showing up with his Vasek Polak-prepared 917 Porsche Spyder. The fiberglass fan that cools the massive 4.9-liter Stuttgart engine shattered in yesterday's time trials and, though Minter thought for a moment of taking a chance that there would be enough cool air provided by the momentum of the car, he was prevailed upon to wait for another day, since the Porsche engine was the only one available.

In the L&M hospitality trailer, concern was evident when water had been found in the oil of Stewart's Lola late yesterday. A replacement Foltz 494 Chevy was hurriedly installed, but it looks as if the problem that afflicted Team McLaren last year—sinking cylinder liners—may have been passed on to another victim.

Aside from vexing linkage trouble affecting the shifting



Lothar Motschenbacher in his ex-Hulme M8D McLaren, the car that won the 1970 CanAm crown, on his way to third place in this season's opening round at Mosport Park.

Lola Comes On Strong

'Straight Faced' Jackie On Pole

By Jim Mollitt
BOWMANVILLE, Ont., June 12 — Speaking with as straight a face as is humanly possible, Jackie Stewart confessed his surprise at taking the pole position for tomorrow's inaugural round in the 1971 J-Wax sponsored CanAm series here at Mosport Park.

Talking to an assemblage of press, radio and TV people, Stewart matter of factly stated the "McLarens weren't running up to their potential" after a two-day marathon session of practice and qualifying.

'OUT-SNOOKERED'

How he did it was not really important. What mattered was that he had taken an almost fresh from the box machine (duplicating his feat with the 2J Chaparral last July at Watkins Glen) and had beaten Team McLaren at their own game—out-snookeying the opposition.

Granted, Stewart had had a full day to get accustomed to his new surroundings on Thursday, but most of the time was spent in general sorting and trying to get the kinks out of the throttle and shift linkages, plus the customary fiddling with the suspension.

The result was a .7-second margin over Denis Hulme by the end of this afternoon, and \$2600 out of the \$20,000 fund set aside for the top 10 qualifiers.

Out of the 33-car entry list originally inscribed for the opener, 32 put in an appearance in various

stages of readiness yesterday morning.

There were 17 McLarens, ranging in ages from the new M8F for the works team to the ancient M2B entered by Canada's Rudi Bartling, which is believed to be the same machine Chris Amon used to set the original track record at Mt. Tremblant two years ago.

Bob Brown of Huntington, N.Y. resurrected the ex-Dan Gurney "McLeagle," McLaren M6B and Toronto's John Cordt's reappeared with last year's M8C. But the showcase of the private entries was the two-car stable put out by Lothar Motschenbacher—the 1970 M8D that had carried Hulme to his second CanAm crown and a production M8E for Bob Bondurant.

Chuck Parsons filled in the seat that is supposed to be taken by Tony Dean in last year's Gurney-Peter Gethin M8D, and it's expected Parsons will continue to represent the Yorkshire, Eng., used car dealer until he recovers from a near-fatal neck injury.

New production models from Eric Broadley's Lola shops were entered by Dave Causey of Carmel, Ind., and Hiroshi Kazato of Tokyo, the 1970 All-Japan Sports Car Race Series champion. Both designated model T222, Kazato's had been built in England by George Pfaff, anchorman on last year's L&M team.

There was also a trio of Porsches. Vasek Polak fielded a reworked 917

Spyder for Milt Minter, formerly belonging to Jo Siffert; Steve Matchett, an American living in Maidenhead, Eng., appeared in the ex-Dean 908; while Dick Barbour presented another 908 under the name of Barbour Porsche-Audi.

There was also a lone Ferrari in the field, a 512 entered by Ferrari West for Jim Adams.

After a two-hour practice session yesterday afternoon, the stewards called a driver's meeting to discuss the proposed method of qualifying which would put five cars on the track in a group, each leaving at 20-second intervals. This met with loud complaints, and after various opinions were thrown back and forth, it was agreed the limit would be three cars at any one time to give everyone a good opportunity at a clear track.

DULLSVILLE

Though part of the reason for the change from the usual free-for-all was to give the fans a better idea when the hotshoes were turning a quick one, it ended up as strictly dullsville.

What bothered the drivers most was the loss of all that valuable track time while their fellow competitors did their thing.

By 6pm yesterday, however, 21 cars had turned in an official speed, led by Stewart who cranked out a sizzling 1:17.3, 114.522mph—well outside Gurney's 1970 mark of 1:16.4, but enough to worry those who usually set the pace.

Hulme wound up second

quickest at 1:18.0 and Peter Revson ably followed, a respectful .1 away. Cordts recorded a 1:20.4, 110.107mph, leaving little doubt the first two rows of the grid would undergo any changes the next day.

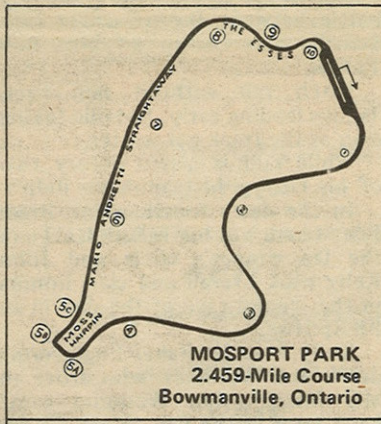
Brown was clocked a full second down in the McLeagle; Parsons turned in 1:22.3; Matchett was 11 seconds worse in the 908; Gordon Dewar could manage no better than 1:30.4 in the ex-Amon March 707 and Kazato set 1:23.3.

Today started off with a 1.5-hour practice-only session in the forenoon. Three hours were set aside to give everyone plenty of time in which to improve their previous figures or to start from scratch, as did Motschenbacher and Bondurant, neither of whom was ready yesterday.

Things were running along smoothly, until it started to rain about 3pm. Twenty minutes later, the track reopened only to close with a dull thud shortly after 5 when Parsons burst the crank in Dean's McLaren.

An hour went by before the oil spill in turn one was cleared away, but by then, everyone had had enough of the tedium. Although Revson and Hulme gave it a good try, neither was much interested. The day thankfully came to an end at 6:45pm.

Sharing in the \$20,000 qualifying fund, in addition to Stewart, were Hulme, Revson, Cordts, Motschenbacher, Bondurant, Brown, Adams, Kazato and Tom Dutton, McLaren M6B.



LABATT'S BLUE CAM-AM GRID

No. 1-Jackie Stewart Lola T260-494 Chevy 1:17.3, 114.522mph (G)	No. 5-Denis Hulme McLaren M8E-494 Chevy 1:18.0, 113.495mph (G)
7-Peter Revson McLaren M8F-494 Chevy 1:18.1, 113.349 (G)	57-John Cordts McLaren M8C-494 Chevy 1:20.4, 110.107 (G)
11-Lothar Motschenbacher McLaren M8D-465 Chevy 1:20.8, 109.562 (G)	12-Bob Bondurant McLaren M8E-465 Chevy 1:20.8, 109.562 (G)
3-Bob Brown McLaren M6B-494 Chevy 1:21.4, 108.754 (G)	76-Jim Adams Ferrari 512-304 Ferrari 1:22.0, 107.959 (F)
88-Hiroshi Kazato Lola T222-494 Chevy 1:22.4, 107.435 (G)	55-Roger McCaig McLaren M8B-465 Chevy 1:25.8, 103.178 (G)
79-Tom Dutton McLaren M6B-427 Chevy 1:25.0, 104.149 (F)	47-Gordon Dewar March 707-427 Chevy 1:26.5, 102.343 (G)
54-Oscar Kovaleski McLaren M8B-427 Chevy 1:26.3, 102.580 (G)	27-Frank Kallich McLaren M6B-427 Ford 1:27.2, 101.521 (F)
51-Dave Causey Lola T222-465 Chevy 1:26.7, 102.107 (F)	28-Stevie Matchett Porsche 908-183 Porsche 1:29.7, 98.692 (F)
39-Rainer Brezinka McLaren M6B-365 Chevy 1:29.6, 98.802 (G)	35-Dan Hopkins Lola T160-427 Chevy 1:32.0, 96.225 (G)
168-Rudi Bartling McLaren M2B-360 Chevy 1:31.1, 97.175 (F)	15-Bill Wonder McLaren M8C-427 Chevy 1:34.0, 94.178 (F)
23-Charles Kemp McLaren M8C-427 Chevy 1:33.9, 94.278 (G)	24-Dick Barbour Porsche 908-183 Porsche 1:34.3, 93.878 (G)
77-Gregory Hodges Lola T70 3B-360 Chevy 1:34.3, 93.878 (F)	66-Stanley Szarkowicz McLaren M6-454 Chevy 1:35.5, 92.698 (G)
74-Bob Nagel Lola T222-465 Chevy No Time (G)	81-Dick Durant Lola T163-427 Chevy 1:59.9, 73.835 (F)
F - Firestone	G - Goodyear

ter Stewart's Challenge Falters

mechanism and the loud pedal, the situation was at least bearable.

After three pace laps, Hulme jumped into the lead, Stewart close behind followed by Revson. In line astern came the closely packed trio of Cordts, Bondurant and Motschenbacher, then Brown, McCaig and Adams.

THE QUICK NINE

In no time at all, these groups easily out-distanced the rest of the 26-car field. Japan's Kazato smoothly forged ahead in 10th place, content to wet his feet with much discretion in his first taste of such high-priced competition.

Downfield, Gordon Dewar, March 707 and Causey were dicing nicely, just ahead of a tight pack in the third division having a solid go on their own, including Frank Kahlrich, McLaren M6B; Rainer Brezinka, McLaren M6B; Tom Dutton, former Chaparral test pilot in a McLaren M6B; and Danny Hopkins, Lola T160.

Stewart's average speed on the completion of 10 laps was an encouraging 109.678mph, nothing to send people scurrying to the record books about, but healthy nevertheless. The way he was sliding the Porsche-like L&M Lola through the turns made it appear it could be thrown about with

considerably more ease than the new McLarens.

Earlier in the day, there was the usual speculation about Stewart's chances with the new engine. The general feeling seemed to be that if it were a good one, he was capable of going all the way, perhaps winning if he got the lead.

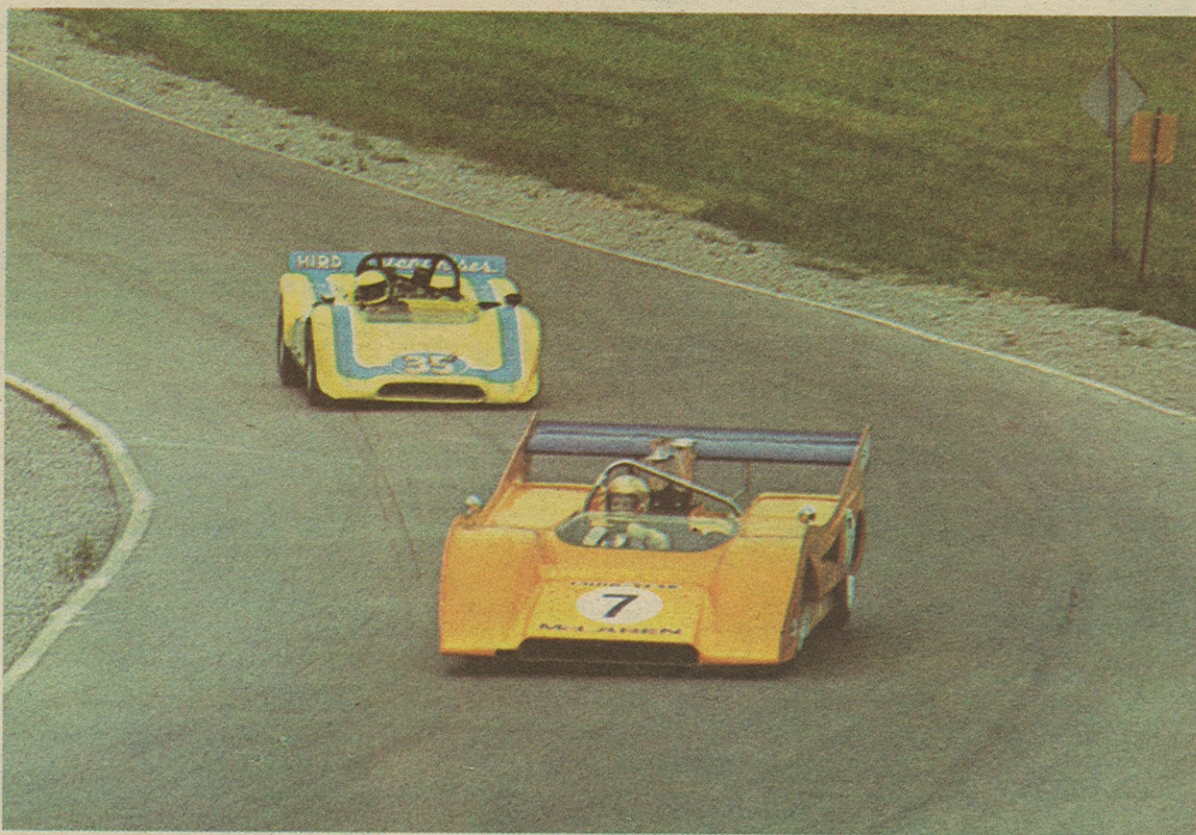
On the other hand, there are times when GM power gets a load of bugs in it that defy discovery. Parsons, for example, had had his crank let go at 5900rpm while qualifying the McLaren 465 Chevy in the Dean car. The same engines have been taken past the 7000rpm mark in the past with ease, so it would appear it is somewhat a gamble.

INTEREST FADES

With Stewart's departure on the 19th lap, Team McLaren took over for good, and all that remained to arouse spectator interest were some downfield struggles, the most rousing being the threesome of Cordts, Bondurant and Motschenbacher.

For a considerable period, Cordts moved ahead quite easily, but the terrific heat slowed the smooth Swede so much he had to pit for a shower bath on lap 46, allowing

(Continued on page 20)



Peter Revson, in his first outing as a member of Team McLaren, passes the Lola T160 of Danny Hopkins. Revson finished second behind his "Boss," Denny Hulme while Hopkins finished a full 10 laps off the pace in 12th place. (Bill Fox photos)

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Official Canadian-American Challenge Cup patch (shown approximately three-quarters size). \$2.00 each, 3 for \$5.00 postpaid. Can-Am decal, 2-1/2 inches square, printed on heavy pressure-sensitive paper. 4 for \$1 postpaid.



This one will be a collector's item. The colorful Continental Championship patch (now the Continental 500 Championship). While they last — \$1.50 each, 4 for \$5 postpaid. Continental decal printed on heavy pressure-sensitive paper. 4 for \$1.

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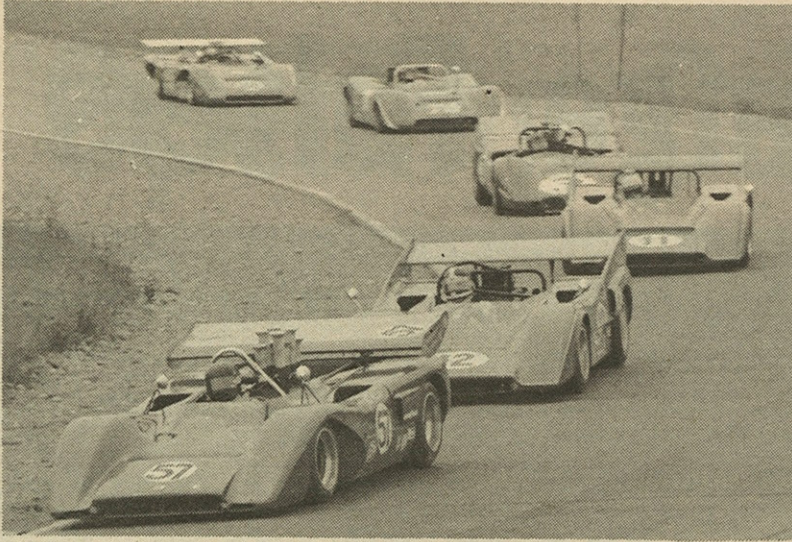
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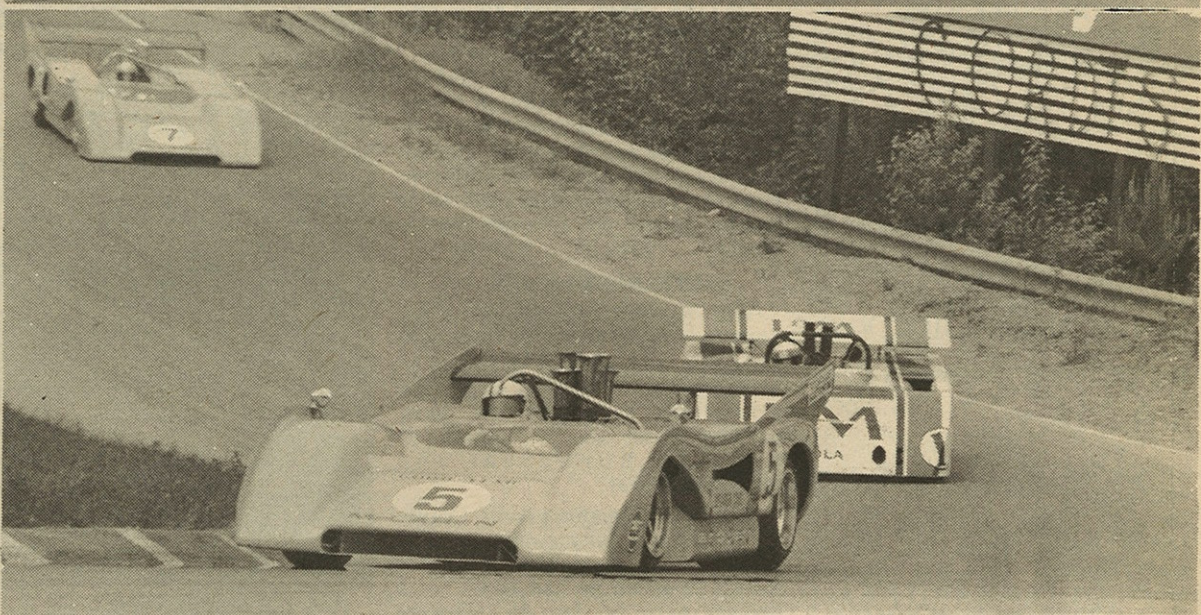
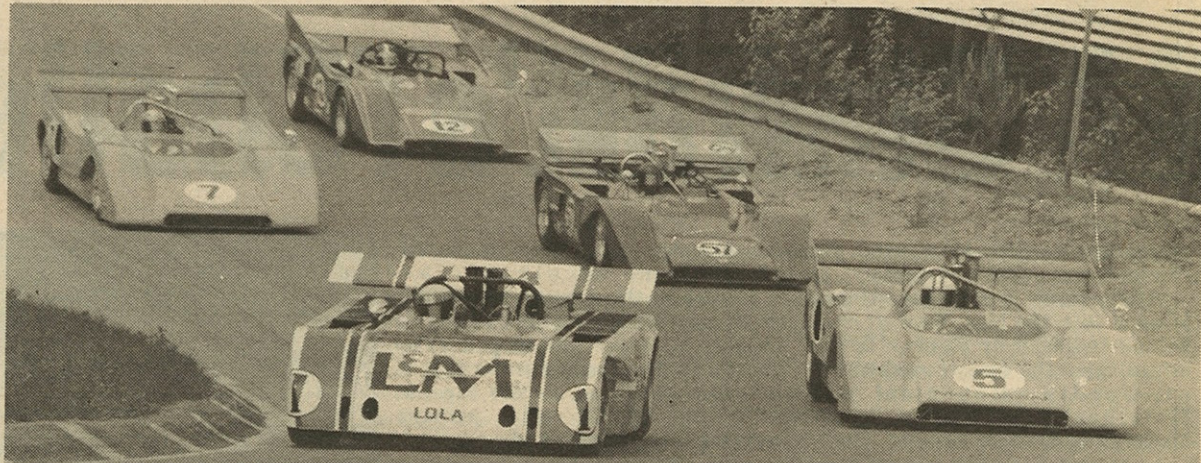
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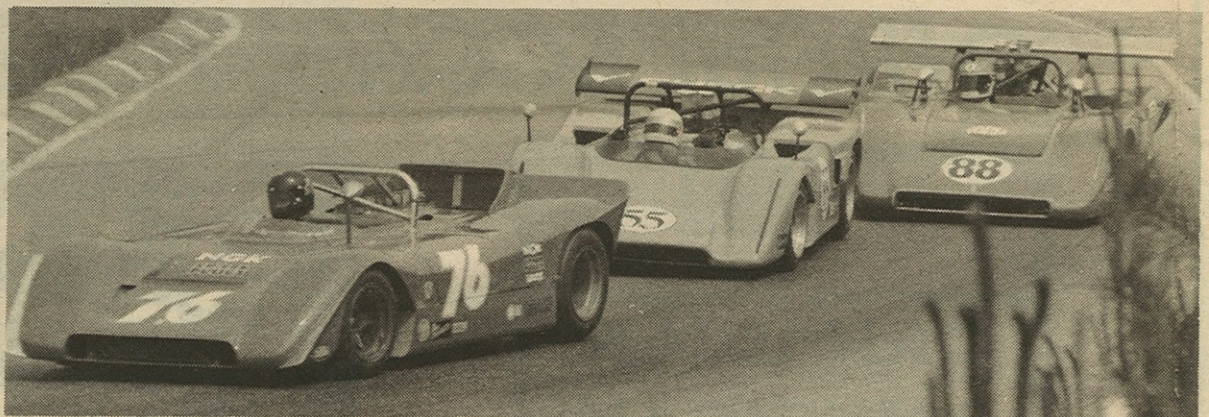
While Team McLaren was running off with the Labatt's Blue CanAm, John Cordts (57), Bob Bondurant (12) and Lothar Motschenbacher (11) were engaged in a battle for third place. Lothar won out, followed by teammate Bondurant and Cordts. (Bill Fox photo)



Pole sitter Jackie Stewart, in the new Lola T260-465 Chevy and Denny Hulme, in the new McLaren M8F-494 Chevy, pace the 26-car field around Mosport's 2.459-mile hilly circuit (top). At the green flag, Hulme got the bite, leaving Stewart and Peter Revson, Denny's teammate, to pursue. Some of John Cordt's (shown above in the No. 57 McLaren) fans got to the billboard in the turn. (Sam Green photos)



"It's the real thing"—Coca-Cola's message to those who are following Hulme's M8F McLaren. (Autoweek photo)



Jim Adams, Ferrari (76); Roger McCaig, McLaren M8E (55) and Hiroshi Kazato, Lola T222, dice around Mosport Park's 2.459-mile circuit. Adams placed eighth, followed by Japan's Kazato and Canadian McCaig. (Sam Green photo)

More on:

Motschenbacher Slips Into Third

(Continued from page 19)
Motschenbacher to take over third place.

The leader of California's "Big Red" team never finished a race at Mosport, and while Bondurant led his boss for a goodly number of laps, the first 32 to be exact, he finally bowed to team orders and respectfully nailed down fourth spot and the \$4900 that went with it.

Hulme's average hovered around the 108mph mark through laps 30 and 40, then with a short burst to 110 at the 50-lap mark and finally settling to a safe 109.033mph at

the end.

The next race in two weeks, at Le Circuit Mont Tremblant near Montreal, will have additional foreign interest—Jackie Oliver is expected to debut Peter Bryant's version of the Nichols Shadow and "Quick" Vic Elford will have a hand in Roy Woods' new M8E McLaren.

LABATT'S BLUE CANADIAN-AMERICAN CHALLENGE CUP RACE, MOSPORT PARK, BOWMANVILLE, ONT., JUNE 13

FINISHERS: 1 - Denis Hulme, McLaren M8F-494 Chevrolet, 80 laps or 196.72 miles in 1:48:15.2 for an average speed of 109.033mph, \$13,000; 2 - Peter Revson, McLaren M8F-494 Chevy, 80

laps, \$9200; 3 - Lothar Motschenbacher, McLaren M8D-465 Chevy, 79 laps, \$6500; 4 - Bob Bondurant, McLaren M8E-465 Chevy, 79, \$4900; 5 - John Cordts, McLaren M8C-465 Chevy, 78, \$4000; 6 - Bob Brown, McLaren M6B-494 Chevy, 78, \$3200; 7 - Dave Causey, Lola T222-465 Chevy, 75, \$2500; 8 - Jim Adams, Ferrari 512-304 Ferrari, 75, \$1900; 9 - Hiroshi Kazato, Lola T222-494 Chevy, 75, \$1500; 10 - Roger McCaig, McLaren M8E-465 Chevy, 74, \$1300; 11 - Tom Dutton, McLaren M6B-427 Chevy, 71, \$1000; 12 - Dan Hopkins, Lola T160-427 Chevy, 70, \$1000; 13 - Stanley Szarkowicz, McLaren M6-454 Chevy, 66, \$900; 14 - Frank Kahlich, McLaren M6B-427 Ford, 62, not running at finish, blown engine, \$800; 15 - Rainer Brezinka, McLaren M6B-365 Chevy, 57, not running at finish, battery failure, \$700; 16 - Bill Wonder, McLaren M8C-427 Chevy, 46, \$600; 17 - Dick Barbour, Porsche 908-183 Porsche, 39, \$550.

DNF: 18 - Gregory Hodges, Lola T70 3B-360 Chevy, 38, dead battery, \$500; 19 - Dick Durant, Lola T163-427 Chevy, unknown, \$450; 20 - Steve Matchett, Porsche 908-183 Porsche, 26, accident, \$400; 21 - Oscar Koveleski, McLaren M8B-427 Chevy, 28, broken piston, 22 - Jackie Stewart Lola T260-465 Chevy, 18, broken crown wheel and pinion; 23 - Charles Kemp, McLaren M8C-427 Chevy, 16, blown engine; 24 - Gordon Dewar, March 707-427 Chevy, 15, fuel pump failure; 25 - Bob Nagel, Lola T222-465 Chevy, 10, clutch failure; 26 - Rudi Bartling, McLaren M2B-360 Chevy, 9, front pinion.

FASTEST LAP: Denis Hulme, 1:18.8, 112.343mph.

THE DETROIT REGION S.C.C.A. PRESENTS

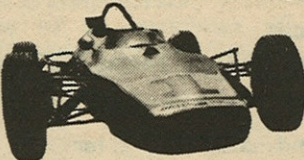
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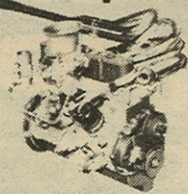
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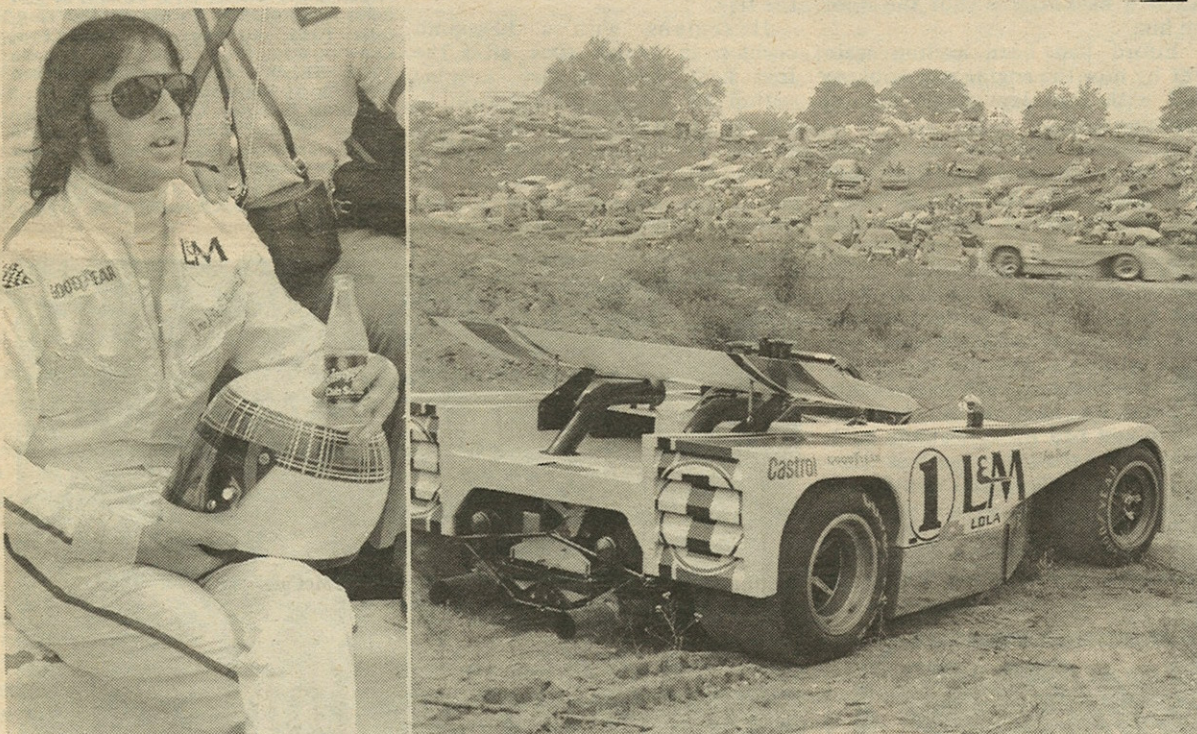
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The men who scored a McLaren sweep in the opening round of the 1971 CanAm series celebrating their victory with Miss Labatt's Blue CanAm—Peter Revson, who finished 9.7 seconds behind Denny Hulme and Lothar Motschenbacher, a lap behind in third. (Sam Green photo)



Jackie Stewart, the man expected to threaten Team McLaren's domination of the CanAm series, and his race car, the Lola T260. Stewart won pole position and led several laps of the race but a faulty crown and pinion gear ended his hopes on the 19th lap. (Ron Sherwood photos)

1971 Canadian-American Challenge Cup

1-Denis Hulme, McLaren M8F	20
2-Peter Revson, McLaren M8F	15
3-Lothar Motschenbacher, McLaren M8D	12
4-Bob Bondurant, McLaren M8E	10
5-John Cordts, McLaren M8C	8
6-Bob Brown, McLaren M6B	6
7-Dave Causey, Lola T222	4
8-Jim Adams, Ferrari 512	2
9-Hiroshi Kazato, Lola T222	2
10-Roger McCaig, McLaren M8E	1

Bowmanville, Ont., June 13
 Mt. Tremblant, Que., June 27
 Gainesville, Ga., July 11
 Watkins Glen, N.Y., July 25
 Lexington, Ohio, Aug. 22
 Elkhart Lake, Wis., Aug. 29
 Brainerd, Minn., Sept. 12
 Edmonton, Alta., Sept. 26
 Monterey, Calif., Oct. 17
 Riverside, Calif., Oct. 31



It was a warm, humid day at Bowmanville, Ont., and these CanAm spectators came prepared for the weather. (Bill Fox photo)

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 Sports Car Graphic,
 July 1970



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IT'S NOT ONLY FUN, BUT PAYS TO BELONG TO SCCA.

Hezemans' Chevron Takes Silverstone 2-Liter

Elford's Lola Early Leader

By Jeff Hutchinson

SILVERSTONE, Eng., June 4 — Toine Hezemans drove his Chevron B19 to victory in the third round of the European 2-Liter Sports Car Championship here today.

Lola was not favored for this race, but certainly had some of the strongest drivers. Vic Elford and last minute addition Ronnie Peterson were driving the Escuderia Filipinetti cars. Austrian ace Helmut Marko was in the Karl von Wendt team Lola T212 and several quick local boys were in their private cars.

For Chevron there was also a top field. Chris Craft had the works Chevron B19. Dutch star Toine Hezemans teamed up with John Miles in the B19s of the successful Dobbie Automobile Racing Team. B19 drivers John Burton, John Hine, John Lepp and Ed Swart all had a shot at the checkered flag.

Elford led off the line, but the pack had not even got through the first corner before there was trouble. Elford braked early and hard, and behind several cars ran into each other, Hine coming out of it with a broken nose section, while Edwards spun and had to wait at the back before re-starting. Hine continued without stopping but as the race wore on the nose broke up and he eventually had to stop for repairs.

At the end of lap one the first seven cars had managed to break away slightly, Elford leading from Miles, Hine, Larrousse, Burton, Hezemans and Marko—nearly all of whom were destined to lead the race at one stage or the other.

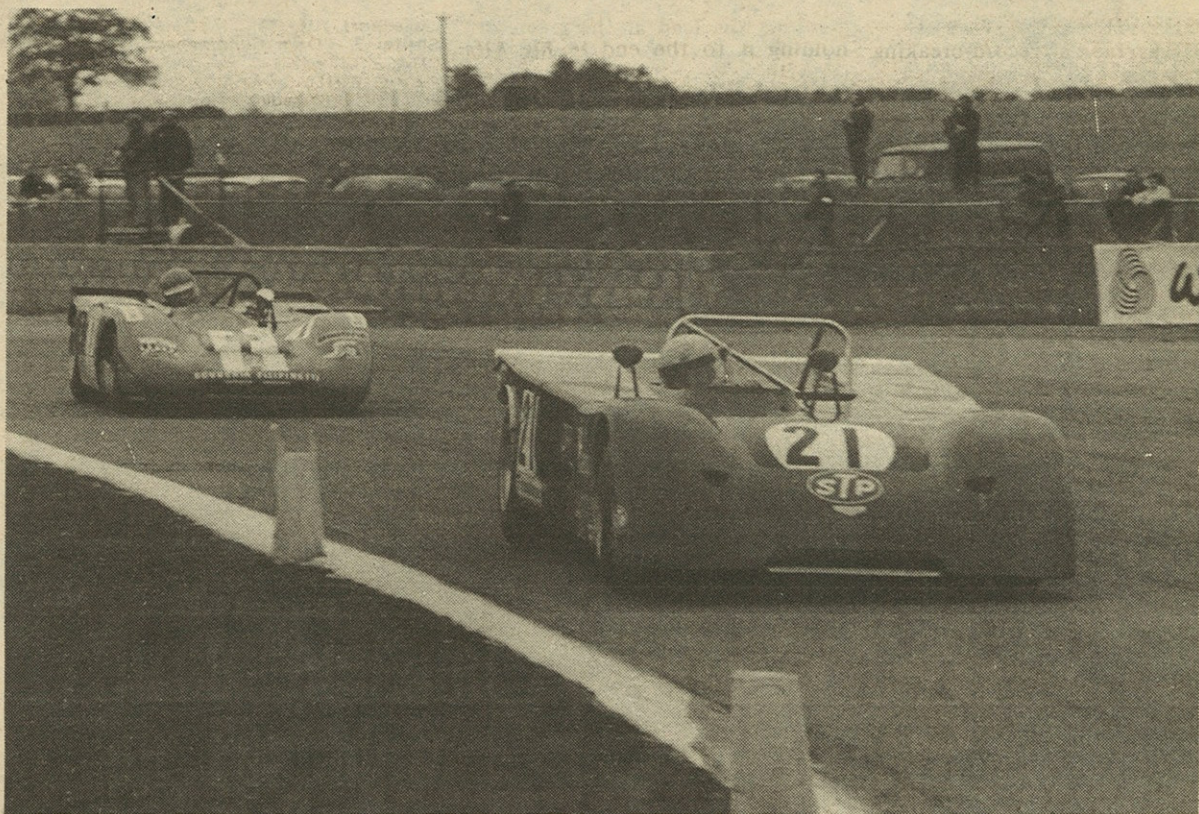
This group continued its high speed slipstreaming for 10 laps before more trouble. A backmarker coming into the pit road dropped his starter motor which rolled right onto the apex of Woodcote, the 130mph-plus right hander in front of the main stands.

Elford led the bunch round and hit it square on, the motor ripping a great gash in the floor and almost smashing his foot. Miles followed him over it, smashing the battery carrier, before it was knocked clear. This let Burton into an unexpected lead although Elford and Miles were still right behind.

Miles was out soon after to have the battery remounted which lost him five laps and put him right out of the running. Elford, although still going well, was running hot due to the damaged radiator.

Burton's lead lasted until around half distance when he too was forced into the pits with a damaged nose and radiator after hitting a rabbit.

This left Craft in the lead, but a spin dropped him back to eighth. He climbed back to third place



Toine Hezemans, Chevron B19, is hotly pursued by Ronnie Peterson's Lola T212. Hezemans took the overall win in the two-heat contest with Peterson second.

despite trouble with fading brakes before finally going off the road when a backmarker shut the door on him.

Elford had been leading again but by now the engine was smoking and with four laps to go the oil pressure went.

Hezemans had had no trouble and led to the end by 10 seconds over Marko who had been nursing a hot engine after a water pipe had broken.

Part two was a letdown, for both Elford and Marko's engines were too bad to race. Craft's men just got the car repaired in time but were refused entry onto the grid as the two-minute board had shown. Peterson was also late out, but just got in and had to start at the back again. Larrousse was another non-starter with a cracked cylinder head.

Hezemans lead away at the start, but a charging Peterson was not to be denied. He overtook Hezemans

on the third lap, lost the edge a lap later, but took over again to lead to the flag.

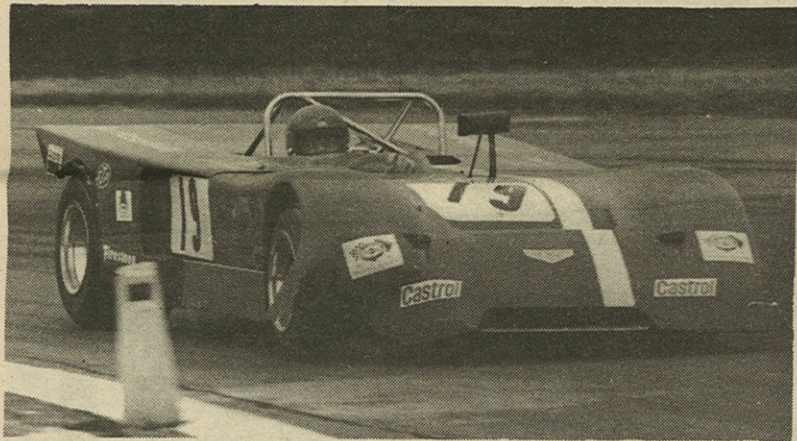
Hezemans, with a 30-second cushion in overall time after the first heat, took it easy, keeping within 10 seconds of Peterson to assure himself of the overall victory. He even let teammate Miles around into second place.

EUROPEAN 2-LITER SPORTS CAR CHAMPIONSHIP, SILVERSTONE, ENG., JUNE 4

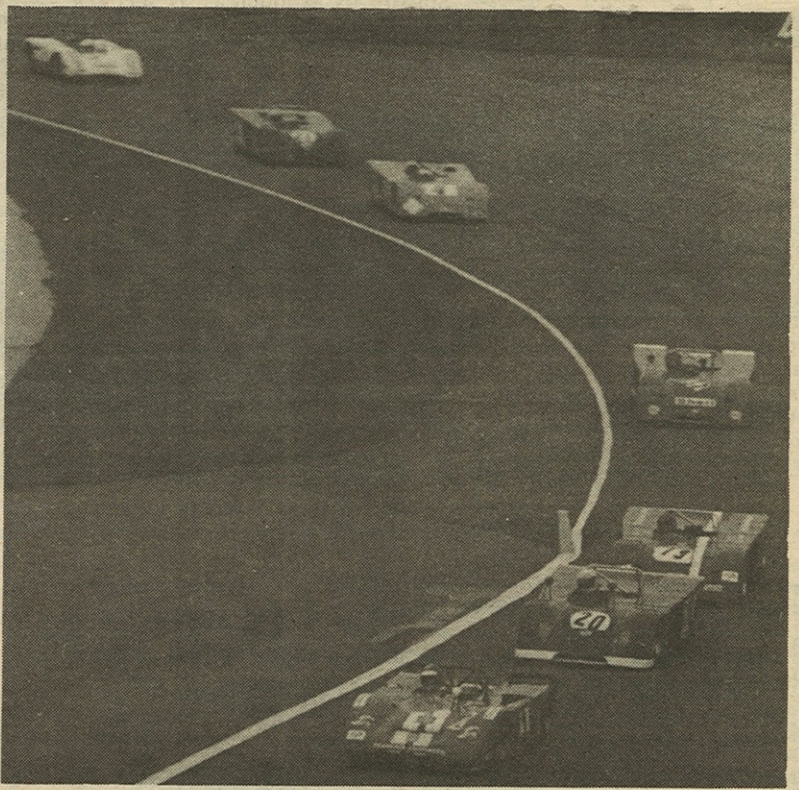
ENG., JUNE 4

TOP 10 FINISHERS: 1 - Toine Hezemans, Chevron B19, 80 laps or 234 miles in 1:56:25.8; 2 - Ronnie Peterson, Lola T212, 80 laps; 3 - John Lepp, Chevron B19, 79; 4 - Guy Edwards, Lola T212, 79; 5 - John Bridges, Chevron B19, 78; 6 - Peter Hanson, Taydec, 76; 7 - Andrew Fletcher, Chevron B16, 76; 8 - Adrian Wilkins, Chevron, 76; 9 - John Miles, Chevron B19, 75; 10 - Peter Gaydon, Martin BM8.

FASTEST LAP: Chris Craft and Gerard Larrousse, Chevron B19s, 1:25.2, 123.68mph.



John Hine, Chevron B19, was a strong contender going into the race, but first-lap damage kept him out of the running.



Vic Elford, Chevron B19, leads the field at the end of the first lap. Here he is followed by John Miles' Chevron B19, the B19 of John Hine, Gerard Larrousse's B19, John Burton in yet another B19 and finally Helmut Marko in a Lola T212. (Jeff Hutchinson photos)



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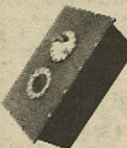

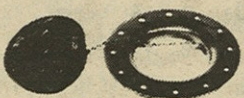


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Baker Lolos Dominate MAR

WENTZVILLE, Mo., June 13 — Pete Harrison's record-breaking performance set the pace for the Falstaff Classic as he captured the big bore SCCA national race by 2.6 seconds over his teammate Tom Fraser.

Harrison and Fraser, both mounted in Baker Racing's brand new Cosworth Ford-powered Lola T212s, battled it out for the entire 16 laps with Harrison's new lap record for B sports/racing of 1:56.4, 88.453mph putting him in the lead to stay.

Harrison's race average was 85.898mph as he led the race for A-B S/R, A-C production and A sedan from the fifth lap to the checkered.

A typical Corvette versus Cobra battle was going on right behind the Lolos with Ron Weaver and Don Hager going at it tooth and nail. Both drivers, recent transfers to the Midwest division from Central division, set a new Ap lap record of 1:59.4, 86.231mph with the win going to Weaver by 1.2 seconds.

Bob Klempel debuted his McLaren CanAm car and was the overall leader for four laps when the temperature went up and he slowed down. He still was an easy class winner.

Mac Yates' 289 Cobra survived an early smack in the rear to take Bp honors, Doc Burroughs' Camaro claimed A sedan and Bob Hindson, making his first outing in his new Porsche 914/6, took Cp.

G-H production and C-D sedans got the program started and Dick Davenport gave it a big push,

Bartlett's Win Opens Gold Star

By Tom Floyd
Australian Editor

LAKESIDE, Aus., June 6 — Kevin Bartlett, in his ex-Niel Allen McLaren M10B-Chevrolet, handily won the first round of the Australian Gold Star Series for formula cars here today, and notched a big nine points towards his third Australian driver's championship.

Bartlett sliced .7 seconds off the old track record while completing the 103.5-mile event in 62:19.5 at an average speed of 103.84mph.

Bartlett dominated the meeting from the start of practice, easily winning the pole and leading the race from start to finish. His only real competition came from the 2-liter Mildren-Waggott of Max Stewart who finished second. Third was Alan Hamilton in another McLaren M10B.

This is the first year Formula 5000 cars have been eligible for the series, but the Confederation of Australian Motor Sport (CAMS) has never given official approval to the 5-liter cars. In fact, there is a good chance the big stock-blockers may soon find themselves without any series in which to race.

There are only four F/5000 cars in the country in race condition, and Frank Match, winner of the opening round of the L&M Continental 5000 Championship at Riverside, Calif., was unable to make the opening Gold Star event in his F/5000 McLaren M10B-Holden.

grabbing the lead at the green and holding it to the end in his Alfa GTA Jr.

Local boy John Egley got his second national win of the year in as many starts by beating Dave Cunningham's Spitfire. Egley's Gp Sprite led most of the 15 laps.

Jim Boehm's D sedan Mini again proved the hometown edge by beating John Burns' similar mount. Boehm wound up with the better part of a one-lap lead over Burns.

Andy Fulton had 30 seconds over his nearest competitor, making it strictly no contest in Hp with his Sprite.

The Spirit of Kansas City was the overall winner in the Formula SCCA, Ford and Super Vee race, Jim Bandy handling the pilotage. The Surtees finished up 57 seconds ahead of John Saucier's Lola T142 and 80 seconds ahead of Jim Dunkel's Lola T190.

Steve Harris had his Brabham way out in front of Gene Forsthofer's LeGrand for the F/B win.

D-F production, C-D S/R, and B sedan saw 35 cars answer the call to the grid and Ralph Miller's Zink Daytona led from flag to flag. It was his first start of the year and certainly a successful one as he had a 64-second lead over Dave Schuster's Royale F100.

Mel Bogus got his first national win of the year and inherited the divisional lead in Dp with his Datsun 2000.

"Super Swift" will be Ray Kraftson's nickname if his black MGB continues to run as it's running now. Kraftson finished second overall and first in Ep.

Rick Brown got his second national win, beating Jim Specht by 1.3 seconds. Brown's Midget led the Spitfire by as much as six seconds, but the two cars battled evenly during the last five laps.

Ray Blitstein and Bob Christiansen had one of the weekend's tightest battles. Blitstein's Cortina and Christiansen's Saab changed the lead countless times and many laps went through corners side by side until Blitstein escaped for good to win by two seconds.

Due to extreme heat, the track was very slow but Fred Stout nevertheless set a new F/Vee mark of 2:13, 77.413mph.

Stout and Dick Schmer gave the spectators all they bargained for by drafting and passing each other lap after lap until Schmer had a tire go flat giving Stout a margin of 13 seconds at the checkered.

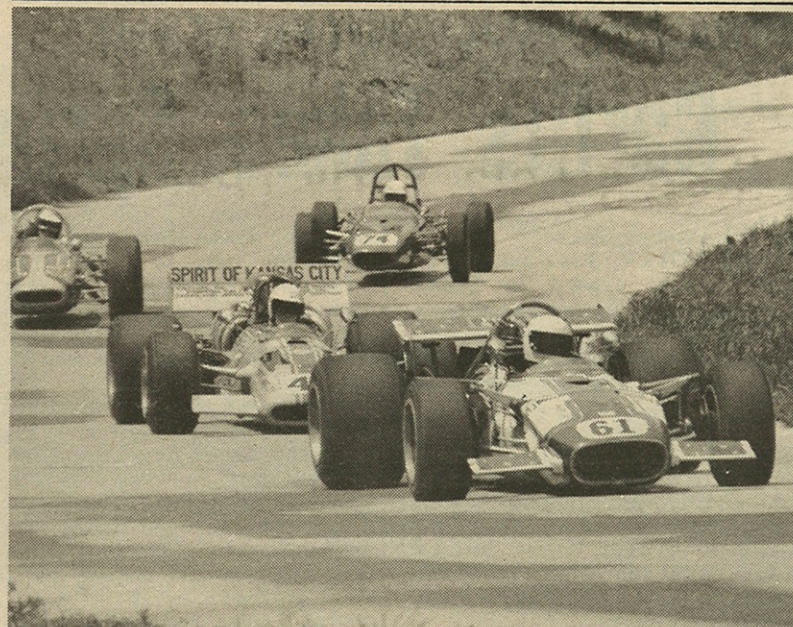
FALSTAFF CLASSIC, SCCA NATIONAL RACES, MID-AMERICA RACEWAYS, WENTZVILLE, MO., JUNE 13

G-H PROD, C-D SEDAN: 1 - Dick

Davenport, Alfa GTA Jr.; 2 - John Egley, Sprite; 3 - Dave Cunningham, Spitfire. CLASS WINNERS: Gp - Egley; Hp - Andy Fulton, Sprite; C sedan - Davenport; D sedan - Jim Boehm, Mini. FORMULA SCCA, FORD, SUPER VEE: 1 - Jim Bandy, Surtees; 2 - John Saucier, Lola T142; 3 - Jim Dunkel, Lola T190. CLASS WINNERS: F/A - Bandy; F/B - Steve Harris, Brabham; F/C - none; F/F - Gordon Smiley, Merlyn Mk17A; F/SV - Joe Wedig, Hawke.

D-F PROD, C-D S/R, B SEDAN: 1 - Ralph Miller, Zink Daytona; 2 - Ray Kraftson, MGB; 3 - Britt Brown, Midget. CLASS WINNERS: Dp - Mel Bogus, Datsun 2000; Ep - Kraftson; Fp - Brown; C S/R - Miller; D S/R - Chuck Ulinski, NTM2A; B sedan - Ray Blitstein, Lotus Cortina.

A-B S/R, A-C PROD, A SEDAN: 1 - Pete Harrison, Lola T212; 2 - Tom Fraser, Lola T212; 3 - Ron Weaver, Corvette. CLASS WINNERS: A S/R - Bob Klempel, McLaren Mk3; B S/R - Harrison; Ap - Weaver; Bp - Mack Yates, Cobra; Cp - Bob Hindson, Porsche 914/6; A sedan - Bill Burrow, Camaro. FORMULA VEE: 1 - Fred Stout, Zink; 2 - Dick Schmer, Zink; 3 - Bob Haynes, Zink.



John Saucier's Lola T142 (61) temporarily has the edge over the Surtees TSS of eventual Formula A winner Jim Bandy and a pair of Formula Fords during the Falstaff Classic SCCA nationals at Mid-America Raceway, Wentzville, Mo., June 13. (David Hutson photo)

Elder Goes Wire-To-Wire At Ascot

By Dick Hagerty

GARDENA, Calif., June 5 — Ray Elder combined the right tire strategy with some fine dirt track driving skills as he guided his 1970 Dodge Charger to a wire-to-wire victory in the Ascot 200 for NASCAR Western Grand National stock cars here tonight.

Elder's Dodge and Kevin Terris' 1969 Plymouth were the only two cars to start the 100-mile, 200-lap grind on dirt tires as the balance of the 20 starters figured the famous Ascot clay would dry out and harden to its usual asphalt-like consistency.

Instead, the surface stayed loose and moist throughout the evening and Elder handled it perfectly, running high or low through the turns while the others struggled for control in the narrow low groove.

Elder's margin of victory was four laps over the 1971 Dodge of Jack McCoy and a full eight laps over third place Jim Insolo in a 1969 Chevelle. Elder had actually put three full laps on the field before the halfway point but a long pit stop on lap 141 and an easier pace kept the margin at four laps.

McCoy raced hard for second with the 1969 Chevelle of Frank James over the first half of the race as James maintained a slight lead for 96 laps.

As James slowed to pit on lap 96 Elder was in the process of lapping McCoy for the third time. As the two Dodges sped by side-by-side James was spun hard into the pit area. No damage was done but James slowed considerably after that point, smoking heavily from an oil leak, and ultimately finished

seventh.

There was only one caution period as Les Loeser spun his 1969 Ford blocking turn three. There was no contact and Loeser was able to continue.

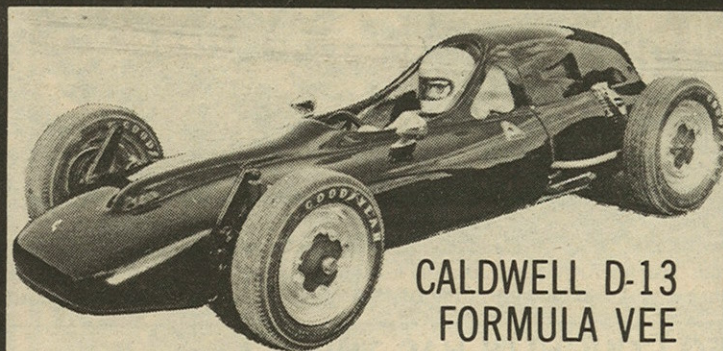
Only nine cars were running at the finish and several competitors dropped out near the end, out of gas, after trying to stretch the distance without a pit stop.

ASCOT 200 NASCAR WESTERN GRAND NATIONAL STOCK CAR RACE, ASCOT SPEEDWAY, GARDENA, CALIF., JUNE 5

FINISHERS: 1 - Ray Elder, 1970 Dodge, 200 laps or 100 miles, \$1225; 2 - Jack McCoy, '71 Dodge, 196 laps, \$760;

3 - Jim Insolo, '69 Chevelle, 192, \$500; 4 - Johnny Steele, '69 Ford, 191, \$400; 5 - Paul Dorrity, '71 Chevelle, 191, \$300; 6 - Jack Devitt, '69 Ford, 189, \$270; 7 - Frank James, '69 Chevelle, 186, \$235; 8 - Bob England, '70 Chevrolet, 184, \$200.

DNF: 9 - Les Loeser, 1969 Ford, 165, out of gas, \$200; 10 - L.T. Jones, '69 Plymouth, 143, running, \$175; 11 - Dick Kranzler, '71 Chevelle, 117, broken suspension, \$160; 12 - Mike James, '69 Chevelle, 103, wreck, \$135; 13 - Tru Cheek, '69 Chevelle, 91, water pump, \$125; 14 - Bob Kauf, '70 Chevelle, 75, steering failure, \$100; 15 - John Lyons, '69 Chevelle, 70, blown engine, \$115; 16 - Pete Torres, '69 Ford, 57, broken cam shaft, \$100; 17 - Jerry Barnett, '70 Chevelle, 35, broken rod, \$110; 18 - John Collins, '69 Ford, 24, head gasket, \$100; 19 - Kevin Terris, '69 Plymouth, 15, driveshaft, \$105; 20 - Roger Parr, 1970 Dodge, 0, did not start.



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Third NHRA Series Meet

Garlits Takes Springnationals

By Jon Asher
LEWISVILLE, Tex., June 13 — The largest crowd in Dallas International Motor Speedway's history turned out to watch Don Garlits, Ronnie Sox, Don Schumacher and Bill Mullins take titles in NHRA's professional categories at today's Springnationals.

Of the eight category winners, four already hold titles from either the Winternationals or Gatornationals—or in the case of Sox, both—the first two 1971 events on the eight-race major event series.

"Big Daddy" Garlits clearly dominated the top fuel competition. One of several "growing in popularity" rear-engined dragsters entered here, his Dodge-powered act is all together.

He led some 65 qualifying hopefuls with an off-the-trailer qualifying run of 6.58 seconds Friday afternoon and lowered that mark even further with a late yesterday evening blast of 6.44 seconds—good enough for the No. 1 qualifying spot and low elapsed time of the meet.

Garlits was battled by John Wiebe of Newton, Kans., in qualifying and eliminations. The Kansas veteran notched a qualifying run of 6.46 seconds, second quickest of the meet. Then Wiebe

won four consecutive rounds of competition only to fall to the Floridian on the final round this afternoon.

Garlits reached the finals with consistent 6.50 races, defeating, in order, Al Pherson with a 6.54, 220.04mph run, Don Moody, 6.58, 211.26; Ronnie Martin, 6.54, 200.0; and finally Ken Safford, on a red light start.

Wiebe came to the final round against Garlits by downing Pat Deakin on a red light start; Mike Tarter with a 7.05 elapsed time; Tom McEwen with a 6.60, 220.04mph and Herman Petersen, with a 6.65, 207.85mph run.

The rear-engined dragster clocked 6.59, 213.27mph on the final run down the quarter-mile. Wiebe shut off, when it was obvious he was beaten, to a slowing 7.15, 154.37.

Schumacher took his first Springnationals crown by downing a stellar funny car field in his Barracuda. McEwen was first to fall in the Hot Wheels Barracuda with a 6.92, 205.21mph followed by Rich Siroonian in Big John Mazmanian's Plymouth with 6.78, 210.77 and Sush Matsubara in the Pisano-Matsubara Camaro with 6.80, 210.22. On the final Kelly Brown, in Barry Setzer's new Vega, was late getting off the line.

Schumacher's winning 6.79, 218.44 was good enough for top

speed of the funny car category and his qualifying run of 6.78 seconds, also took the low elapsed time among funny car competitors.

For the first time in national event competition, both funny car finalists were driving John Buttera-built chassis powered by Ed Pink Racing Engines powerplants.

Buttera earned another honor when his rear-engined Plymouth-powered dragster, owned by Don Prudhomme, won the best engineered award, even though it failed to make the tough 32-car field for top fuel eliminations.

Pro stock eliminator shaped up as an all-Chrysler battle with Sox of Burlington, N.C., being matched for low elapsed e.t. honors by Don Carlton in the MoTown Missile Dodge Challenger.

Sox and Carlton began their battle Friday night when Sox qualified into the No. 1 position with a 9.69-second run only to be tied by Carlton a bit later.

During yesterday's final qualifying attempt, Carlton turned a quicker 9.61 e.t. and Sox turned an identical time in his Plymouth. But since Carlton was first with the time, he got the No. 1 qualifying position.

Sox, never defeated here and winner of both previous NHRA major events this season, kept both win streaks alive during eliminations.

He downed Jim Hayter's Camaro with a 9.78, 142.40; Butch Leal's Plymouth Duster with a 9.66, 142.85; Arlen Vanke's Duster, 9.66, 143.31 and Melvin Yow's Dart, 9.68, 43.08.

On the final run, Sox met Don Nicholson, clocking 9.70 seconds, 143mph for the win as the surviving Ford Maverick could only muster a 9.48, 140.40 with an ailing motor.

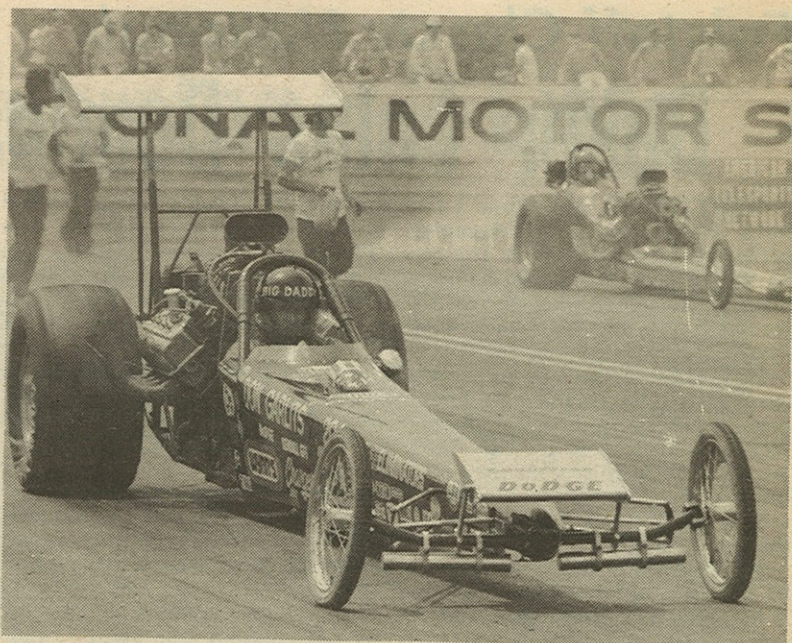
Nicholson, in the lone Ford-powered qualifier, was expected to be an early round loser but excellent driving, and timing, got him to the finals where his engine simply didn't have enough horsepower left to take the money.

The expected Carlton threat faded in the third round when Carlton redlighted to Don Grotheer's Plymouth, who was dumped in the next round by Nicholson.

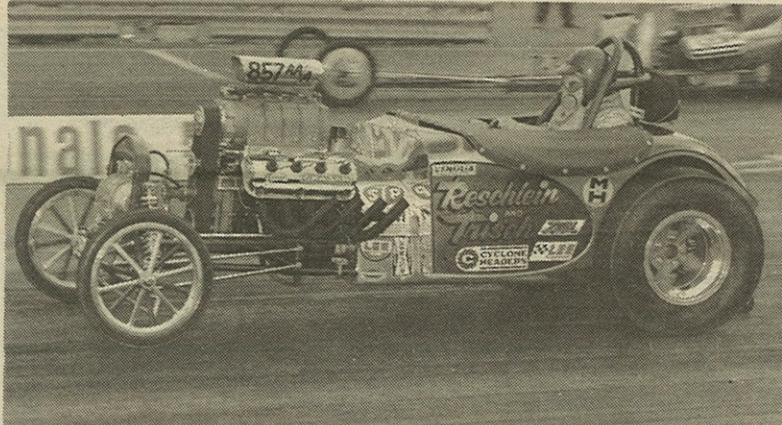
Top gas eliminator was taken by Bill Mullins of Birmingham, Ala., over Walt Rhoades in the famed John Peters Freight Train twin-engined dragster.

This was Mullins' first major title. He was the first of the top gas drivers to switch to twin-Chrysler powerplants several years ago.

The proceedings were marred by the crash of Terry Collett driving his father's—Gordon



Don Garlits comes out of the bleach box at the Springnationals to stage for another top fuel elimination run in his wing-equipped rear-engined dragster. He defeated John Wiebe in the final round for the win. (Jim Bright photo)



Tom Trisch's AA/alter machine lost out on competition eliminator honors when it broke midway down the DIMS strip. (Jon Asher photo)

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Collett—twin-engined entry in the second round. The back motor burst into flames at the finish line. Collett, unable to reach for the fire extinguisher due to the violent action of the car, bounced off the guardrail at the far end of the shut off area after the parachutes burned off. The car flipped over several times and was destroyed, but Collett suffered only a slightly burned neck and injured pride.

In the semi-final round of top gas, Motes-Williams, defending Springnationals champ and reigning world champions, came down to race Rhoades in the Freight Train with an ailing back motor in the twin-engined entry.

Smoking badly, driver Raiford Motes staged first and when he increased his rpm the engine burst into flame. Safety crew action prevented any driver injury but the motor failure covered the right lane starting area with oil, holding up the action for 30 minutes.

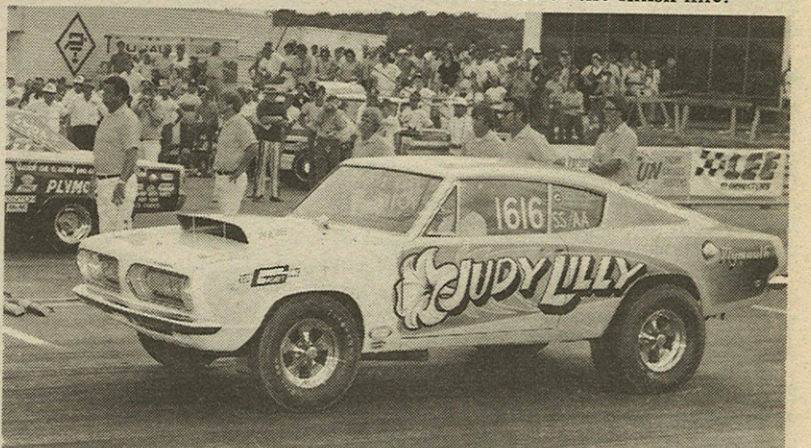
Competition eliminator was taken by the nation's quickest A/fuel dragster, owned by Gene Adams and driven by Don

Enriquez. Winner of the Supernationals last year and 1971 Winternationals champion, Enriquez dominated the racing from start to finish, defeating Tom Trisch in a Chrysler-powered AA/alter in the final round when Trisch's machine broke at half track.

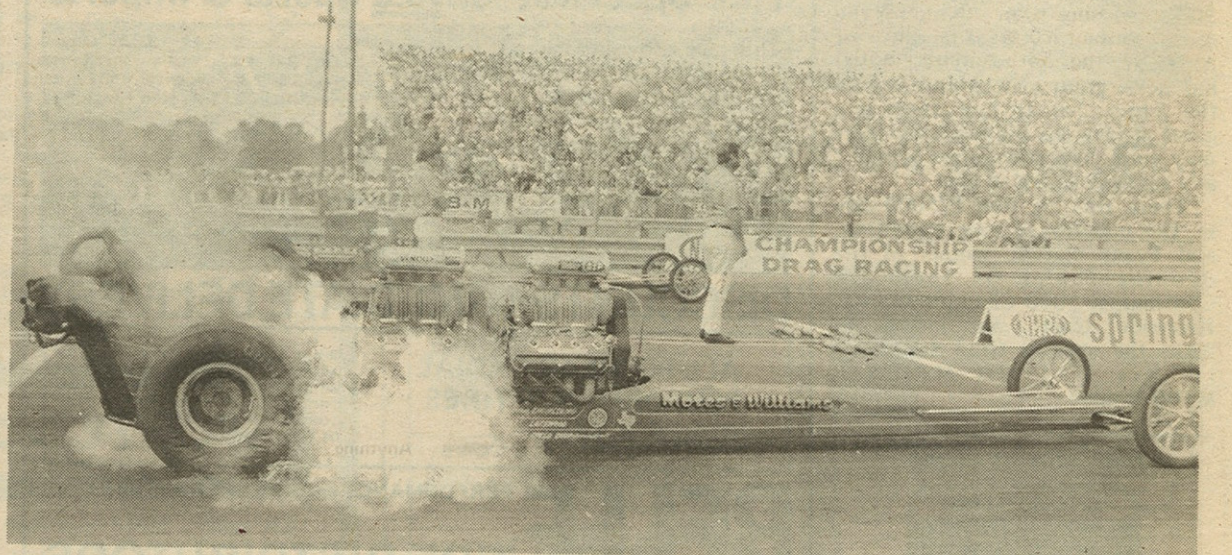
Gatornationals champion George Owens took modified eliminator honors in his E/M Chevy II when Bud Mullins' F/gas Opel Kadett fouled.

Carroll Fink's Gatornationals winning SS/DA '64 Plymouth GTX took super stock eliminator again here when he defeated Judy Lilly's '68 Barracuda in the finals. Judy is the first girl to reach an eliminator final in major event competition since Shirley Shahan took that title at the 1965 Winternationals.

Bobby Warren, reigning world champion, took the stock eliminator title in the Warren Register K/S Chevy when Dave Boertman, winner of the Winternationals and Gatornationals unaccountably jammed on the brakes short of the finish line.



Colorado's Judy Lilly, here staging with final round opponent Carroll Fink, is the first girl since 1965 to make the finals in a major national event. At the end of the quarter-mile, however, her Barracuda was runner-up to the Fink's Plymouth. (Jon Asher photo)



The back motor in the Motes & Williams twin-engined gas dragster exploded in flames as driver Ray Motes staged the machine for a run against the Freight Train. At this point, NHRA officials are still unaware of belching fire. Motes was not injured. (Jim Bright photo)

McCluskey Loses Win On Scoring Recheck

CLERMONT, Ind., June 12 — Roger McCluskey was the guest of honor in victory circle after the running of the sixth annual Indiana Classic U.S. Auto Club stock car race here tonight.

Just about all the 3797 fans at Indianapolis Raceway Park thought McCluskey was the victor, and so did McCluskey.

But when the payoff sheet was posted, Dave Whitcomb's name led off the list of 30 drivers who competed in the 150-lap, 93.5-mile race.

After nearly two hours of studying the scoring cards, James Harvey, director of timing and scoring, announced official standings, which dropped McCluskey all the way to fourth place.

Harvey said the recheck showed McCluskey had completed only 149 laps. That brought an immediate objection from Norm Nelson, owner of McCluskey's 1970 Plymouth and a competitor himself in a '71 Plymouth, finishing seventh tonight.

Nelson posted the necessary \$25 for a protest and a meeting has been set at USAC headquarters June 16, to go over the scoring cards again.

"It is possible that Whitcomb could have beaten us," said Nelson, "but there is no way we could have been fourth."

Finishing behind Whitcomb's 1970 Dodge, which averaged

73.969mph for the distance, was Leonard Blanchard's 1971 Ford in second and Larry Berwanger's 1969 Dodge in third, both with 150 laps completed.

The 150-lap feature event, run on the 5/8th-mile, slightly banked paved IRP oval, was threatened by rain, which didn't interfere with proceedings.

McCluskey drove the Plymouth to a new track qualifying record of 25.19 seconds, 89.772mph.

Two of the top contenders, Don White and Butch Hartman, both in 1969 Dodges, were eliminated in a tangle on the 10th lap, but neither driver was injured.

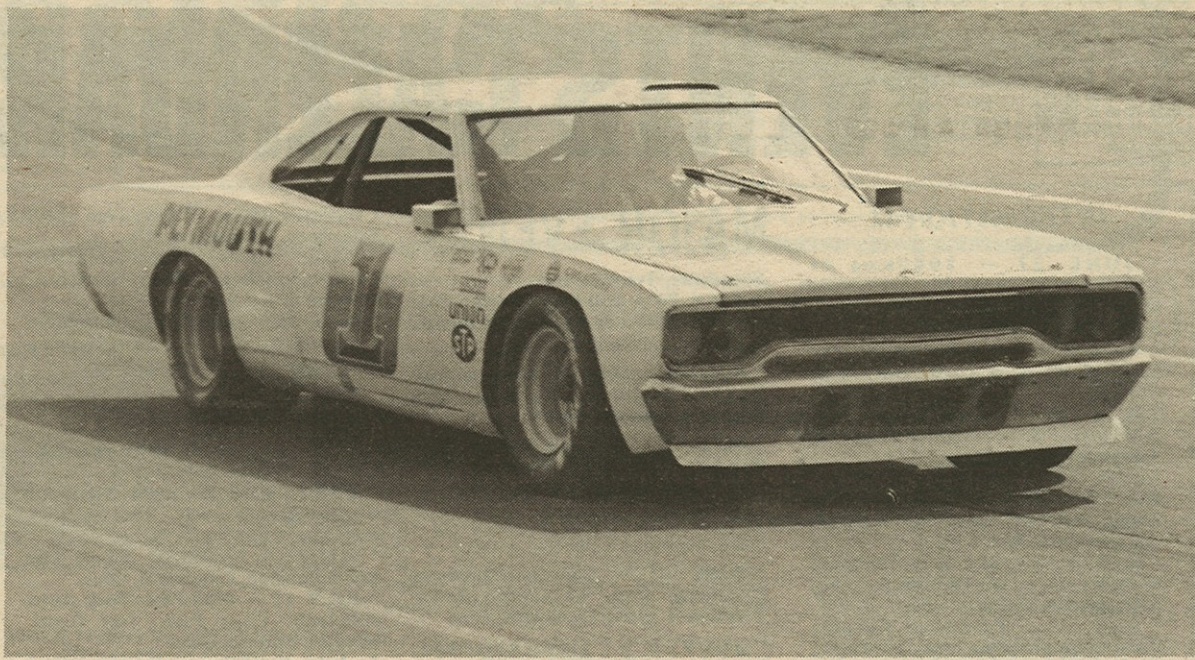
The highlight of the race was a thrilling duel between McCluskey and Verlin Eaker's Dodge during the middle stages of the contest.

Eaker dogged McCluskey lap after lap before getting around the two-time USAC stock car champion. But Eaker's chances for the win vanished on a pit stop.

He mistakenly drove behind the pit wall in attempting a pit stop, even though his crew was outside the wall, along with all the others. He had to drive around the track again, the costly mistake putting him sixth at the finish.

6TH INDIANA CLASSIC USAC STOCK CAR RACE, INDIANAPOLIS RACEWAY PARK, CLERMONT, IND., JUNE 12

FINISHERS: 1 - Dave Whitcomb, 1970 Dodge, 150 laps or 93.5 miles in 1:16:09.36 for an average speed of 73.969mph; 2 - Leonard Blanchard, '71 Ford, 150 laps; 3 - Larry Berwanger, '69



Roger McCluskey and his Plymouth took the checkered flag first at Indianapolis Raceway Park, but after victory circle celebrations, and a check of scoring cars, the win was given to Dodge pilot Dave Whitcomb. (Lee Jurras photo)

Dodge, 150; 4 - Roger McCluskey, '70 Plymouth, 149; 5 - Chuck McWilliams, '69 Plymouth, 6 - Verlin Eaker, '69 Dodge, 149; 7 - Norm Nelson, '71 Plymouth, 148; 8 - Les Snow, '70 Dodge, 147; 9 - Dave Dayton, '69 Ford, 147; 10 - Paul Feldner, '69 Dodge, 147; 11 - Sal Tovella, '70 Plymouth, 145; 12 - Roland VanArsdale, '70 Plymouth, 145; 13 - Bay Darnell, '69 Dodge, 138; 14 - Joe Booher, '69 Dodge, 137; 15 - Paul Sizemore, '69 Chevrolet, 134; 16 - Wally Christensen, '69 Ford, 134; 17 - Steve Arndt, '69 Chevrolet, 134; 18 - Steve Pfeifer, '70 Chevrolet, 132.

DNF (Reasons unknown): 19 - Keith Ploughe, '69 Ford, 123; 20 - Roger Regeth, '69 Camaro, 112; 21 - Lem Blankenship, '70 Plymouth, 110; 22 - Jack Bowsher, '71 Ford, 99; 23 - Lou Burmeister, '70 Ford, 83; 24 - Ken Black, '71 Ford, 68; 25 - Bill Nelson, '69 Dodge, 56; 26 - Jeff Haar, '69 Camaro, 51; 27 - Charlie Howell, '70 Chevrolet, 27; 28 - Butch Hartman, '69 Dodge, 9; 29 - Don White, '69 Dodge, 9; 30 - Tom Klippel, '69 Ford, 4.

McCluskey Wins—For Sure—At Salem

SALEM, Ind., June 13 — Roger McCluskey duelled with Les Snow for most of the 100 laps before taking the lead on the 94th lap and going on for victory in the USAC stock car race here today.

McCluskey, driving a '70 Plymouth, set a new USAC record for the half-mile, high-banked asphalt Salem Speedway of 89.286mph.

The victory helped atone for McCluskey's disappointment at being dropped to fourth in the official results of last night's Indiana Classic after getting the tokens of triumph in victory lane.

McCluskey started in 19th position in the inverted start and had moved to fourth by lap five, to third on lap six and was second at the end of the seventh circuit.

Snow, in a 1970 Dodge, started 18th but was in second place by the end of the third circuit and on the fourth lap took over the front spot by passing Dick Beinlich's Ford, which had led the first three tours.

By the 54th circuit, both the front-running Snow and McCluskey had lapped the third-placed car, Jack Bowsher's Ford.

McCluskey planted the front of his white Plymouth just behind the back bumper of Snow's maroon and gold Dodge and put the pressure on him lap after lap.

"I knew it wasn't going to be easy to get around him, so I just had to wear him down," McCluskey said.

Snow finally weakened less than four miles from the end and McCluskey nosed under him going through the first turn on lap 94.

USAC Stock Car Championship THROUGH SALEM, IND., JUNE 13: 1 - Dave Whitcomb, 541.5; 2 - Norm Nelson, 505; 3 - Verlin Eaker, 499.5; 4 - Jack Bowsher, 434.75; 5 - Paul Feldner, 350.5; 6 - Butch Hartman, 328.75; 7 - Roger McCluskey, 328.5; 8 - Larry Berwanger, 317; 9 - Leonard Blanchard, 276; 10 - Don White, 273.25; 11 - Chuck McWilliams, 215; 12 - John Reimer, 210.



ROGER McCLUSKEY ... win some, lose some

Bowsher hung on to finish third, although a lap behind. Going into this race, Bowsher had put together a string of seven straight triumphs at the Salem track, achieved while he was running in the ARCA ranks before switching to USAC.

Dave Whitcomb, who was awarded last night's victory after the scoring recheck bumped McCluskey to fourth, placed sixth

here. And McCluskey still thinks he won... "I'm not going to give back the trophy," he said.

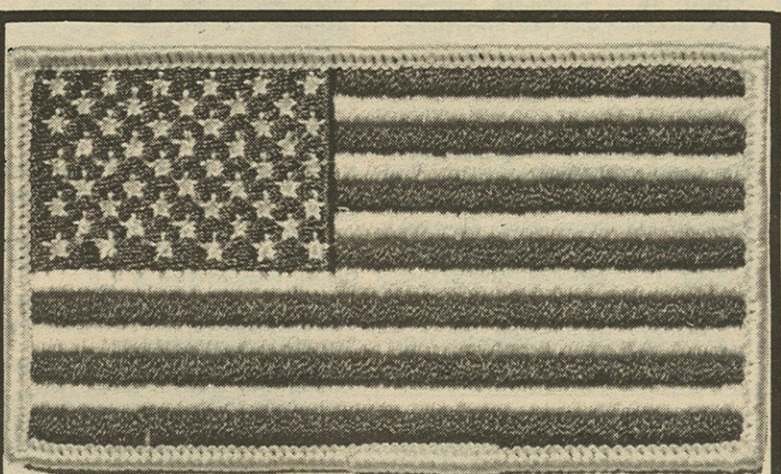
Bowsher had qualified fastest, setting a USAC record on this track at 19.90 seconds, 90.452mph.

The race, attended by 4164 spectators, was run without caution flags, although several cars did spin, but into the infield and out of trouble.

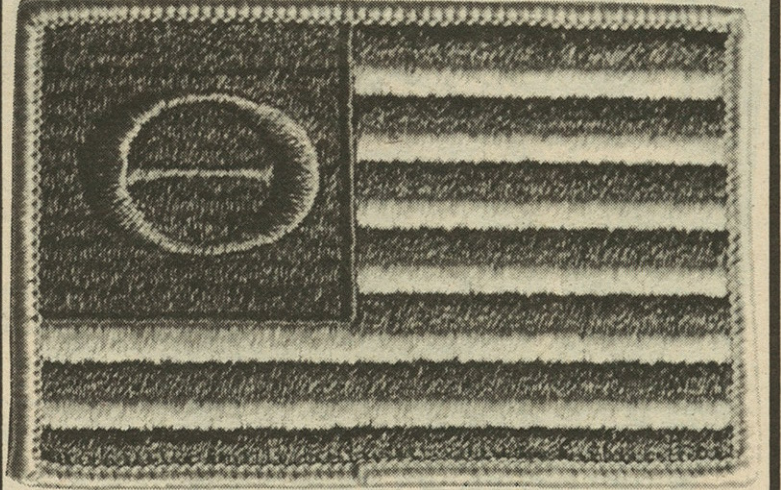
USAC STOCK CAR RACE, SALEM SPEEDWAY, SALEM, IND., JUNE 13

FINISHERS: 1 - Roger McCluskey, 1970 Plymouth, 100 laps or 50 miles in 33:36.75 for an average speed of 89.286mph (record); 2 - Les Snow, '70 Dodge, 100 laps; 3 - Jack Bowsher, '71 Ford, 99; 4 - Sal Tovella, '70 Plymouth, 98; 5 - Verlin Eaker, '69 Dodge, 98; 6 - Dave Whitcomb, '70 Dodge, 98; 7 - Norm Nelson, '71 Plymouth, 96; 8 - Larry Berwanger, '69 Dodge, 95; 9 - Paul Feldner, '69 Dodge, 94; 10 - Bill Nelson, '69 Dodge, 94; 11 - Dave Dayton, '69 Ford, 94; 12 - Wally Christensen, '69 Ford, 93; 13 - Roland VanArsdale, '70 Plymouth, 88; 14 - Ken Black, '71 Ford, 88; 15 - Joe Booher, '69 Dodge, 87; 16 - Dick Beinlich, '69 Ford, 84; 17 - Paul Sizemore, '69 Chevrolet, 80.

DNF (Reasons unknown): 18 - Leonard Blanchard, '71 Ford, 63; 19 - Steve Arndt, '69 Chevrolet, 45; 20 - Bobby Sands, '69 Camaro, 28.



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13	14	15	16	17	18	19
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27	28	29	30			

EVENTS CALENDAR

INTERNATIONAL

- * JUNE 27 - 1000kms of Osterreicherung, World Manufacturer's Championship race, Osterreicherung, Knittelfeld, Aust.
- * JULY 4 - Grand Prix of France, Circuit Paul Ricard, Marseilles, France
- * JULY 18 - British Grand Prix Britain, Silverstone Circuit, Towcester, Eng.
- * JULY 24 - Watkins Glen 6 Hours, World Manufacturer's Championship race, Watkins Glen GP Course, Watkins Glen, N.Y.
- * AUG. 1 - Grand Prix of Germany, Hockenheim Motodrom, Hockenheim, W.Ger.
- * AUG. 1 - Rothmans Formula 5000 Championship race, Thruxton, Andover, Eng.
- * AUG. 15 - Grand Prix of Austria, Osterreicherung, Knittelfeld, Aust.
- * AUG. 15 - Rothmans Formula 5000 Championship race, Silverstone, Towcester, Eng.

NASCAR

- * JULY 4 - 400-mile Winston Cup Grand National, Daytona Int'l Speedway, Daytona Beach, Fla.
- * JULY 4 - 250-mile Grand American Challenge race, Daytona Int'l Speedway, Daytona Beach, Fla.
- * JULY 11 - 250-mile Winston Cup Grand National, Bristol Int'l Speedway, Bristol, Tenn.
- * JULY 18 - 300-mile Winston Cup Grand National, Trenton Motor

MAJOR EVENTS

- Speedway, Trenton, N.J.
- * JULY 24 - 250-mile Winston Cup Grand National, Fairgrounds Speedway, Nashville, Tenn.
- * AUG. 1 - 500-mile Winston Cup Grand National, Atlanta Int'l Raceway, Atlanta, Ga.
- * AUG. 15 - 400-mile Winston Cup Grand National, Michigan Int'l Speedway, Irish Hills, Mich.

SCCA

- * JUNE 27 - Canadian-American Challenge Cup, Le Circuit Mont Tremblant, Mont Tremblant, Que.
- * JULY 4 - Trans-American Championship, Donnybrooke Speedway Int'l, Brainerd, Minn.
- * JULY 5 - L&M Continental 5000 Championship, Mid-Ohio Sports Car Course, Lexington, Ohio
- * JULY 11 - Canadian-American Challenge Cup, Road Atlanta, Gainesville, Ga.
- * JULY 17 - Trans-American Championship, Road America, Elkhart Lake, Wis.
- * JULY 18 - L&M Continental 5000 Championship, Road America, Elkhart Lake, Wis.
- * JULY 25 - Canadian-American Challenge Cup, Watkins Glen GP Course, Watkins Glen, N.Y.
- * AUG. 1 - Trans-American Championship, Le Circuit Mt. Tremblant, St. Jovite, Que.
- * AUG. 1 - L&M Continental 5000

- Championship, Edmonton Int'l Speedway, Edmonton, Alta.
- * AUG. 15 - Trans-American Championship, Watkins Glen, Watkins Glen, N.Y.
- * AUG. 15 - L&M Continental 5000 Championship, Donnybrooke Speedway Int'l, Brainerd, Minn.

USAC

- * JUNE 26 - Stock Car Championship, Nazareth, Pa.
- * JULY 3 - 500-mile Marlboro Championship race, Pocono Int'l Raceway, Long Pond, Pa.
- * JULY 4 - USAC Stock Car Championship, Cincinnati, Ohio
- * JULY 11 - 49th Pikes Peak Auto Hillclimb, Pikes Peak Toll Road, Manitou Springs, Colo.
- * JULY 11 - Stock Car Championship, Milwaukee, Wis.
- * JULY 18 - Stock Car Championship, Cambridge Junction, Mich.
- * JULY 18 - 200-mile Marlboro Championship race, Michigan Int'l Speedway, Brooklyn, Mich.
- * JULY 18 - 200-mile Stock Car Championship race, Michigan Int'l Speedway, Brooklyn, Mich.
- * JULY 25 - Stock Car Championship, Clermont, Ind.
- * AUG. 8 - 150-mile Marlboro Championship race, Mountaineer Speedway, Parkersburg, W.Va.
- * AUG. 8 - Stock Car Championship, Kaukauna, Wis.
- * AUG. 15 - 200-mile Marlboro Championship race, State Fair Park, Milwaukee, Wis.

- trials, Lime Rock Park, Lime Rock, Conn.
- * JULY 17 - USAC Sprint Car Championship, Williams Grove, Pa.
- * JULY 17-18 - SCCA national race, South Jersey region, Pocono Int'l Raceway, Long Pond, Pa.
- * JULY 17-18 - SCCA regional race, Washington D.C. region, Summit Point Speedway, Summit Pt., W.Va.
- * JULY 22 - USAC Midget Championship, Cincinnati, Ohio
- * JULY 24 - MONY rally, MG Car Club, Cleveland, Ohio
- * JULY 24 - USAC Sprint Car Championship, Rossburg, Ohio
- * JULY 24 - Eastern Motor Racing Assn. driver's school & races, LISCA, Pocono Int'l Raceway, Long Pond, Pa.
- * JULY 24-25 - SCCA Solo 1 hillclimb, Northeast Pa. region, Wilkes-Barre, Pa.

South

- * JUNE 23 - NASCAR 150-mile Winston Cup Grand National, Meyer Speedway, Houston, Tex.
- * JUNE 26 - NASCAR 100-mile Winston Cup Grand National, Greenville, S.C.
- * JUNE 26 - NASCAR Grand American Challenge race, Asheville, N.C.
- * JUNE 26-27 - SCCA regional race, Florida region, Palm Beach Int'l Raceway, Palm Beach, Fla.
- * JUNE 27 - NASCAR Grand American Challenge race, Winston-Salem, N.C.
- * JUNE 27 - Triad SCC Hillclimb, Virginia Int'l Raceway, Danville, Va.
- * JULY 3 - Super Vee Pro Series, Daytona Int'l Speedway, Daytona Beach, Fla.
- * JULY 10-11 - SCCA regional race, Central Florida region, Sebastian, Fla.
- * JULY 11 - Super Vee Pro Series, Road Atlanta, Gainesville, Ga.
- * JULY 17-18 - SCCA regional race (non-spectator), Alabama region, Talladega, Ala.
- * JULY 21 - NASCAR 100-mile Winston Cup Grand National, Maryville, Tenn.
- * JULY 24-25 - SCCA regional race (non-spectator), North Carolina region, Virginia Int'l Raceway, Danville, Va.
- * JULY 24-25 - SCCA driver's school, Florida region, Sebastian, Fla.
- * JULY 31-AUG. 1 - SCCA national-regional races, Central Florida region, Daytona Int'l Speedway, Daytona Beach, Fla.
- * AUG. 1 - NHRA World Championship Series drag race, LaPlace Dragway, LaPlace, La.

Midwest

- * JUNE 18 - USAC Midget Championship, Santa Fe, Ill.
- * JUNE 19 - USAC Midget Championship, Springfield, Ill.
- * JUNE 19-20 - SCCA national race, Chicago region, Road America, Elkhart Lake, Wis.
- * JUNE 19-20 - SCCA regional race, NE Oklahoma region, Okmulgee, Okla.
- * JUNE 19-20 - SCCA driver's school, NE Oklahoma region, Okmulgee, Okla.
- * JUNE 20 - USAC Road Championship, Mid-America Raceway, Wentzville, Mo. (CANCELLED)
- * JUNE 20 - USAC Midget Championship, Granite City, Ill.
- * JUNE 25 - USAC Sprint Car Championship, Kaukauna, Wis.
- * JUNE 25 - USAC Midget Championship, Peotone, Ill.
- * JUNE 26 - USAC Midget Championship, South Bend, Ind.
- * JUNE 26-27 - NHRA World Championship Series drag race, Thunder Valley Dragway, Sioux Falls, S.D.
- * JUNE 26-27 - NHRA World Championship Series drag race, Milan Dragway, Milan, Mich.
- * JUNE 26-27 - Midwestern Council of SCC races, Blackhawk Farms, Rockton, Ill.
- * JUNE 26-27 - SCCA regional race, Detroit region, Waterford Hills, Mich.
- * JUNE 27 - Midwestern Council of SCC races, Lakeshore & Drivers SCC, Blackhawk Farms, Rockton, Ill.
- * JUNE 27 - USAC Sprint Car Championship, Winchester, Ind.
- * JULY 3-4 - SCCA national race, Oklahoma region, Ponca City, Okla.
- * JULY 3-4 - SCCA regional race, Blackhawk Valley region, Blackhawk Farms, Rockton, Ill.
- * JULY 4 - SCCA 2.5 Challenge race, Donnybrooke Speedway Int'l, Brainerd, Minn.

East

- * JUNE 24 - USAC Midget Championship, Cincinnati, Ohio
- * JUNE 25-27 - SCCA national rally, Philadelphia region, Treadway Inn, West Chester, Pa.
- * JUNE 26 - NHRA World Championship Series drag race, Maple Grove Dragway, Reading, Pa.
- * JUNE 26-27 - IMSA Baby Grand, F/Vee, GT Series races, Bridgehampton Race Circuit, Bridgehampton, N.Y.
- * JUNE 26-27 - SCCA regional race, Mahoning Valley region, Nelson Ledges, Warren, Ohio
- * JUNE 27 - IMSA GT Series, Bridgehampton Race Circuit, Bridgehampton, N.Y.
- * JUNE 29 - USAC Midget Championship, Flemington, N.J.
- * JUNE 30 - USAC Midget Championship, Williams Grove, Pa.
- * JULY 1 - USAC Midget Championship, Cincinnati, Ohio
- * JULY 2 - SCCA driver's school, Northern New Jersey region, Lime Rock Park, Lime Rock, Conn.
- * JULY 2 - USAC Midget Championship, Nazareth, Pa.
- * JULY 3-4 - SCCA national race, Cincinnati region, Mid-Ohio Sports Car Course, Lexington, Ohio
- * JULY 3-5 - SCCA national race, Northern New Jersey region, Lime Rock Park, Lime Rock, Conn.
- * JULY 4 - USAC Sprint Car Championship, Reading, Pa.
- * JULY 8 - USAC Midget Championship, Cincinnati, Ohio
- * JULY 10-11 - SCCA regional race, New England region, New Thompson Speedway, Thompson, Conn.
- * JULY 10-11 - SCCA regional race, NE Ohio region, Nelson Ledges, Warren, Ohio
- * JULY 11 - CASC Players Challenge Series, Rockcliffe Airport, Ottawa, Ont.
- * JULY 11 - Eastern Motor Racing Assn. relay race, Long Island Sports Car Assn., Bridgehampton Race Circuit, Bridgehampton, N.Y.
- * JULY 13 - NASCAR 100-mile Winston Cup Grand National, Malta, N.Y.
- * JULY 15 - NASCAR 100-mile Winston Cup Grand National, New Thompson Speedway, Thompson, Conn.
- * JULY 15 - USAC Midget Championship, Cincinnati, Ohio
- * JULY 16-18 - NHRA Summernationals drag races, Englishtown, N.Y.
- * JULY 17 - SCCA regional race, New England region, Lime Rock Park, Lime Rock, Conn.
- * JULY 17 - Bonnet & Boot SCC time

West

- * JUNE 18-20 - Alfa Romeo Owners Club national meeting, Los Alamitos, Calif.
- * JUNE 19-20 - SCCA national race, San Francisco region, Laguna Seca, Monterey, Calif.
- * JUNE 19-20 - SCCA national race, Texas region, Dallas International Speedway, Lewisville, Tex.
- * JUNE 19-20 - SCCA national rally, Northwest region, Bellevue, Wash.
- * JUNE 20 - SCCA Continental B Championship, Monterey, Mex.
- * JUNE 20 - SCCA 2.5 Challenge race, Edmonton Int'l Speedway, Edmonton, Alta.
- * JUNE 20 - CASC Players Challenge Series, Edmonton Int'l Speedway, Edmonton, Alta.
- * JUNE 26-27 - NHRA World Championship Series drag race, Fremont Drag Strip, Fremont, Calif.
- * JUNE 26-27 - NHRA World Championship Series drag race, Mission Raceway, Mission City, B.C.
- * JUNE 26-27 - SCCA driver's school, Oregon region, Portland Int'l Raceway, Portland, Ore.
- * JUNE 26-27 - SCCA regional race, LaJunta, Colo. (CANCELLED)
- * JUNE 26-27 - CASC regional race, Westwood Circuit, Coquitlam, B.C.
- * JUNE 26-27 - Porsche Club time trials, Carlsbad Raceway, Carlsbad, Calif.
- * JUNE 27 - SCCA Continental B Championship, Mexico City, Mex.
- * JULY 3-4 - SCCA national race, Cal Club region, Riverside Int'l Raceway, Riverside, Calif.
- * JULY 3-4 - Int'l Conference of SCC races, Western Speedway, Victoria, B.C.
- * JULY 5-10 - Porsche Club of America convention, Sun Valley, Idaho
- * JULY 10-11 - SCCA regional race, Oregon region, Portland Int'l Raceway, Portland, Ore.
- * JULY 10-11 - Red, White & Blue Off Road Classic, Reno, Nev.
- * JULY 10-11 - Int'l Conference of SCC driver's school, Westwood Circuit, Coquitlam, B.C.
- * JULY 16-18 - Ford Motorsports Assn. Rocky Mountain Championships, Thunder Road Dragway, Denver, Colo.
- * JULY 17-18 - Int'l Conference of SCC race, Westwood Circuit, Coquitlam, B.C.
- * JULY 17-18 - SCCA regional race, Colorado region, Aspen, Colo.
- * JULY 17-18 - Int'l Conference of SCC races, Westwood Circuit, Coquitlam, B.C.
- * JULY 17-18 - SCCA regional race, San Francisco region, Vacaville, Calif.
- * JULY 23-24 - U.S. Pro Dragster championship drag race, Orange County Int'l Raceway, East Irvine, Calif.

(All events are races except as noted. An event marked CANCELLED refers to that single listing only, not those following. Events are subject to change without notice to Autoweek.)

International

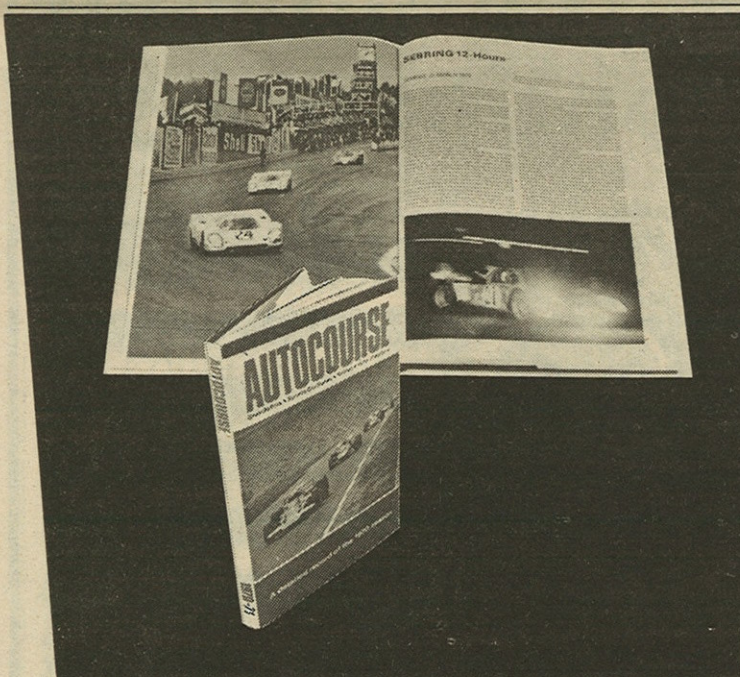
- * JUNE 20 - Gold Cup Formula Super

Vee Championship, Circuit Automobile de Montagne d'Auvergne, Clermont-Ferrand, France

- * JUNE 27 - Rouen Grand Prix, European F/2 Trophy race, Rouen Circuit, Rouen, France
- * JULY 3 - Johnson's Wax European Formula Ford Championship, Circuit

Paul Ricard, Marseilles, France

- * JULY 4 - Interserie Championship, Motodrom Hockenheim, Hockenheim, W.Ger.
- * JULY 9-11 - Rally International de las 24 Horas de Mexico, Mexico City, Mex.
- * JULY 11 - Interserie Championship, Norisring, Nurnberg, W. Ger.
- * JULY 18 - Auto Club Monterrey sports car races, Monterrey Autodromo, Monterrey, Mex.
- * AUG. 1 - Gold Cup Formula Super Vee Championship, Nurburgring, W. Ger.



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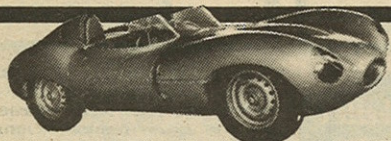
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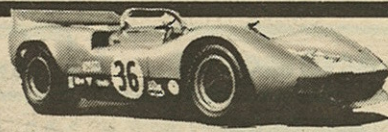
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Collectors' Calendar

- * JUNE 18-19 - 7th Hahrah's car show & swap meet, Reno, Nev. Details: Skip Marketti, Box 10, Reno, 89504. Tel. (702) 786-3232.
 - * JUNE 18-20 - Mason-Dixon region AACA spring meet, Hagerston, Md. Details: G. Richard Minnick, Box 55A, Fairplay, Md. 21733.
 - * JUNE 19 - Century City Concours d'Elegance, North Hollywood Sports Car Owners Club, Century City Shopping Center, Los Angeles. Details: D.W. Hume, 3511 Camino de la Cumbre, Sherman Oaks, Calif. 91403.
 - * JUNE 24-17 - New England MGT Register Gathering of the Faithful Mk XII, Waterville Valley, N.H. Details: Mrs. Alex Westfall, Box 852, Hanover, N.H. 03755.
 - * JUNE 25-27 - Southeastern region AACA spring meet, Stone Mountain, Ga. Details: R.N. Garrison, 477 Tallwood Dr., Stone Mountain, Ga. 30083.
 - * JUNE 26 - Antique, Classic, Special Interest Auto Auction & flea market, 9 a.m., Farmingdale, N.Y. Details: Robert Lo Russo, 2149 Jones Ave., Wantage, N.Y.
 - * JULY 11 - Facel Vega Owners Club rendezvous, 2 p.m., Hospitality Inn West, Cleveland, Ohio. Details: Alan G. Boring, 34585 Quaker Valley Rd., Farmington, Mich. 48024.
 - * JULY 16-17 - Wolverine Region AACA spring meet, Dearborn, Mich. Details: Robert L. Maurer, 2023 Culver Ave., Dearborn, Mich. 48124.
 - * JULY 18 - 6th Village Green Concours d'Elegance, 8am-3:30pm, Village Green Hotel, Cottage Grove, Ore. Details: James Dumas, P.O. Box 1394, Eugene, Ore. 97401.
 - * JULY 25 - Concours d'Elegance de Lafayette, 11am-4pm, Stanley School, Lafayette, Calif. Details: Ann Loehr, 3523 Mt. Diablo Blvd., Lafayette, Calif. 94549.
 - * JULY 29-AUG. 1 - 3rd Gull Wing Group convention, Airport Marina Hotel, San Bruno, Calif.
- To have your club's event listed in Autoweek, please send information to Classics Editor, Autoweek, Autoweek Bldg., Lafayette, Calif. 94549. Listings should include meeting location, sponsoring body, time and a source of additional information.



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INDIVIDUAL RATES: First 25 words \$9.00. Two insertions \$15.00 — each additional consecutive insertion \$7.50. Additional words 25¢ per insertion. No charge for one name, address and phone number (additional to be considered in word count).

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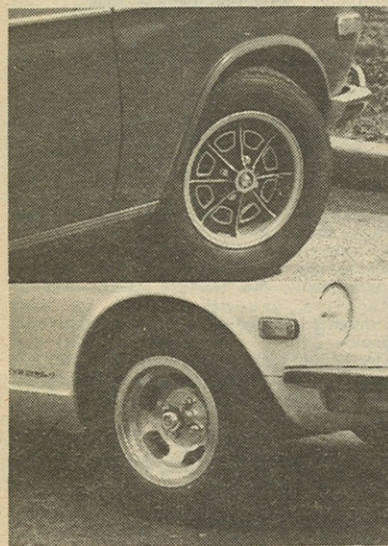
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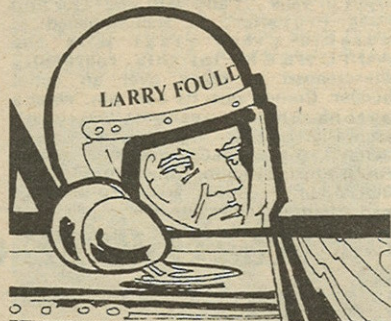
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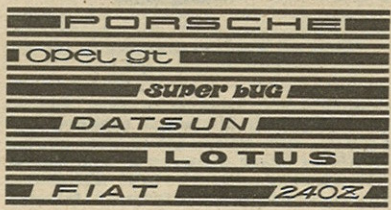


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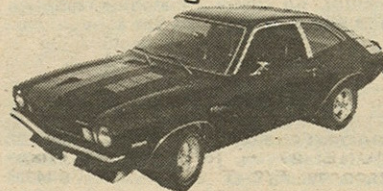
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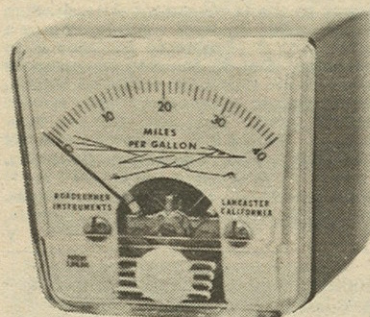
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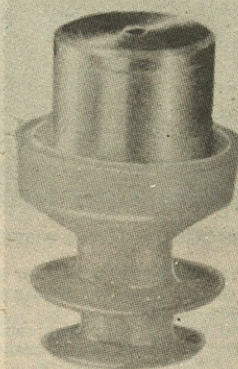
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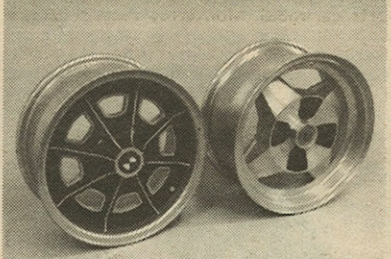
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MADE IN STANDARD SIZES—36-44 TO FIT MOST DRIVERS
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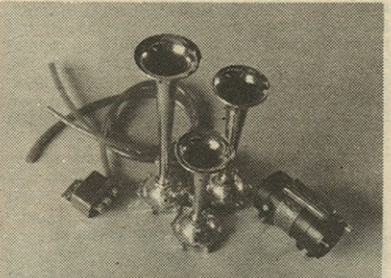
WHEN ORDERING STOCK SIZE FYPRO® SUIT SPECIFY: CHEST SIZE 36 THRU 44. WHEN ORDERING CUSTOM TAILORED FYPRO® SUIT FOLLOW NOMEX® ORDERING INSTRUCTIONS LISTED BELOW *

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*Not for SCCA competition use—for use in SCCA competition see below.

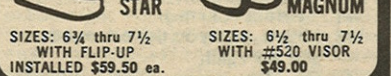
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ROLL BAR PADDING KIT \$7.95 complete



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(All Mtg. Hardware Included)

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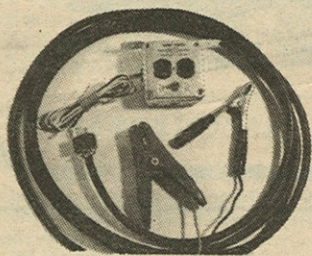
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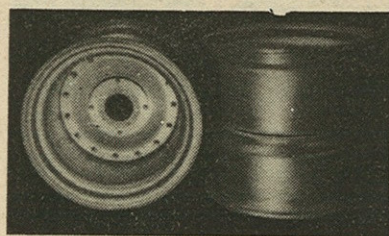


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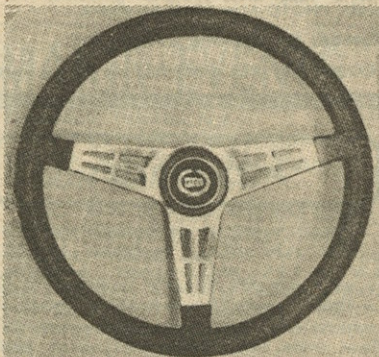


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Lighter than the best magnesium wheels. Almost impossible to fracture—even under strong impact. Low initial cost. Inexpensive repairs or rim-width changes with removable halves. Any rim width, offset, bolt pattern. Write for prices, specifications. CHASSIS ENGINEERING, Wheel Division, 705 W. 13th St., National City, Calif. 92050.

Accessories

PECO WOOD AND LEATHER RIM STEERING WHEELS



A NEW EXPERIENCE IN HANDLING YOUR CAR

Available In: DEEP DISHED STYLE 13" or 14" wood or leather

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Select One: Polished Aluminum Matt Black

Select One: 13" 14"

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One Price - \$34.95

FREE OFFER: Send check or money order, with your car make and year - we include, no charge - matching complete hub assembly and a key fob for your car.

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Trailer hitches for ALL Porsche and most foreign sedans.
Wide oval 70 Series Radials (Pirelli and Dunlop) for Porsche.
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All items at discount prices.

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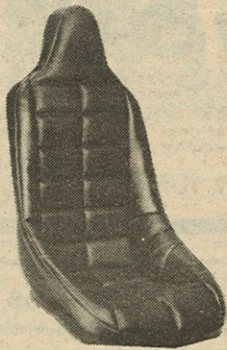
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SELF ADHESIVE MYLAR BLACK, WHITE, RED, BLUE, YELLOW, SILVER & GOLD ANY COMBINATION OF COLORS (Number & trim around number or background)

SCCofA Numbers 50 cents each, with trim \$1 each. Spots or TV shape \$1.50 each with trim. \$2.75. Letters 35 cents each, with trim 75 cents each. Postage 50 cents reg. \$1 airmail. COMPETITION NUMBERS, P.O. BOX 3417, SAN LEANDRO, CALIF. 94578; (415) 392-1014.

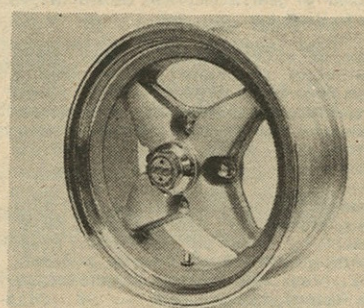
300 HP STUSKA engine dynamometer complete. New, never used. \$1350 plus freight. Ralph Meaney, Inc., 26 Western Ave., Sherborn, Mass. 01770; (617) 872-0860. X

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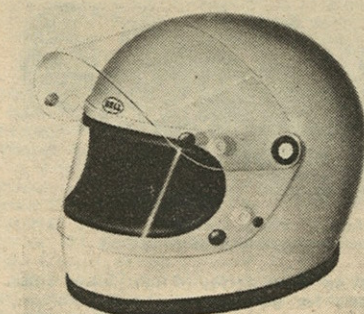
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The ultimate in custom seats. Padded headrest, deep 8" lateral support; 33" height, 20" width. Premium quilted comfort weave naugahyde upholstery, 2" sponge cushioning. Mounting instructions and hardware. Universal mounting to fit any vehicle (Boats too). Black, standard color. SATISFACTION GUARANTEED. Free brochure. Send addressed stamped envelope. Pre-paid orders only. LESLIE ENTERPRISES, Livingston, Calif. 95334; (209) 394-7219.



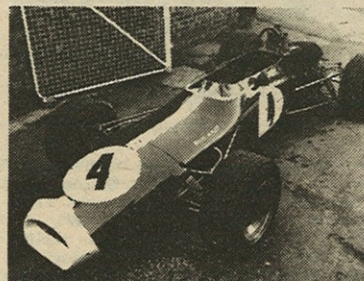
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* NOTICE - THE LE MANS - now available in 5 1/2"x15" or 6"x15" for Alfa, Morgan, Porsche, Triumph, '68-'71 VW & Super Beetle.
Set of 4 Retail \$234.00
OUR PRICE \$145.00
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OUR PRICE \$181.25
Shipped pre-paid.
SPORT CAR SPECIALTIES, Dept. AW, 466 Mulder St., Muskegon, Mich. 49442; (616) 728-0538.



SHOESTRING BELL STAR HELMET SPECIAL

With each Star Helmet you will receive a spare flip-up shield, package of disposable shields & bottle of Fog Free, and your name printed on the side of the helmet. Sizes 6 1/2 to 7 1/2. White or special order, orange available \$59.95 ppd. '70 Snell approved. SHOESTRING ENTERPRISES, 2143 E. Huntington Dr., Duarte, Calif. 91010; (213) 359-7985.



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Black adhesive vinyl SCCA legal 2" x 12". Set of 60 \$12, individuals 25 cents. Surface postage paid, air mail \$1.00. Dealers wanted.

Frames repaired, steering racks custom built \$125. New FLB Vegantune \$1300, FLC Vegantune \$2400. Formula Ford engines, dry sump, complete \$695. Formula car parts.

WAYNE MITCHELL ENGINEERING, 10457 Roselle, San Diego, Calif. 92121; (714) 453-8386.

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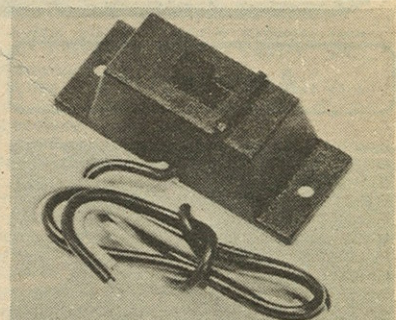


For RACING, RALLYING, or the best handling road car you ever had! Switch to KONI shocks - from \$20.00 up. Adjustable for ride stiffness or wear. Send for FREE application chart and price list. Send \$1.00 for book, "HANDLING: What it is—How to get it." Everything about sway bars and shocks! AUTO WORLD, Dept. AW, 701 N. Keyser Ave., Scranton, Penn. 18508. Phone direct to our warehouse. Use DAP (Dial-A-Part) (717) 344-7258; (NO COLLECT CALLS PLEASE).

AUTOWEEK's answer to an eternal problem — the AUTOWEEK "Pit Pass Protector." No more lost passes due to a clutching wind. Keep your pass neat, clean in view... and with you! Our "Pit Pass Protector" is accomplished in durable clear vinyl with the AUTOWEEK insignia tastefully silkscreened in black over an ochre border. Comes with its own pin. What a great idea! What a great gift! Well... it's an AUTOWEEK Original. And only a buck a piece. AUTOWEEK Originals, Autoweeek Building, Lafayette, Calif. 94549.

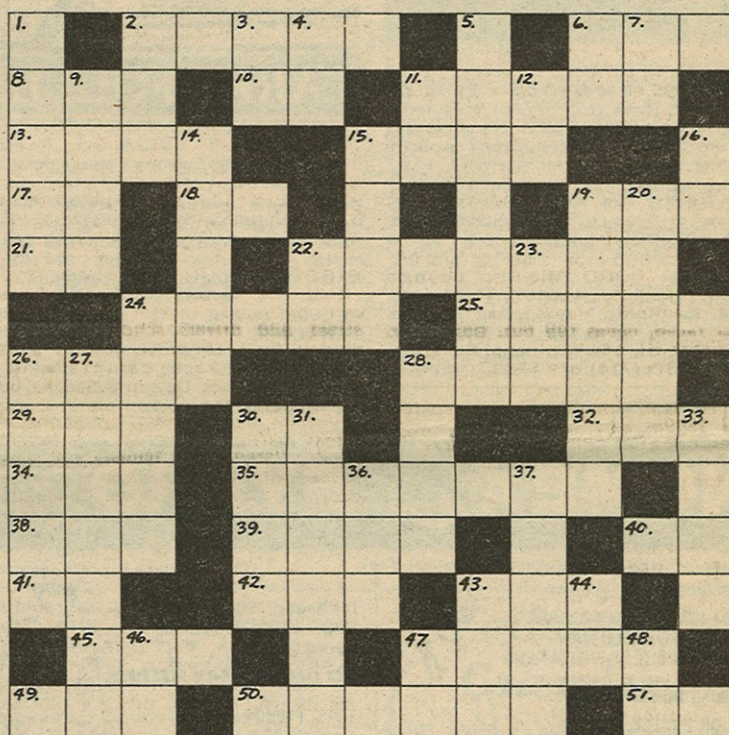
Accessories

AN AUTOWEEK ORIGINAL - The ONLY lighter for the motorsport enthusiast, manufactured and guaranteed by Ronson. Wind-tunnel proved "most windproof" of all! Satin and high polish gold tone finish with AUTOWEEK emblem deep-etched in black. A most distinctive gift. \$3.50 each ppd. (Calif. residents add 5% sales tax.) Send check, cash or M.O. to AUTOWEEK, Autoweeek Building, Lafayette, Calif. 94549.



AUTO GUARD PROTECTS your car from theft. Electronically disables cars ignition system. Car can't be started with master key or hot wire "jumper." Simple installation. No battery drain. For all negative ground 6 and 12 volt conventional ignition. Hidden electronic device allows only owner to start car. Model AG-100, \$7.25. Calif. res. incl. 5% sales tax. DESERT PALMS SPECIALTY HOUSE, P.O. Box 1829, Indio, Calif. 92201.

AUTOWEEK CROSSWORD



ACROSS

2. Number of classes in ordinary sports car event
6. The grasshopper scored this tiny creature's industry
8. Speedster in another sport
10. She was changed into a heifer
11. The driver and his pit crew
13. Pretty much the standard brake
15. Popular engine in Grand Prix car
17. Prefix for out of
18. Cheery greeting exchanged at the track
19. Mrs. in French
21. Be quiet!
22. Bladder problems
24. Iris inflammation: is
25. Asiatic lemur
26. Category including Mustang, Javelin, Camaro
28. Baby (Scott.)
29. Right angle formations in a house
30. Samarium (Chem.)
32. Poet's over
34. Quoits target
35. Leader in an organization
38. Smear with black stuff
39. Mountain range in USSR
40. Kind of current
41. Yttrium (Chem.)
42. Miss it, and you drive around and try again
43. Dined
45. Withstands tremendous assault at the races
47. Tasman champ
49. Greek 23rd letter
50. A most important crew
51. In the direction of

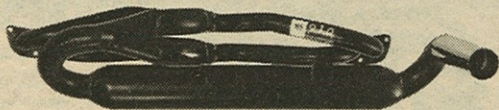
DOWN

1. Looked for at the track by today's prospectors
2. Speaking pauses
3. U.S. soldier
4. Halt!
5. Open wheeled cigar-shaped car
6. Eleventh Jewish month
7. Sorry, but —
9. Motor car racing was their sport before World War II
11. Together
12. Sent for when someone gets hurt
14. Popular Formula 1 engine
15. Winner in Miller 500 Grand National
16. That fellow
19. The rear-view one originated on the race course
20. Pine Tree State where George Lussier recently won the 4-hour enduro
22. Between do and re
23. King in French
24. Fastest Man in Argentina
26. His 142mph broke the Atlanta record.
27. Salts of oleic acid
28. Pay for release
30. Southern bootleggers were the first to do this to cars
31. The Dark Continent — even there auto racing is big
33. Concerts which 140,000 can enjoy at Ontario track
36. Overweight
37. Participation fee
43. Do something
44. Educational Age (Abb.)
46. This lazy creature would be out of place at the track
47. Yours truly
48. ___ tu; Brute?

(Puzzle answer on page 33)

BURSCH EXHAUST SYSTEMS

- Porsche 914-4
- Porsche 914-6
- Porsche 911
- Porsche 912
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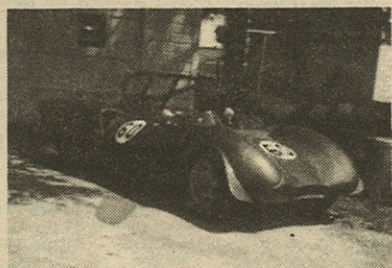
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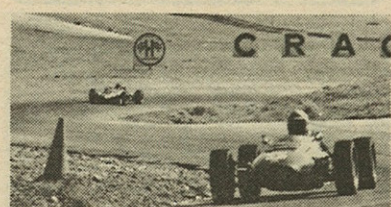
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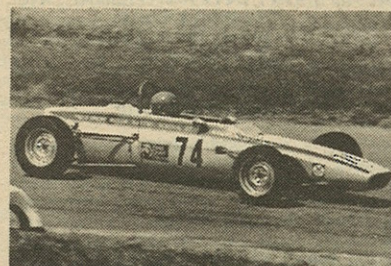


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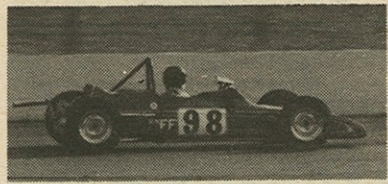
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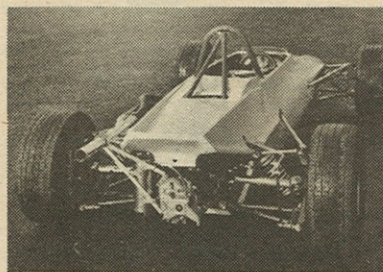
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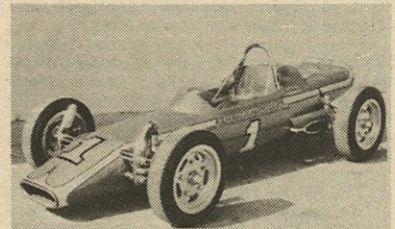
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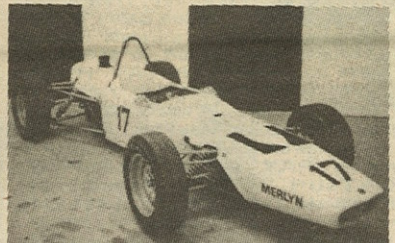
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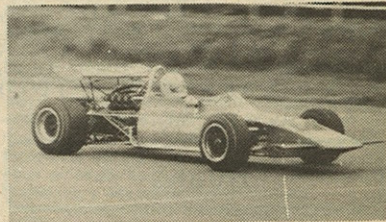


ARA EAGLE F/A, Bartz Chevy engine. This car is immaculate and must be seen to be appreciated. Professionally maintained by ARA. Please direct all serious inquiries to Roy Woods or John Fort at American Racing Associates, Inc., 18527 Eddy Street, Northridge, Calif. 91324; (213) 886-7017 or (213) 886-4313.

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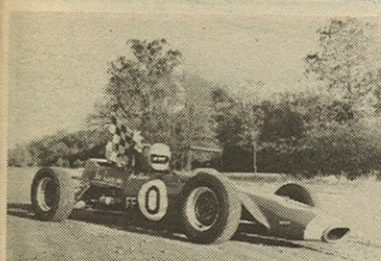
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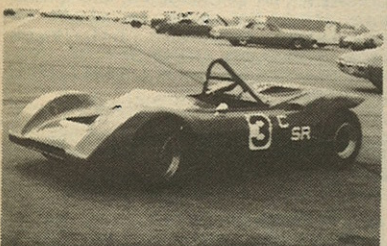
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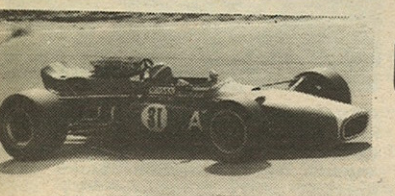


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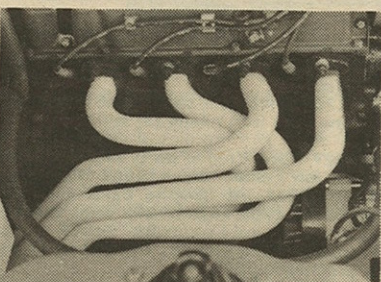
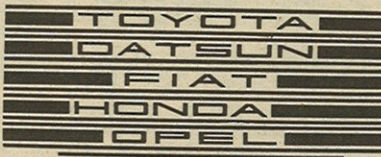
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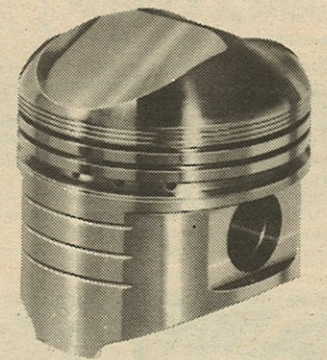
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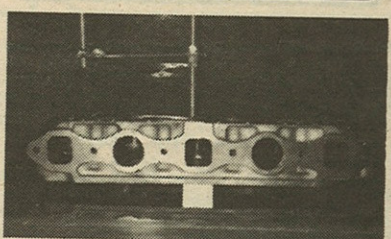
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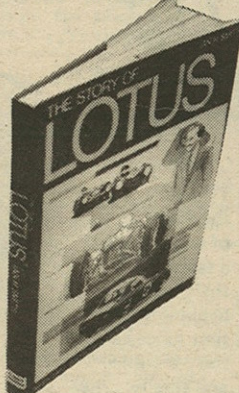
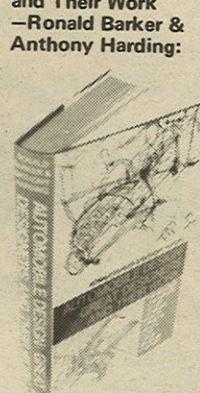
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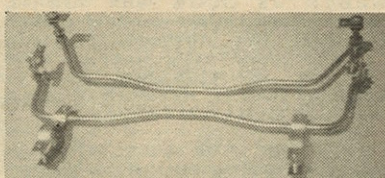
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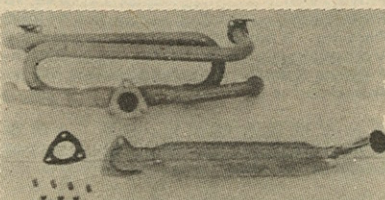
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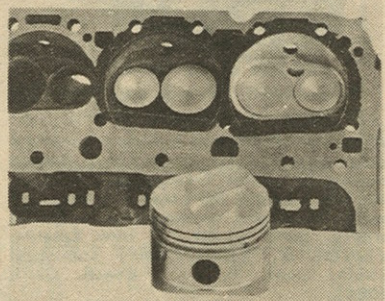
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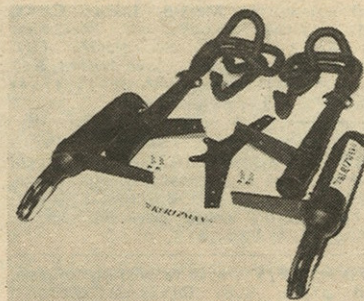
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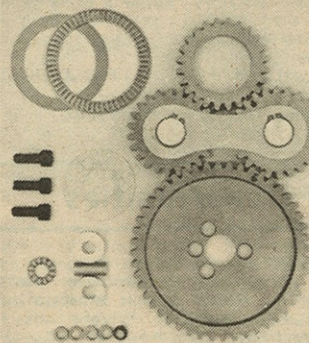


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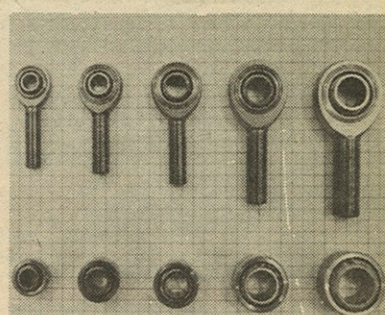


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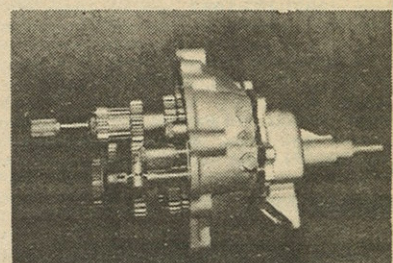
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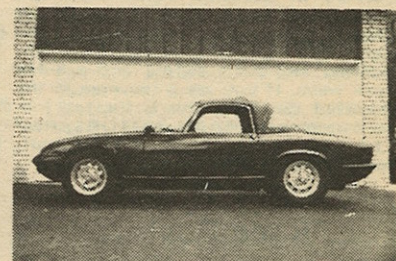
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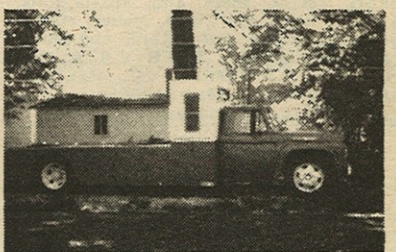
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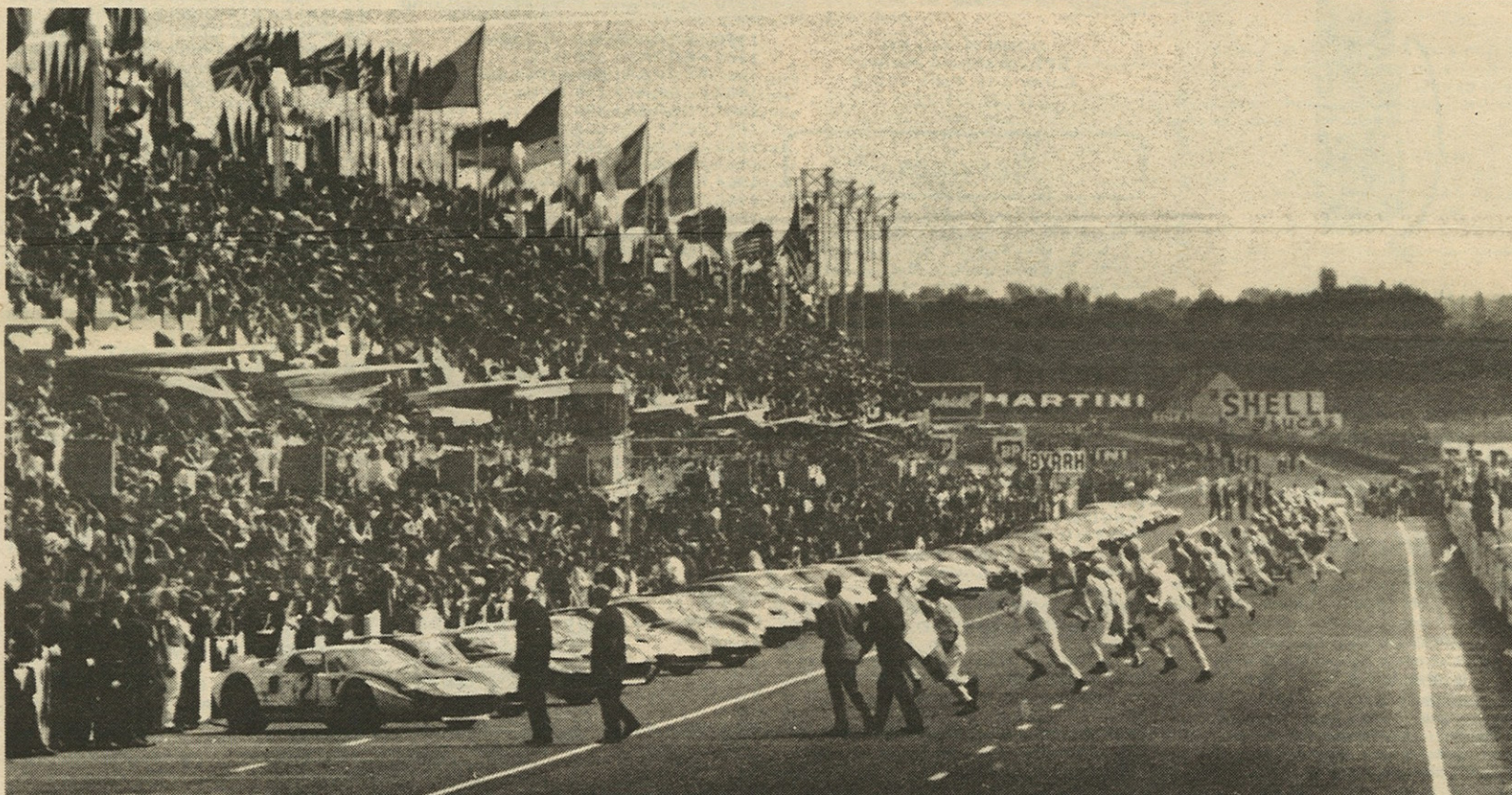
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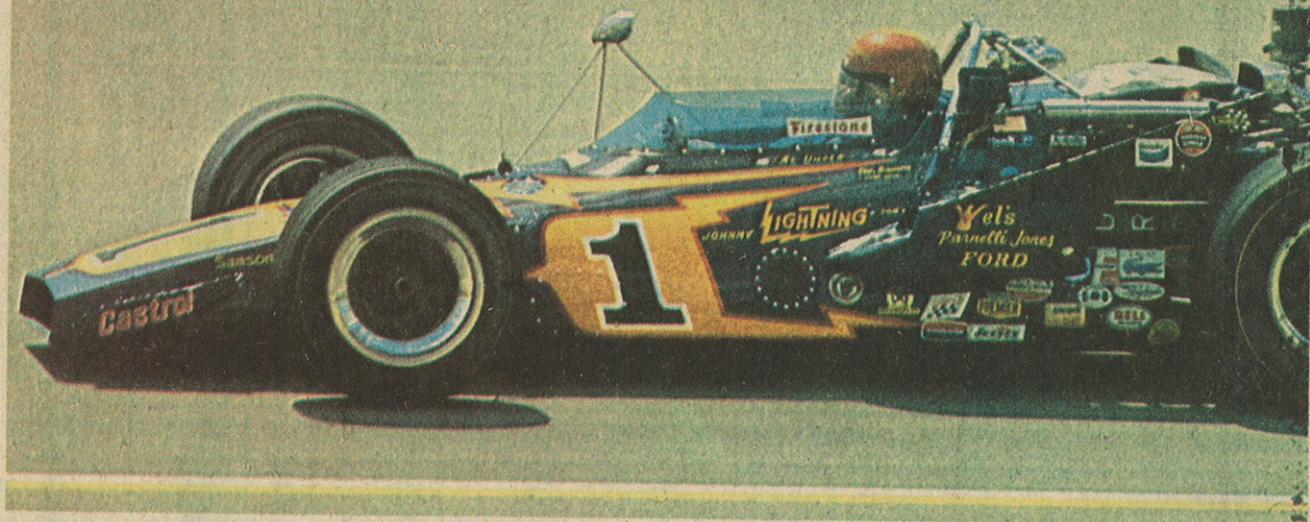
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