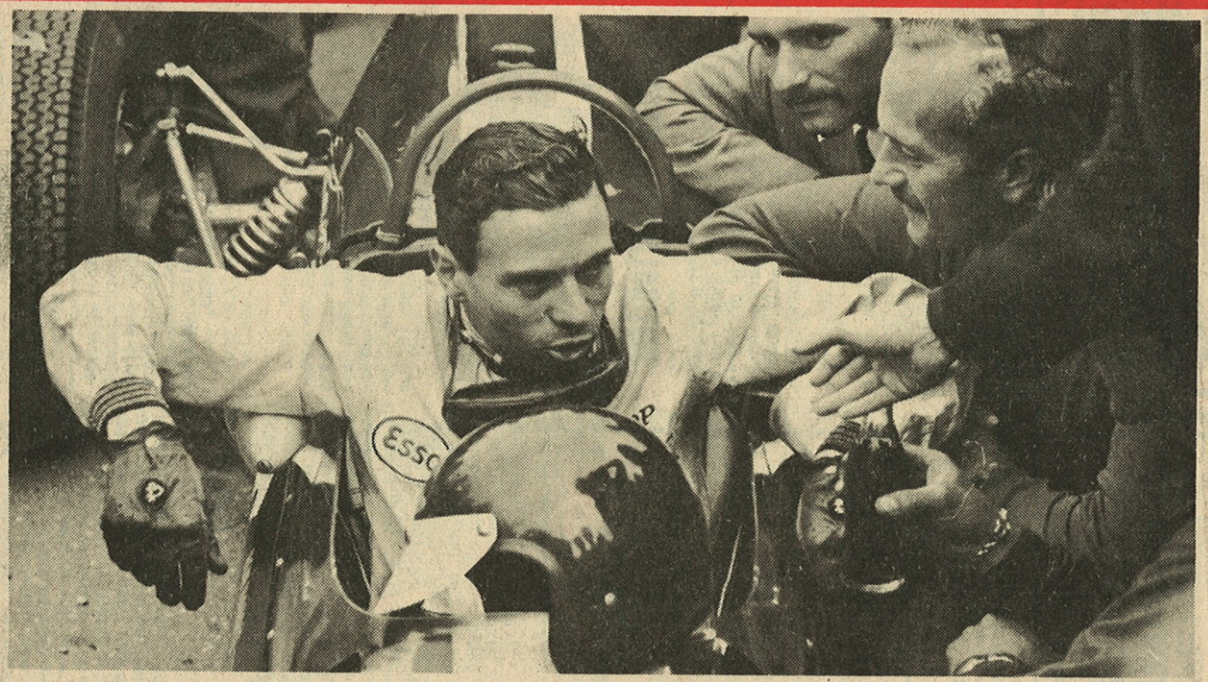
COMPETITION PRESS &
AUTOWEEK

AUGUST 14, 1965 25 CENTS



JIM CLARK TAKES TWO



4-6704 11-65
JAN HIBBERT
895 SINGING WOOD DR.
ARCADIA, CALIF.

Jim Wins British-Dutch GPs:

CLARK CONDITIONALLY COPS CROWN

★ ★ ★

LONDON — With Jim Clark's fifth straight GP win at Zandvoort July 18 only Graham Hill can now wrest the 1965 World Drivers' Championship from the flying Scot.

To do this, the BRM leader would have to win all four of the remaining championship events at Nurburgring, Monza, Watkins Glen, and Mexico City — and even then Clark and Hill would be tied with five wins each and only a count-back of their minor placings would decide the issue.

Hill is currently placed second in the championship with 26 points, only one more than his teammate Jackie Stewart and 19 behind Clark's total of 45 points.

The situation is a little closer in the Constructor's Championship where Lotus leads with 45 points but BRM has a total of 37, and Ferrari 20.

COMPETITION PRESS & AUTOWEEK

Vol. 15, No. 3 — Entered as second class mail at San Francisco, Calif. — August 14, 1965

Panch Takes 2nd Northern Win at Glen

By Wally Huskonen
CP Regional Editor

WATKINS GLEN, N.Y. — Marvin Panch, in the Woods bros. 1965 Ford, won the 150-mi. NASCAR grand national here July 18 by almost a lap over Ned Jarrett — also in a 1965 Ford.

It was Panch's second victory on the NASCAR four-race northern tour. His share of the $7,800 purse ($1,500) brought his 1965 earnings to $51,195.

Panch's speed for the 66 laps around the 2.3-mi. course was 98.3mph, *half* a mile per hour faster than that of last year's winner, the late Billy Wade.

Starting positions for the race were determined by grand national point standings after time qualifications were rained out the day before.

So it was Dick Hutcherson, 1965 Ford, and Jarrett leading the double row of 19 cars in the rolling start, Panch third and Neil Castle (65 Olds) was fourth.

When the pack came around the first time, Jarrett was in front. Junior Johnson, '65 Ford, moved up from sixth place start into the lead on the second lap and Panch also passed Jarrett one lap later and hung onto Johnson's tail.

The day before, Ned complained that Johnson was pulling away from him on the Glen's long hills

(Continued on Page 10)

Meyer-Drake Split Up-- Offy Alive

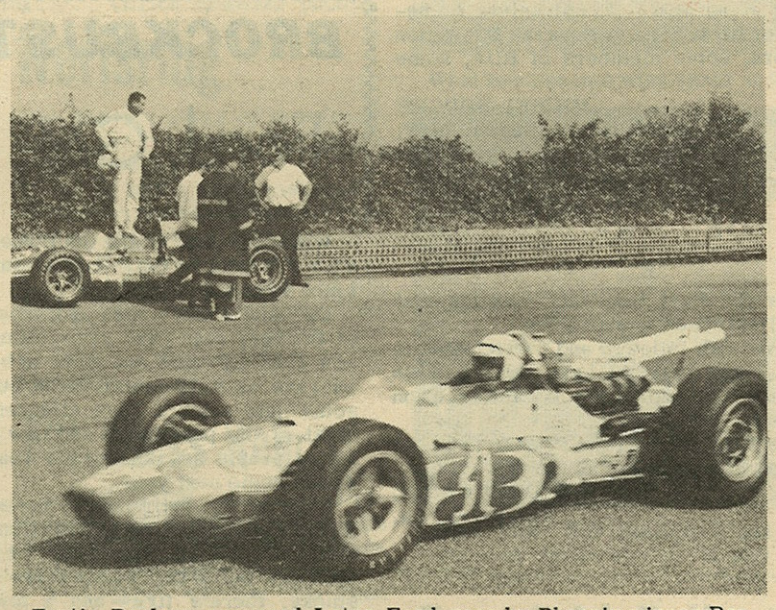
LOS ANGELES, Calif. — The great old partnership of Lou Meyer and Dale Drake is no more.

Drake, in an interview with CP, revealed that Meyer had asked to be bought out, and that he, Drake was now sole owner of the company that built the engines that powered Indy winners since 1947.

With the dethronement of the Offy at Indy in '65, and the seeming ascendency of Ford, Meyer has gone to Detroit as a distributor of Ford Indy engines, leaving Drake to produce the Offy with the same team that has been so successful since the war.

Drake vigorously denied rumors of the demise of the four-banger, saying "there's a lot more to be gotten out of that engine. Who would have thought in 1947 when we were getting about 230hp that we'd go all the way up to 427hp with basically the same engine? "And who would ever have im-

(Continued on Page 10)



Foyt's Poulson-prepared Lotus-Ford goes by Phoenix winner Don Branson on the way to A. J.'s first win of the '65 season.
(John Hearst photo)

A.J. Foyt Fights Off Slump

By John Hearst, Jr.
CP Regional Editor

TRENTON, N.J.—When the green flag fell in the championship race here July 18, A. J. Foyt jumped into the lead heading 24 cars around the paved one-mile oval at Trenton, N.J.

And 150 mi. later when the checker came out there was "Ol' A. J." still out front to score his first USAC win of the '65 season.

Thus ends the slump that has plagued Foyt since the championship circuit began back in March at Phoenix.

However George Bignotti, the mechanic on Foyt's car for the past few seasons and the man Foyt fired after he dropped out of the recent Langhorne, Pa., race, continued to have his troubles.

Bignotti was hired by the young, affluent Texan, John Mecom, Jr., to head up a new team featuring a Lola-Ford and big car veteran Rodger Ward (who quit the Wilke-Watson team following a string of bad luck). At Trenton Bignotti's luck and Ward's luck added up to a car that wouldn't even start the race due to a fault in the fuel system that continued to kill the engine. Both Ward and Bignotti were still tinkering when the qualifying session ended.

During qualifying Foyt easily grabbed the pole position. On the outside was Jim McElreath, the only man on the USAC circuit to have won two races so far this year. Foyt's speed was 112.64mph, and is slower than the 114.14mph record set by Parnelli Jones.

Now in semi-retirement, Jones was a spectator at the Trenton 150.

Also a recipient of pre-race malfortune was current USAC point leader Mario Andretti who had a half-shaft break on his car during a practice session. The damage was too extensive to repair and the car was scratched.

Of the 24 cars which started the race only 13 managed to finish. Some, like Jim McElreath, went out with mechanical ills. McElreath, running a strong second, pulled out seven laps from the race's end with transmission failure.

Two wrecks marred the race, but in neither case was the driver

(Continued on Page 4)

LATE NEWS

- Maserati will supply Cooper with a three-liter engine for the new formula. The unit is a derivation of the engine designed but never produced for the old 2.5-liter formula, is a 60-degree V12 twin cam putting out about 144bhp/liter.
- Fiat will introduce its version of the Dino at the '66 Geneva car show. Built around a pressed steel chassis, and sporting somewhat less radical bodywork, the car will have a detuned version of the 1600cc V6 engine which is expected to develop about 120bhp.
- Final placings in the Challenge Mondial de Vitesse et d'Endurance (GT Prototype Constructor's Championship) shows Ferrari the winner with Porsche second and Ford third.
- John Cooper claims "on very good authority" that Mercedes is anticipating a racing comback in the three-liter formula.
- Ford denies its Indy engine has gone up in price to $30,000 and further denies the persistent rumor that it is trying to pull back all privately owned Indy engines . . . meanwhile, Chrysler's four-cammer was sighted by a sober source who maintains the engine was developed in Germany to avoid premature publicity and has a roller bearing crankshaft. Its size? Three liters.

Hill 2nd: British

By Bill Gavin
CP International Editor

SILVERSTONE, ENG. — Jimmy Clark came as close to losing a major race as he has all season here July 1.

But coasting through the corners with a dead engine for the last six laps of the British GP didn't prevent Jim Clark from winning his fourth grand epreuve of the year.

Clark had built up a 38-sec. lead over Graham Hill's BRM in the first 60 laps, then had to ease off as the oil pressure of his 4-valve Climax-engined car gradually dropped off to zero in the corners. Too much oil had slid down the 32 valve guides, and despite an increased capacity oil tank, there wasn't a drop to be seen at the end of the race. Clark just did make the flag by shutting the engine off in all but one of the corners and restarting on the clutch when the car was again pointing straight. Even then his lap times dropped only four sec., and he led Graham Hill across the line by 3.2 sec. after a display of pure sang froid and mechanical awareness.

GINTHER SMOKES

From the front row of the grid Ginther smoked into the lead with the Honda, but was a little overanxious at Becketts, and lost time enough for Clark to go ahead on the Hangar straight. Then on the second lap, both Hill's BRM and Surtees in the 12-cyl. Ferrari went by the Honda as the Japanese fuel injection system started giving intermittent delivery. After trail-

(Continued on Page 6)

Stewart 2nd: ..Dutch

By Bill Gavin
CP International Editor

ZANDVOORT, Holland — Jim Clark maintained his 100% record in this year's World Championship series with a win in the 1965 Dutch GP at Zandvoort July 18.

This time it was Jackie Stewart's BRM which followed the Lotus-Climax across the line, only eight secs. behind after 80 laps of the 2.6-mi. circuit which Clark covered at an average of 100.865mph.

Dan Gurney's Brabham was only five secs. behind Stewart while Graham Hill was another half a minute back after covering almost the whole race without a rev-counter. Denis Hulme (Brabham) just scraped home in fifth place ahead of Richie Ginther whose Honda again led during the opening laps, lost four places as Clark, Brabham, Hill and Stewart applied the pressure, and was further delayed by two spins during the course of the race.

GINTHER LEADS

Half a second covered the five fastest qualifiers with Clark and Ginther making the front row alongside pole man Graham Hill, and ahead of Surtees and Gurney. Ginther again out-dragged Clark who was third into Tarzan behind the V12 Honda and Hill's V8 BRM. Ginther's lead lasted less than two laps, then Hill went ahead while Clark was close by in third place with Gurney, Stewart, Spence, Surtees and Hulme following on practically nose-to-tail through the only slow corners on the circuit: Tarzan and the Hunze Rug hairpin. Clark made his bid

(Continued on Page 4)

How Shelby-American Won Title

PARIS — Carroll Shelby's Ford-powered Cobra (as reported in CP July 31) has clinched the 1965 FIA World Manufacturer's Championship.

A victory in grand touring car competition at Reims July 4 by Cobra drivers Bob Bondurant and Jo Schlesser eliminated Ferrari's chances of a fourth consecutive world manufacturer's title and assured Cobra of the first international championship ever won by an American automobile.

Official declaration of the championship must be made by the Federation Internationale de L'-Automobile (FIA) international motor racing sanctioning body headquartered in Paris.

However, FIA championship allows only the total points earned by a manufacturer in its best seven events. With Cobra's triumph at Reims, Ferrari would be unable to accumulate a sufficient best-seven-event point total to depose its American challenger, regardless of its success in three events remaining on the 1965 schedule.

Cobra, with victories at Daytona, Sebring, Monza, Oulton Park, Rossfeld (hillclimb), and Reims, and second-place finishes at Le Mans and Spa, is assured of a best-seven-event total of 90.3 points.

Ferrari, whose best finishes include wins at Le Mans, Spa, and

(Continued on Page 4)

TRIUMPH IN COMPETITION

Clean sweep for Triumph drivers at Kent Nationals, June 27.
D Production: 1st — Pendleton, 2nd — Froines, 3rd — Lynch in TR-4's.
F Production: 1st — Dittemore TR-3 (lapped 2nd place car).
G Production: 1st — Froines, 2nd — Scoville in SPITFIRES.
D Modified: 1st — Gates TR-4A
Guess this won't hurt Triumph sales one little bit!

Competition Department
Standard-Triumph Motor Co. Inc.

CP READERS SAY

First With News of Cobra Win

● My thanks for the tremendous job CP did in the last (July 31) issue.

As you know, CP was the first publication in the world with news of Shelby-American's having won the FIA International Manufacturer's Championship.

D. MAX MUHLEMAN, Director of Public Relations, Shelby-American

We Welcome Your Letters

We welcome your letters to the editor. We must, however, because of space limitations reserve the right to condense them. In some cases, where we receive many letters on the same subject, we will not always print all of the letters.

Old Song

● Tony Boom reports about JAF car club championship events (CP July 17) "entrants will be... all amateurs. No factory-sponsored cars will be allowed."

That sounds like a program that would give the most opportunity to the most participants.

Every gentleman's sport is so divided—SCCA sifts minutae and comes up with about 20 car classes, but overlooks the logical pro/am division.

Statistically most SCCA racers are amateurs unhappily dominated by a few professional experts in sponsored cars.

DAVID DOOLEY
Oklahoma City

Wants Longer Reports

● Why wasn't your report on the Players 200 at Mosport longer? It is after all the third biggest sports car race in North America after Nassau and Riverside.

I would also like to see more coverage of the shorter races in NASCAR and USAC and more coverage of sprint cars.

WAYNE HANNUSCH
Kitchener, Ont.

(Reader: There you have the dilemma. You want more on the small NASCAR and USAC events and sprint car coverage as well as SCCA regionals, nationals and USRRCs, and of course, national opens; also grandes epreuves, grand nationals and championship trail events—but our coverage of Mosport wasn't long enough. Well, you'll be getting more with the new weekly.—ed.)

RDA Replies

● Erika Rhone complains (CP May 22) of being accused by the Racing Driver's Assn. of being a mouthpiece for Westport.

It is her right to complain, it is the RDA's right to expect from Erika an objective search for the facts.

Item: Erika notes "the almost complete absence in RDA ranks of championship caliber drivers." RDA has had far more success with nationally licensed drivers than regionally licensed, members include: Tom O'Brien, Gordon MacKenzie, Tom Flaherty, Will Talmaldge, Doug Revson, Steve McClelland and Bob Hutchins to name a few.

Item: Erika states "the only program they have announced is their members' availability for driver's school instruction." RDA wants to improve driver's schools through organization and efficient planning of instruction. RDA hopes, through its system of small local chapters to function nationally in representing driver's views and ideas.

Item: Erika claims that Bob Grossman never granted permission for his name to be used on an RDA questionnaire. I personally presented the questionnaire for Grossman's and Jim Ryan's approval. Both okayed it without reservation.

Item: Erika stated that a driver was told he couldn't instruct at an SCCA school unless he became a member of RDA. At Lime Rock the NY region had 18 instructors, some members of RDA, some not...

MICHEL BOUCHE
Poughkeepsie, N. Y.

Impressed

● I read CP for the first time this morning, and was sufficiently impressed to subscribe.

Although I have both followed and participated in motor sport for some years, I have never had the opportunity to read your paper, so congratulations on a fine publication.

Please excuse the typing—I am in a hurry to get my first issue and my secretary is sick today.

DAVID MITCHELL
Pittsburgh, Pa.

In Big

● Please send three years of CP—the sooner the better. My husband is an avid fan of CP, and will I ever be in big for ordering this!

MRS. LARRY W. ROGERS
Toledo, Ohio

Come on, Maloney

● Who is Maloney trying to kid? (CP July 3)

Nobody pays attention to spectators until they stop coming through the gates. When they do come, they are regarded as a nuisance and usually aren't provided with decent parking, restroom or refreshment facilities.

It isn't like the old days. Today, racing is dependent on the spectator buck. I don't think the promoters, the course owners, SCCA or even the drivers realize how much they have to court the spectator.

The answer is simple—give people a reason to come out and spectate. Why doesn't SCCA provide some real professional advice to owners and clubs? Why doesn't every imported car dealer have display posters and schedules? Why can't prices on advance sales be more reasonable? Why can't races start on time?

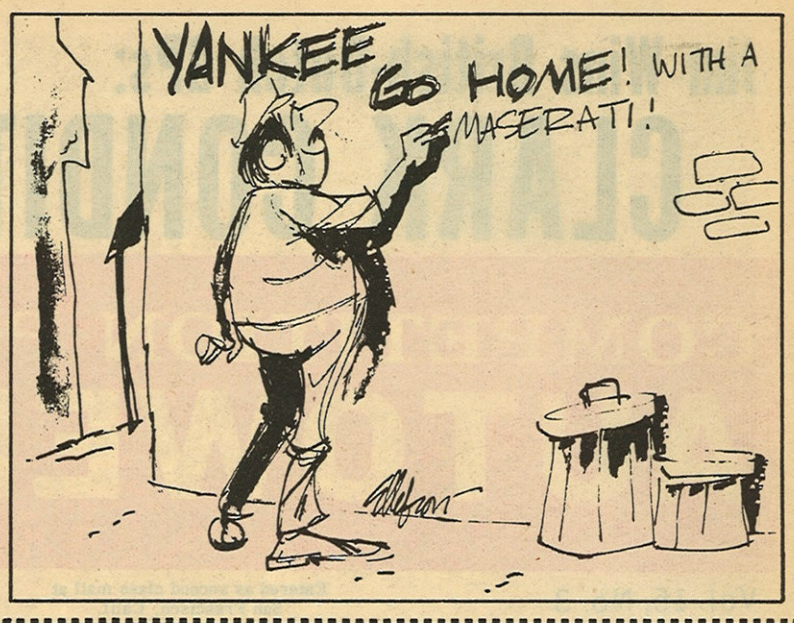
ROBERT A. HEDRICH
Midlothian, Ill.

NASCAR Coverage

● I'd like to congratulate your paper on the recent coverage you've been giving to NASCAR.

Some of the best drivers in the world are competing in late model stock cars, and their races are very fast and interesting to watch. You've gotten to the point where you have about the best and quickest reports on NASCAR available anywhere.

MART QUINN
Sturville, N.C.



BROCKBUSTERS

Ford, GM, M-B in F/1?

With any luck at all, the three-liter F/1 may be the greatest thing since wire wheels.

Up until a few weeks ago, most of the very keen guys were telling you 1966 GP cars are going to be as rare as a 12-meter yacht, but some late rumors have silenced most of the pessimists and now a lot of people are looking for real action come next year.

Most of the optimism is based on the same old stuff; supposition, misconstrued information, the stubborn belief that where there's smoke, there's fire—and a few whacky lies. But neatly woven into all this late word from nowhere, there are a few clues that indicate some terribly important biggies are getting turned on about three-liter GP cars.

Though nobody is prepared to lay any money on the line, speculation about Ford's interest in F/1 can lead you up a lot of interesting streets. First of all, there have been several recent opportunities by Ford racing chief Leo Beebe and Division boss Don Frey to deny direct questions about company activities in this area. Those denials have been left unsaid.

Most of the talk about Ford and F/1 lies in the area of engines and in that, of course, lies their most logical course of action.

Additionally, their old friend, Mr. Colin Chapman and his Lotus Cars Ltd., are in conspicuous need of power for next year. They, in fact, were among a group who recently petitioned the British government for 75,000 pounds to finance the development of another English F/1 engine besides the one which BRM has already announced.

There are guys who don't make a practice of going around saying dumb things, who will tell you General Motors has a three-liter GP engine that right now pumps out 500hp. Conjuring up a substantiating argument is another thing entirely, but an interesting indication of renewed GM competition came to light last week:

At least one GM division will enter at least one automobile competition this summer. And at this moment we are sworn to secrecy but, providing there are no radical changes in plans, it WILL happen. Take this, plus other developments like Chevy's coincidental announcement of a 396 to run in NASCAR and John Gordon's retirement, and...well, nobody can arrest you for just thinking. Remember, GM engineering knows this fellow down in Midland, Tex. who makes pretty good plastic sports cars. And you know he isn't going to be happy trouncing those poor opponents in the USRRC forever.

The wire services have carried recent stories about F/1 activity at Mercedes-Benz, but that's the kind of story—like the Fish carburetor—that AP and UPI bureau chiefs seem to fall for every couple of years.

Nevertheless, there are increasingly strong arguments in favor of Mercedes-Benz taking another crack at GP racing.

First of all, they will introduce a new line of sedans to replace the 220 series at the Frankfurt show. Called the 250, these machines are the company's white hope for turning back the tide of Opel Admirals and Diplomats and Ford Taunuses that have cut into domestic sales so deeply. Needless to say, Taunus is spelled Ford and the initials for Opel are GM. If Mercedes-Benz could supplement the impact of its new 250 series with a great bash of victories in F/1, the sales picture might improve.

As it stands right now, the chance of seeing a GP Mercedes-Benz are probably slightly less than seeing one from Ford (or at least a Ford engine) and appreciably better than seeing one from General Motors. But if Ford does go racing, several Mercedes-Benz officials are already on record as saying that might be enough to get them back in action.

On the Cover

Above: with wins in the British and Dutch GPs, Jimmy Clark has virtually sewed up the '65 driver's title. (Bill Gavin photo) Below: the amazing Wood brothers help Marvin Panch to a win in the Grand National at Watkins Glen July 18. (Wally Huskonen photo)

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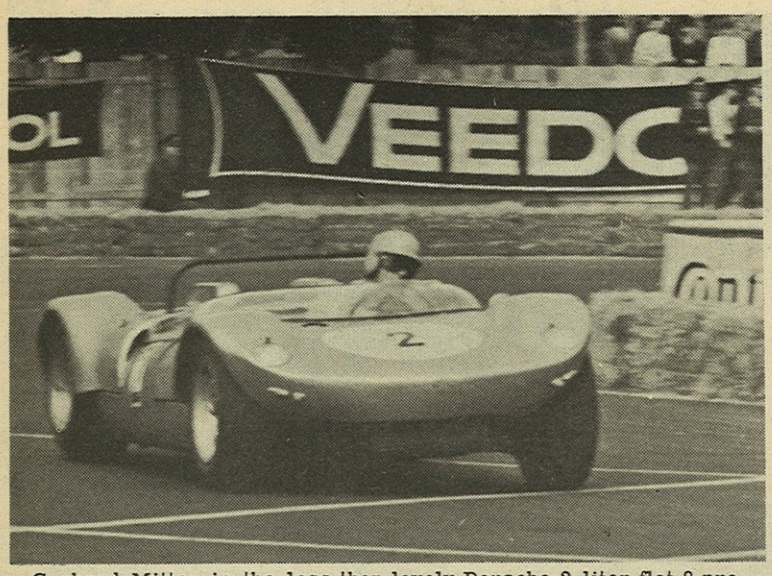
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Gerhard Mitter in the less than lovely Porsche 2-liter flat 8 prototype won going away at Norisring. (Erich Glavitza photo)

Mitter Scores at Norisring

By Erich Glavitza

NORISRING, Germany—Gerhard Mitter scored another win for the new 8-cyl. Porsche roadster with a wire-to-wire win at the Norisring feature for prototypes to 2-liters July 4.

Mitter's win was accompanied at midpoint by a symphony of wrenching polyester, as Chris Williams spun his Lotus in the esses and was joined in sufficiently close company to lose a shopful of body panels by Fischhaber's Lotus-BMW, Herrmann's Abarth and Sepp Greger's Elva-Porsche.

Fischhaber survived to take third behind Charles-pilloz' Elva-Cosworth.

Hans Herrmann gave it a go in the 2-liter GT race in an effort to salvage Abarth honor, but the works Porsche of Gunther Klass took the win ahead of the Abarth driver and Udo Schutz in a Carrera GTS (ex-904).

Abarth had a small measure of revenge in the small bore GT race with an easy win, Neerpasch's Elan nailed the coffin on the Carreras in the 1600cc race, and Vic Elford's Roy Winkelmann Lotus Cortina put down a fine sedan field to take the opener before 35,000 spectators.

Pike Pips Peers, Piers Pops Pike

By Bill Gavin

LONDON, Eng.—Roy Pike of Oakland, Calif. was on his best form for Silverstone's F/3 supporting event July 10.

After lapping in the fantastic time of 1:40.4 during practice, he led from start to finish in the 20-lap race to record another victory on the Chequered Flag's Brabham-Cosworth.

Tommy Hitchcock was slow away at the start and was just closing in on Gethin and Cole who were disputing second place when his Brabham ran wide on the 130mph Woodcote corner. The Brabham spun as it hit the grass verge, and crashed into the pit wall. New Yorker Hitchcock was unhurt.

The following day Pike's main rival for F/3 supremacy, English brewery heir Piers Courage, won the Rouen F/3 event from the Frenchman Beltoise (Matra-Cosworth) and South African Trevor Blokdyk who drove a Brabham-Cosworth similar to Courage's.

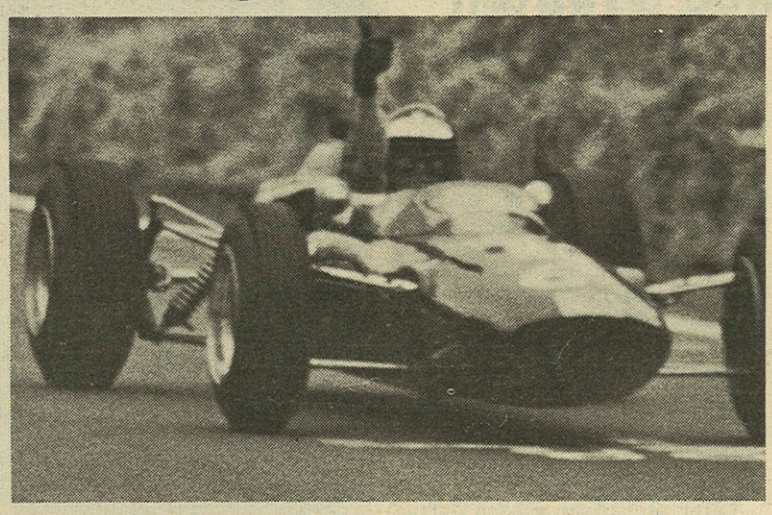
FBI Seeks Help

WASHINGTON, D.C.—Race officials are being asked by the FBI to take a peek under the helmets of their driver entries.

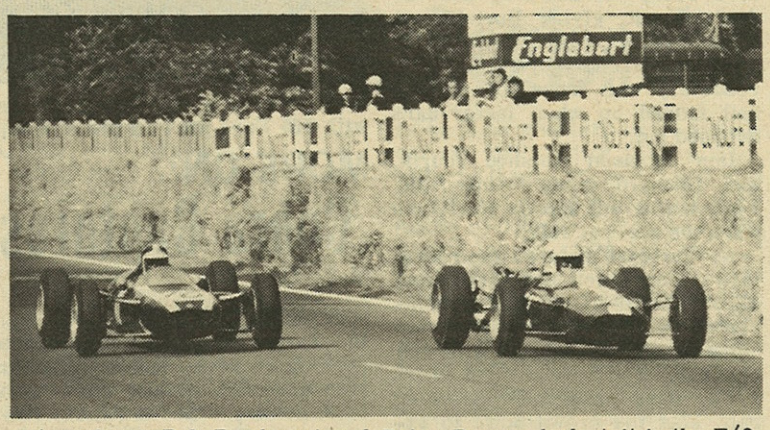
A Federal warrant has been issued for the arrest of Arthur Lawrence Love who races cars under the name of Robert Brooks, Brooks Robert, Orville Frank and Orville A. Frank. Love is wanted for unlawful flight to avoid prosecution and obtaining money under false pretenses.

He is described as white, 37 yrs. old, approximately 6'2", 183 pounds with brown hair and brown eyes. Any information about this person should be reported to the nearest FBI office.

Clark Cops 2 in 2 Days, Wins Rouen



What's-his-name wins again at Rouen. (Bill Gavin photo)



Americans Bob Bondurant and Peter Revson had at it in the F/2 race at Rouen won by Jimmy Clark. (Bill Gavin photo)

By Bill Gavin

ROUEN, France—Clark & Co. left Silverstone after winning the British GP with police escort, and headed for Luton airport and a quick hop by Chapman Airlines to Rouen for the following day's (July 11) F/2 feature.

And again the finishing order was Clark and Hill, with Brabham this time in third place.

The opening laps saw the Winkelmann Brabham-Cosworths of Jochen Rindt and Alan Rees again challenging Clark on his Ron Harris/Team Lotus Cosworth engined 35. But on this difficult 4-mi. circuit, Clark was able to pull away from Rindt once Rees had retired with a broken rubber U-joint. Then Graham Hill and Brabham came through to challenge Rindt whose engine succumbed, leaving Brabham in his Cosworth engined car without his tow. Whereupon Graham Hill drove the Coombs Brabham-BRM to a safe second.

Mike Beckwith (Brabham-Cosworth) and Frank Gardner (Lola-BRM) were fourth and fifth, a lap behind the winner, while sixth was Frenchman Eric Offenstadt (Cooper-BRM) two laps behind.

The finish was an anticlimax for all but Clark and especially both Tyrell Cooper-BRMs driven by Jackie Stewart and Bob Bondurant who went out when their engines lost oil pressure. Brabham did not even practice his Honda-engined car, which continues to be afflicted by fuel injection problems.

Rossfeld Falls to Mitter's Prototype Porsche

By Erich Glavitza

ROSSFELD, Germany—Everybody was off at the Nurburgring June 27 for a 6-hour but Bob Bondurant, who nailed down a GT over 2-liter win at the Rossfeld hillclimb for Shelby-American which put them close enough to the manufacturer's championship to win it the following weekend at Reims.

Gerhard Mitter was at Rossfeld, too, and his 2-liter flat 6 Porsche proto took the overall win demolishing the record set by the late Edi Barth by eight full secs, and was only 6-sec. slower in the rain-drenched second heat.

Mitter and Toni Fischhaber (Elva-Porsche flat 8) are the official Porsche works drivers and European hillclimb championships, and they have been having their problems with the Abarth team of Hans Herrmann and the Italian Leo Cella.

But it was the Swiss, Herbert Mueller who surprised at Rossfeld, sailing up the hill twice in the dry in his GT Porsche to take a second overall behind Mitter and defeat both the number two Porsche works driver and the whole Abarth team.

Picko Troberg Wins Monza Lottery F/3

By D. O. Cozzi

MONZA, Italy—The F/3 Lottery GP at Monza is the most important race for that formula on the Italian calendar, and especially this year as the result of an absolutely all-star entry.

The "names" were at Monza June 27, as well as the cars, and the lap times showed it.

With South African Trevor Blokdyk winning the first heat, and Piers Courage the second, the scene was set for one of the most hotly contested and evenly matched motor races seen at Monza in years.

The first five cars finished the race within .9 sec. of each other, with the Swede Picko Troberg (Brabham-Cosworth) taking the win. John Cardwell was second, Piers Courage third, fourth was Jonathan Williams.

On lap 13, David Rees and Jacques Bernusset were involved in a collision at the Parabolica curve with Bernusset being seriously injured when the unbraced roll structure on his Cooper collapsed.

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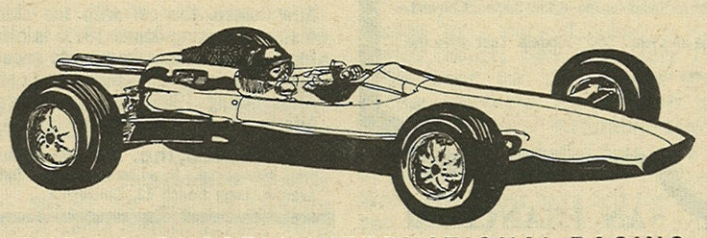
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MORE ON:

A.J. Foyt Takes Trenton

(Continued from Page 1)

hurt. In the first, and before the race had even started, Ralph Ligouri hit the wall with his Offenhauser-roadster on one of the warm-up laps the entire field was taking behind the pace car.

The other happened about the halfway mark when Lloyd Ruby lost a wheel on his rear-engined car and hit the wall. The entire right side of the racer was demolished, but Ruby was unscathed.

Foyt was so far ahead during the majority of the race that the real competition was for second place. During the early stages of the race this was a dice between McElreath, Jim Hurtubise, and Joe Leonard in the Shelby-All American Racers Lotus-Ford. McElreath drove a rear-engined Offy and Hurtubise was at the wheel of a Ford-powered Halibrand Shrike.

Hurtubise qualified in 16th place but by the 20th lap had moved up to fourth. Taking a high groove he passed Leonard, and then went after McElreath getting him on the outside too. Leonard was passed as he spun when a roadster he was passing shut the gate on him. Hurtubise also spun twice during the race, but managed to keep his engine going both times.

Later McElreath passed Hurtubise back, but not long after he dropped out, giving Hurtubise a second place at race's end. Third went to veteran Bobby Grimm (Offy roadster) who drove consistently and moved up when faster cars dropped out.

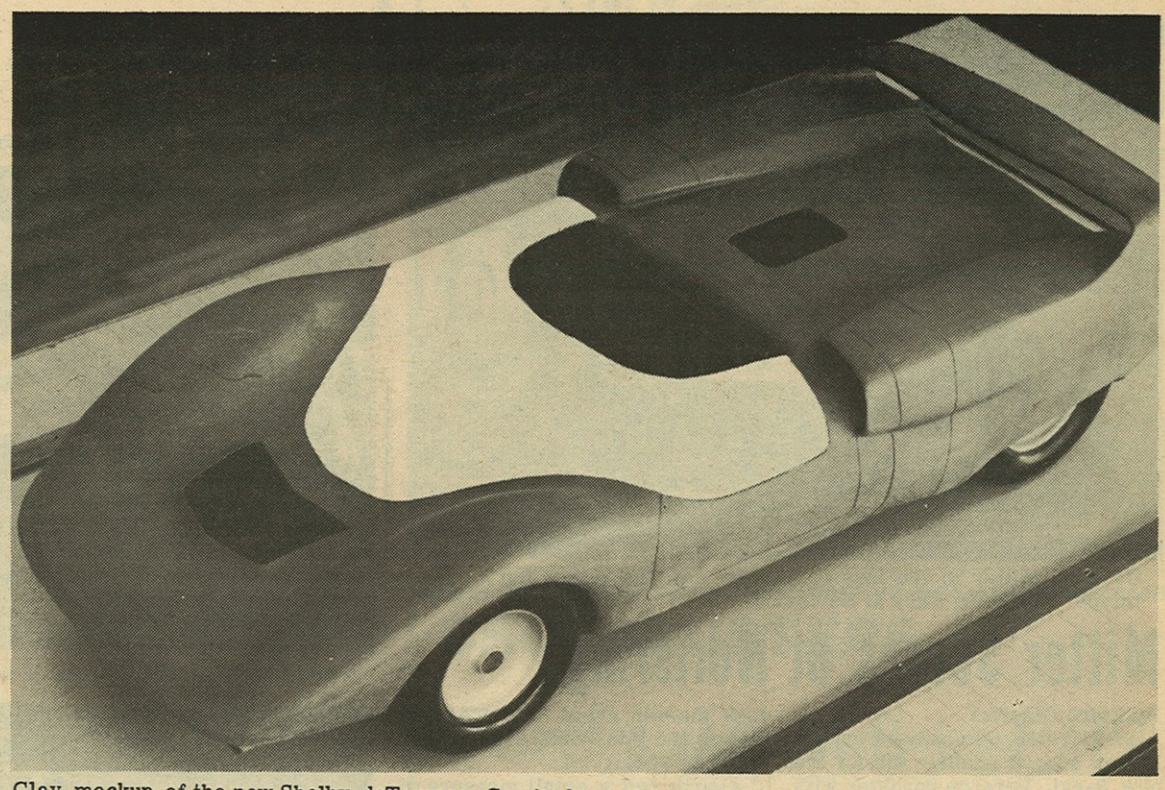
Don Branson finished fourth, and Leonard came home fifth. Foyt had a full lap on Hurtubise when the checker fell.

As the cars entered their final laps rain, which had threatened all day, began to fall. As Foyt completed his 150th lap, the yellow was being displayed along with the checker.

The dark skies and threat of rain kept the crowd down to exactly one half of the 28,000 who witnessed last July's race. Foyt won almost $7,000 of the $27,368 purse—a figure which included accessory money.

The first six of the finishers were on Goodyear tires.

See Subscription Offer
On Back Cover



Clay mockup of the new Shelby-deTomaso. Car is due in Los Angeles in early August, and will be fitted with 325 Ford for Fall pro series.

MORE ON:

Cobra Captures Manufacturer Championship Title

(Continued from Page 1)

the Targa Florio, a second place at Oulton Park, and a third at Monza, could total no more than 84.3 points, even assuming victories at Coppa di Enna, Sicily, Aug. 15, the Swiss Hillclimb Aug. 29 and Bridgehampton, N.Y., Sept. 19.

Shelby, retired three-time national sports car driving champion said, "I don't believe anything in my own racing career, even winning at Le Mans, has been more gratifying than winning this championship.

2/28 Daytona Continental, (Schlesser/Keck), Cobra 1st - 14.4 pts, Ferrari 4th - 4.8 pts.
3/27 Sebring 12 Hours, (Schlesser/Bondurant), Cobra 1st - 14.4 points, Ferrari - DNF.
4/25 1,000 Km. of Monza, (Bondurant/Grant), Cobra 1st - 11.7 pts, Ferrari 3rd - 5.2 pts.
5/1 Tourist Trophy, (Sir John Whitmore), Cobra 1st - 11.7 pts, Ferrari 2nd - 7.8 pts.
5/9 Targa Florio, Cobra - no entry, Ferrari 1st - 14.4 pts.
5/16 Spa Grand Prix, (Bob Bondurant), Cobra 2nd - 7.8 pts, Ferrari 1st - 11.7 pts.
5/23 1,000 Km Nurburgring, (Bondurant/Neerpasch), Cobra 1st - 14.4 pts, Ferrari 4th - 4.8 pts.
6/13 Rossfeld Hillclimb, (Bob Bondurant) Cobra 1st - 9.0 pts, Ferrari - DNF.
6/1 Le Mans 24 Hours, (Sears/Thompson), Cobra 2nd - 12.0, Ferrari 1st - 18.0.
7/4 12 Hours of Reims, (Bondurant/Schlesser), Cobra 1st - 14.4, Ferrari - DNF.

NOTE: Under FIA scoring system, only the six best race finishes and single best hillclimb finish may count toward a manufacturer's official point total. Thus, the total of these best seven events - not the running total of points from all events entered - comprises the basis of the championship.

MORE ON:

Meyer-Drake Split

(Continued from Page 1)

agined that you could turn a 4 3/8 in. stroke to 7500rpm?"

What is Drake building to meet the Ford challenge in '66?

"Well, we have two engines we're working on—both of course are basically the old 255, but one is down to 183 cu.in. (the 1966 international 3-liter limit) and that one will be supercharged, and the other is the regular old engine that we're making a lot of improvements on."

Will Dale Drake be at Indy next year?

"We will if we can get any buyers."

And buyers shouldn't be hard to come by with Drake and designer Leo Goossen's great reputation and the price of the Offy "somewhat higher than this year ($10,000) but we don't know how much yet," compared to the rumored new cost of the Indy Ford—$30,000.

Regional Inaugurates Bryar

By Cameron Dewar

LOUDON, N.H.—Make no mistake about it, New England truly has a new motor racing plant—Bryar Motorsport Park in the peaceful little town of Loudon, New Hampshire, and it's all ready finished for any sports car enthusiast to see.

Some motorcyclists from California recently gave the spot some advance billing when "Hell's Angels" roared in and tore up Laconia, 20 mi. away after the track opened to the cyclists.

Sports car enthusiasts have rarely shown such tendency to violence, especially in New England.

BMP (as it will be designated) is unique among courses. Spectators look up at the course outside of the front straight, instead (as in most courses) of down into a hollow.

The 1.6-mi. course, 80 mi. from Boston, winds its way up the face of a broad hill, along the top ridge and down again like a whiplash with the spectator looking upward in action, the whole forming a natural amphitheater. Almost 90 per cent of the course can be seen from any point.

Conceived originally for motorcycle racing, it was deemed adequate for sports cars by SCCA officials and included in the schedule for the 1965 schedule to supplement Lime Rock and Thompson. Its builder, Keith Bryar, is an active sportsman and world championship sled dog racer.

Racing action is controlled from a central tower building (adjacent to the starting grid) housing press, radio and television facilities as well as offices.

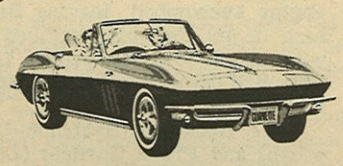
Cordts' 396 Wins Harewood Regional

By Rich Clee
CP Regional Editor

HAREWOOD, Ont.—John Cordts, down from far North Bay, led wire-to-wire in his 396 cu.in. Corvette to win the London A.S.C. Mid-Summer Trophy races here July 10.

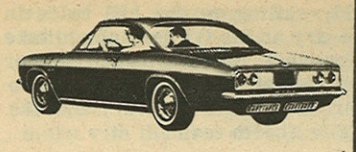
Cordts' victory was eased when Eitel Maier's Lotus 23B broke a cam three laps from the end losing second place to Eppie Wietzes' GT350 Mustang in the final tour.

In a secondary dice Dave Billes, returning after a two-year layoff, ran out of brakes with his 396 Corvette while overhauling Al Pease's Alfa-Romeo GTZ, causing minor damage to both cars.



CORVETTE

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



CORSA

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

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Alfa Romeo, the car with the oldest history in racing (since 1911) is offering a spanking new program to encourage enthusiasts who would like to race Alfas during 1965. See your nearest Alfa Romeo dealer or write:

alfa romeo, inc. 231 Johnson Avenue, Newark 8, New Jersey; 1700 Daisy Avenue, Long Beach 13, California.

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1. Real performance from Quantum's Formula "S" Kit: Top speed 112 MPH; Lime Rock lap time 1:07!
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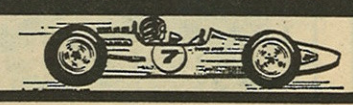
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UNITED STATES ROAD RACING CHAMPIONSHIP
AUGUST 28-29

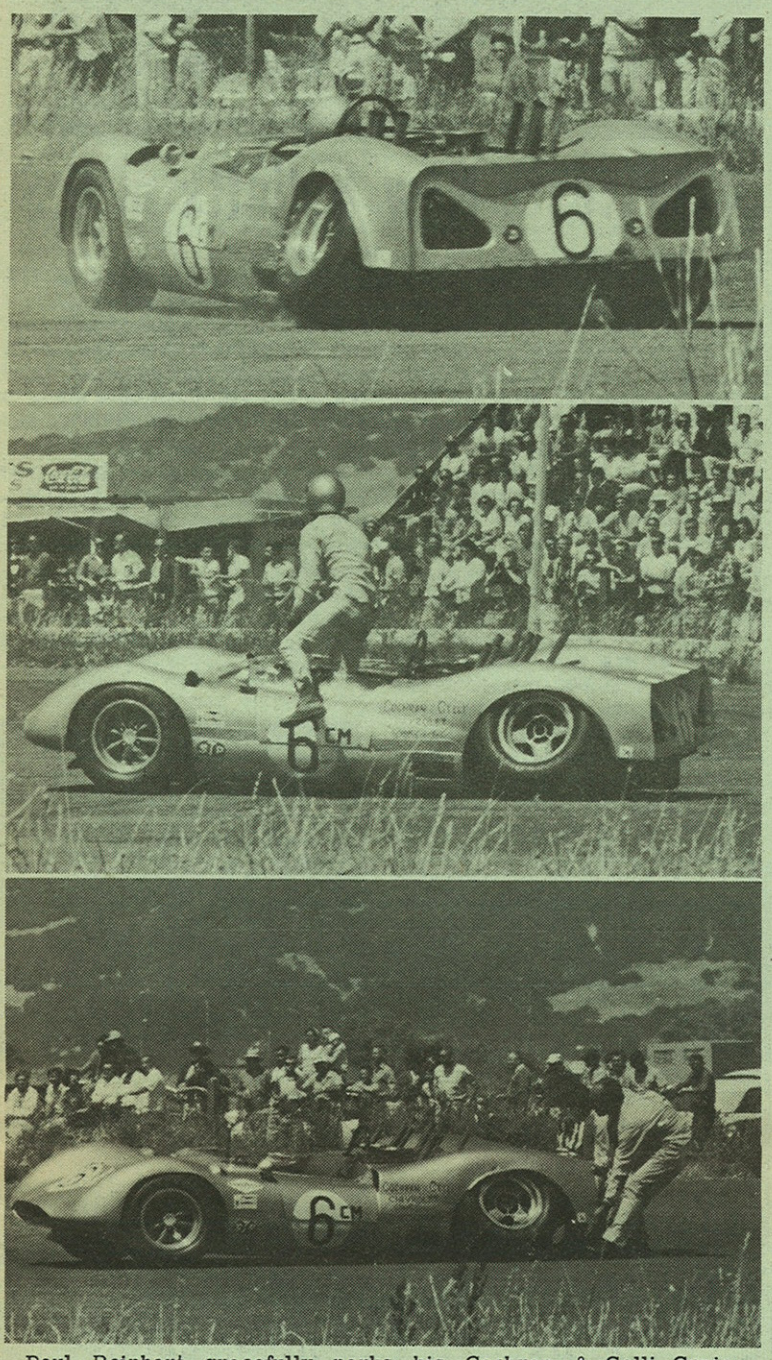


LEXINGTON, O.

CP Sponsors Championship:

WEST COAST REGIONAL RUNOFFS SET

WESTERN EDITION
COMPETITION PRESS & AUTOWEEK
August 14, 1965 PAGE W-A



Paul Reinhart gracefully parks his Cochran & Celli Genie-Chevrolet after losing his rear suspension in turn one at Cotati. Previously-parked Harry Banta and turn marshal Ray Van Eck help Reinhart tow the Genie out of the line of fire.
(Duke Manor photos)

Thomas, Scoville Swap Wins at OIR Regional

By Bill Sendelback
CP Regional Editor

EUGENE, Ore. — Joint Oregon and northwest regions points leader L. C. Thomas increased his already sizable points lead and his overwhelming Fp lead July 18 at the Oregon regionals on the Oregon International Raceways circuit.

But he first had to shake Gary Blodgett's Datsun and then outlapped a determined and almost successful challenge by Jack Scoville in his Spitfire.

In easily the best contest of the day, Thomas grabbed the lead early in the battle with Blodgett a close second and leading briefly. Scoville in third took only a few laps to get by the Datsun and then took sights on Thomas. When he finally caught the Fp champion, the lead changed hands six times before the last lap with Thomas holding a lead of a few yards. Thomas wrapped it up for good on the last series of turns before the finish when Scoville bobbled giving Thomas some breathing room as he took the checker.

There was no one to play with Pierre Phillips and his Lotus 23

(Continued on page W-F)

Reilly's 29-Sec Error Tops Paso Rally Field

By Cam Warren
CP Regional Editor

MODESTO, Calif. — Serious ralliests call it the "best event in California," and the 10th annual running of the Paso de las Sierras July 10-11 lived up to its reputation.

One hundred fifty six cars from as far distant as Spokane were waved off at half-minute intervals from the starting line in Modesto early Saturday morning.

Two days, 400-mi, and 117 speed changes later, the Volvo of Frank and Marge Reilly from the South Bay FCCA was declared the winner.

The Reillys, running in the Expert class, had a total error of 29. sec. for the entire run, an average of less than three seconds at each of the 10 check points. Mary and John Clever of San Jose were next, with a 30-sec. error, followed by the Burklins of La Mirada (Volvo mounted) with 31. It was one of the tightest finishes seen in the 10-year history of the event.

The Clevers managed their second place win in a Porsche roadster already well past the 100,000-mi. mark, and navigated with relatively crude equipment.

The course, the result of over six month's labor by Rallymaster Bob Hubbard and a hard-working crew from the Modesto 99'ers, was excellent. The Cortina crew of Dick Hughes and Capt. Tommy Thomas, fresh from a second place in the Ponderosa Sweepstakes the week before, pronounced the Paso route as "first class in every respect."

Operating under their own simplified rules, the 99'ers managed to keep nearly everyone on course, and approximately on time. Speed-change points were clearly defined, and signs easily spotted.

Added attractions included two grandmotherly types who hot-shoed it through the hills in their new Triumph TR4A, showing the way to a couple of young go-go girls in a Corvette. And the Los Angeles competitor who had his car stolen on the way to Modesto, returned home for a venerable Airflow Chrysler, and ran the event in that.

The most enthusiastic couple must surely be Jan and Charlie Davis of Santa Barbara. They were married on the Paso Rally five years ago, and each year celebrate their anniversary as regular contestants.

Bart's Brabham Records Win

By Pierre-Marc Plassart

COTATI, Calif. — Bart Martin's final shakedown of his new Brabham-Ford warmed the hearts of the largest crowd ever at Cotati Raceways as he took a sizzling win in the feature at the regionals here July 18.

Martin averaged 81.5mph in covering 41.8-mi. of the race in 30 min., and in the process he smashed Dave Ridenour's Genie-Comet-held record by a full 2.8 sec.

The Hayward, Calif. star avenged an earlier loss in the Stockton nationals by defeating Paul Reinhart in the ex-Rodriguez team Genie, taking the lead from him in the second lap, and coasting to the win when Reinhart's rear suspension collapsed on lap 10.

Martin, who cured the overheating problems of the Brabham by putting ice cubes in the front of his radiator, was followed home by Cobra team driver Ed Leslie in the Dm ARRC winning Webster spcl. Leslie's placing was all the more remarkable because he had had to cope with a throttle stuck full-on since lap five.

Earlier in the day, Martin watched while his crew chief, Bub Erlich took an overall win in the race for small prod cars in his antique TR3. The car, penalized by an extra several hundred pounds in body putty and lead, had been driven last to a second overall by Martin two months before. But this day it was Erlich who won overall, beating Vic Tandy's TR3 and Gp winner Bruce Brown's Sprite.

This most successful regional race in recent memory saw the

(Continued on page W-E)

Little Cousin Stings 'Ray in Salt Lake

By Bill Aiman

SALT LAKE CITY, Utah — Sting Rays can be had by their smaller cousins.

At least in Utah and at least in non-racing speed events. Lynn Butler's '59 283 Corvette took class A here June 26 with a convincing win over Phil Weider's '63 FI Sting Ray to prove the point in the first annual gymkhana at Cottonwood Mall.

But it was John Evans in a Fiat engined Lotus 18 who took TTOD.

Meanwhile, Laurie Leva won C in his purple and white Porsche, and Mike Beeny took the class B trophy in his S7 beating out John Hall's Turner-Climax for the win and second overall.

Currys Win Texas Divisional Rally

By Mary Ann Chapman

NEW BRAUNFELS, Tex. — Sammy and Rick Curry retained their first day's lead by adding only 14 points to their score on Sunday to win the El Paisano Divisional rally July 17-18.

Placing second overall in mechanical class were Tink and Clyde Durbin, a Dallas Father and son team. Roger Gibson, Bill Lundgren won non-mechanical, followed by Don Dean and Dennis Frank, who are better known around race tracks than on rally roads.

Jo and Byron Mackey had overall low score of 9.1 Sunday, making them third mechanical. Mark and Marion Moll received the best novice award.

With this win, Smith and Curry took the lead in the mechanical class for the Southwest division SCCA rally championship. Gene and Ann Mobley, who organize the events gained workers' points to retain their lead in the non-mechanical class.

The route of the two half-day events covered the central Texas hill country and included a rest stop at the LBJ ranch.

SAN FRANCISCO — Regional competitors have finally been given a championship event to rival the national runoffs and the USRRC series.

On the west coast at least.

Nov. 6-7 has been set as the date for the Pacific Coast Regional Championship race points leaders in the eight sub-divisions that make up the SCCA's pacific division: Northwest, Oregon, San Francisco, Cal Club, San Diego, Utah, Arizona and Arizona Border.

The championships, co-sponsored by the San Francisco Region SCCA and Competition Press and Autoweek, will bring the top five competitors in each region together for a head-to-head battle.

With the west coast taking the lion's share of the finals last year at Riverside, a runoff within the division has already been termed "almost the equivalent of a national championship."

Participating regions have been allocating points according to their own scoring systems, with no restrictions or recommendations from outside to penalize the fast driver who is unable to compete in every regional race of the year.

Regional representatives, therefore, are expected to include many USRRC drivers as well as cars, drivers and teams which have concentrated at least a part of their efforts on the national trail.

With a system of points scoring in the final stages of preparation for the runoffs, it has been announced that an overall winning region will be determined in November, as well as individual champions.

West Coast manufacturers, constructors, suppliers and dealers have already expressed enthusiasm for the championships and will be represented at the November race.

Information is available from the regional executives of the Pacific division regions as well as from the public relations firm of Finefrock, Goebel and Smith, Inc., 15 Boardman place, San Francisco, Calif. 94103.

Stirling Moss Called by GM in Corvair Suit

By Ed Dunckelmann

SAN JOSE, Calif. — Stirling Moss played to a packed house in superior court, San Jose July 16.

On hand for the former star racing driver's debut were top General Motors officials, attorneys, doctors, racing fans, and 12 bewildered jurors who by the time Moss left, must have felt that they had suddenly been whisked into the pages of Alice in Wonderland.

Moss was on hand to testify as an expert witness for the defense in a $400,000 damage suit against GM involving a 1962 accident which the plaintiff maintained was caused by a "defective design" of the 1960 Corvair which made the car "inherently unstable."

The suit was brought by Mrs. Doreen F. Collins, for damages for the death of her seven-year-old daughter, Lorraine, major injuries to herself and minor injuries to her three sons incurred in a 1960 Corvair-truck accident on September 13, 1962.

Mrs. Collins maintains that she was driving her fiancee's car on the highway when it "fishtailed" three times, went out of control and hit a truck head-on.

Moss spent a day and a half

(Continued on page W-F)

COMPETITION PRESS & AUTOWEEK
WESTERN EDITION

CP READERS SAY

Choice: Amalgamate or Separate

● I too would like to ask for unity and cooperation in the Northwest.

No one is suffering more than the spectator who has to watch half a race field because the other half is off racing somewhere else.

If it's impossible to amalgamate, let's at least have single race meets for both organizations.

JOHN POLK
Vancouver, B.C.

Complaint

● I have a complaint, not against CP really, but all sportswriters and broadcasters who report racing.

"Everybody" knows that when several classes are combined in one race, each car is still competing only in its own class. How could it be otherwise?

During the race, in the midst of all the confusion the announcer on the PA can perhaps be pardoned for not keeping up-to-the-second on the class leaders, but after the event those who write the race story have no such excuse.

Cars and drivers in the lesser included classes do not, to all intents and purposes, exist in the press.

Minority classes arise — this is rank discrimination!

DON CHEESMAN, Director
Formula Vee International

We Want Your Letters

We welcome your letters to the editor. We must, however, because of space limitations reserve the right to condense them. In some cases, where we receive many letters on the same subject, we will not always print all of the letters.

Liberate Drivers

● SCCA should approve EVERY ICNSCC race providing only that the races comply with insurance, safety and procedure standards, and that there is no SCCA race on the same weekend to directly conflict.

Each driver should be free to decide when and where and with whom he wants to race without fear of suspension of license.

The SCCA v ICNSCC battle is not dissimilar to the NASCAR-USAC and NCAA-AAU feuds — in all cases more damage is done to the sport than good.

Let the driver run where and when he wants to.

BRUCE NELSON
Portland Ore.

Aug 15 USRRC CDR's Biggest Race in 1965

By Jerry Van Dyke

DENVER, Colo. — After a two-year absence, big time road racing returns to Colorado August 15 when a United States Road Racing Championship event will be held at Continental Divide Raceways.

The USRRC will serve as the major auto racing event in the Rockies this year, as floods and tornadoes in mid-June forced the cancellation of the USAC late model stock car race scheduled for CDR June 27.

The multi-purpose CDR racing plant was left undamaged by water but was a little windblown. All damage has been repaired and the nationally famous racing facility is in better-than-ever shape.

The biggest point of conversation in local racing circles is the first appearance in this area of the automatic transmission Chaparrals driven by Jim Hall and Hap Sharp. It will be the second time at CDR this year for Sharp, who won the first annual Colorado GP May 16. The fast driving Texan won the 100-mi. formula race in 1 hr, 14 min. putting his Cooper-Climax across the finish line with less than a second lead over second place finisher Earl Jones.

Earlier that day Sharp set the current one lap record for the 2.8-mi. track taking the 10-turn course in 2 min., 4.1 sec.

Best local USRRC competition is expected to come from Denver attorney Bud Morley in his Elva. Morley already has earned a total of 6 points in USRRC races this year.

Additional drivers expected are George Follmer, USRRC points leader in his Lotus Porsche, Gerry Bruihl, Mike Hall, Chuck Dietrich, Don Wester and Skip Scott.

Saab Will Enter NW Market

NEW HAVEN, Conn. — Swedish-made Saab cars will be introduced in Oregon, Washington and Western Idaho during this summer and fall, according to Ralph T. Millet, president of Saab's U.S. distributors.

"We are following a policy set down when Saabs were first introduced in the United States in 1956," Millet said, "a policy calling for gradual development of the various parts of the country, so that we will never be without an adequate and nearby supply of spare parts, service or cars."

The front-wheel-drive Saabs are powered by a three-cyl., two-cycle engine, which offers mileage up to 34 mpg and in its standard version gives a top speed of over 80 mph.

Three regular Saab models will be available: The five-seater Saab sedan with a 44hp engine; the Saab 95 station wagon; and the high performance Saab Monte Carlo 850 sports sedan with a 60hp engine.

Philco Announces TV Sets for Cars

DEARBORN, Mich. — A nine-in. Philco portable TV set, adapted for use in automobiles, goes on sale at Ford and Lincoln-Mercury dealerships across the country next month.

The all-transistorized set has a 12-volt DC cord which can be plugged into either the car cigarette lighter or a portable battery pack.

A separate car antenna to improve fringe-area reception, and a bracket for attaching the set to the back of the front seat, are available at additional cost.

Suggested retail price is $169.95.

New Clutch

MEDINA, Ohio — R. C. Industries claims to have achieved a new plateau of clutch plate efficiency for extremely high powered dragsters and all other competition automobiles, according to a product report on their new clutch.

Representing what is thought to be an entirely new concept in the link between power plant and rear wheels, this new clutch plate was developed by R.C. in actual competition. Recognizing that clutch plate failure has eliminated many serious contenders from top ranking, R.C. set their R and D staff to finding the answer.

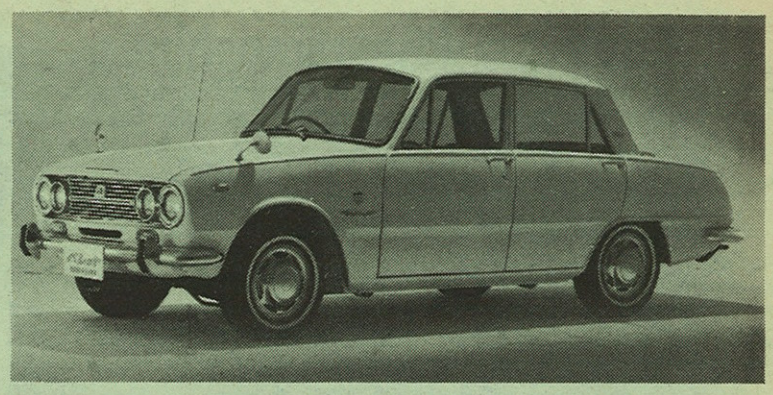
The result is a breakthrough in the field of clutch plate design. The new multiple face configuration has not only accomplished a far higher degree of heat dissipation, but has completely eliminated warpage through stress relief.

Hall Enters For Candlestick Race

SAN FRANCISCO — Jim Hall of Midland, Tex. has entered the San Francisco Candlestick nationals August 7-8.

Hall is current reigning USRRC champion, winning the title in his Chevrolet-powered Chaparral with automatic transmission.

To date, in 1965, Hall has won the 12-Hour Sebring endurance race in Florida, and four of the last five USRRCs at Riverside, Laguna Seca, Bridgehampton and Watkins Glen. Last month Hall was victorious at the Road America Races in Elkhart Lake, Wisc. Hall's Chaparral won last fall's Riverside and Monterey Grand Prix races.



Isuzu Tests New Belletts in U.S.

By Maggie Thomas

LOS ANGELES — Three Japanese Isuzu Bellett sedans, two for road tests and one set up for racing, have arrived on the west coast as part of the company's pre-marketing research program. The race car arrived late in June, the road cars were unloaded in Los Angeles, July 10.

Keith Swisher, an American with the Isuzu research department, is in charge of the west coast program. He will drive the racing car in selected events over a two-month period.

A team of four Japanese mechanic-drivers will take the road cars on a 30,000-mi. itinerary starting in southern California and traveling to Denver and Seattle. Swisher said the trip has been planned to subject the cars to every kind of road and traffic condition possible in the United States. Experiments will be made with different combinations of carburetion, transmissions, differentials, etc., during the trip.

The Isuzu company provided 98% of Japan's diesel-powered light vehicles in 1963 — 50% of the trucks and 37% of the busses. The export program was started about three years ago with most cars going to Australia, Canada, Finland and Sweden.

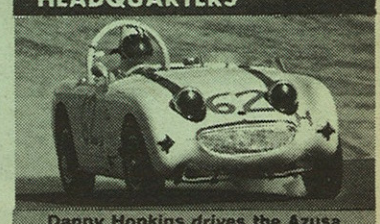
The Belletts are front-engined 1500cc cars of good, but not striking appearance. The overhead valve power plant drives the rear wheels. The car features four-wheel independent suspension and a four-speed gearbox. The company has a handsome GT model in production, but not yet on the market.

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WESTERN EDITION

SoCal Rally Wrapup:

The New Look in Rallying

By Ron Hickman

LOS ANGELES, Calif. — CAR's California V, with 85 cars in competition, was the premier event in the early July SoCal Rally activity. This event, which traversed the San Gabriel Valley exemplified the new look in southern California rallies, fun for everyone. The course was interesting, the speeds were fast enough for the driver to find some challenge, and the speed changes were frequent enough to keep navigators' slide rules humming.

A full weekend of social activities followed, including a concours d'elegance with 25 brave souls who cleaned up their cars in the Palm Springs heat after the rally, a cocktail party, then an awards dinner, courtesy of the sponsors.

The winners:

CAR "CALIFORNIAN V"

EXPERT: 1 - Rebell/Bunney, SDSCC, Mustang, .13 min. error; 2 - Tone/Tone, FLIRT, Mustang, .23; 3 - Grevemeyer/Aperlo, Coronado SCC, .34 min.

NOVICE: 1 - Hill/Hill, MG, Litre Bugs, .86; 2 - Pardee/Pardee, LMSCC, Mustang, 1.18; 3 - Clark/Clark, FLIRT, Alpine, 1.22 min.

SOP: 1 - Giffen/Giffen, NAASCC, Porsche, 1.32; 2 - Dickman/Dickman, Rally Fandicks, VW, 1.49; 3 - Mikulay/Larrabee, FLIRT, 1.56 min.

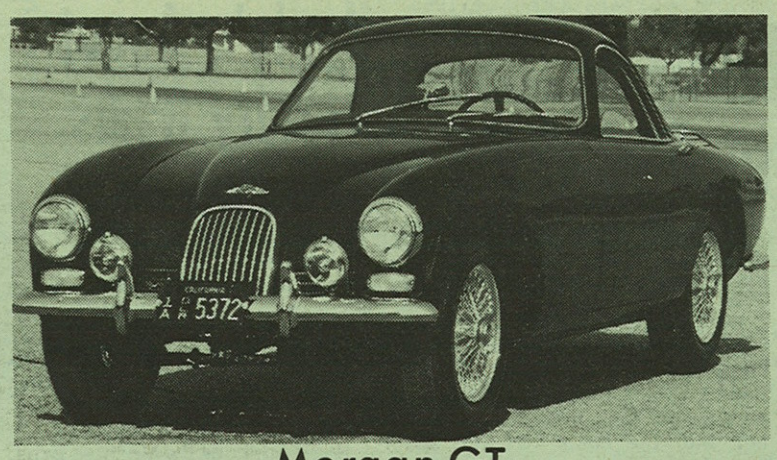
HUGHES SCC "CONFUSION I"

Eighty-three miles to a picnic. That's what Hughes rally did, from the Culver City start, through Long Beach, Northern Orange County, thence via the well-loved Santiago canyon to the picnic at Irvine Park.

The winners:

HUGHES "CONFUSION I"

OVERALL: 1 - Reiser/Reiser, Healey, .21 min. error; 2 - Bailey/Bailey, 36; dead last: Purvis/Weaver, Spitfire 92.



Morgan GT

The new Morgan GT now beginning to appear on the west coast features such un-Morgan-like amenities as roll up windows. Body is fiberglass and the running gear is taken from the Plus Four. Like the model T, the new Morgan is available in any color so long as it's black. (Kennedy-Cunningham photo)

Alder Family In Rally Win

By Ed Brandt

OAKLAND, Calif. — Brian Alder, (mini-Minor), with his wife Lillie as navigator, and his 20-month-old son and his mother-in-law as passengers, snagged first on the Monkey In rally July 3 with a score of zero.

In other rallies, Le De Tours, a new Four Cylinder of America chapter, presented its first event and El Dorado Touring Club staged Jaguar's Jaunt, first of a two-part series which will have overall awards as well as trophies on each event.

MIMC reversed the usual order on rallies and laid out their event so that everything including checkpoints was bad.

The winners:

MIRAGE, MONKEY IN MOTOR CLUB, JULY 3.

1 - Alder/Alder, SSTS, 0; 2 - (tie) Muzio/Adams, Smith/Ludlow; 3 - Thich/Legge; 4 - Lane/Marshall; 5 - Coppin/Coppin; 6 - Heinz/Heinz/ Best Team: Alder/Alder, Ingalls/Ingalls, Dean/Abbott, Dunstan/ Prochaska, Nugester/Landers.

Although LDT's turnout of 34 was small on Jockey's Folley, it was again a case of a club competing against another club that was using the popular Lake Merritt start in Oakland.

For a first event Jockey's Folly showed care and planning.

The winners:

JOCKEY'S FOLLY, LE DE TOURS, JUNE 26.

1 - Dana Young; 2 - Dick Douglas; 3 - Dan Fowle; 4 - Merle Kerns; 5 - Hugh Campbell.

JAGUAR'S JAUNT

EDTC's Jaguar's Jaunt was like a wedding. The principals were happy just to have survived.

The winners:

JAGUAR'S JAUNT, EL DORADO TOURING CLUB, SAT. JUNE 26.

SENIOR: 1 - Ingalls/Ingalls; 2 - Jones/Bogue; 3 - Jett/Eastwood. NOVICE: 1 - Prochaska/Stenmark; 2 - Tymer/Heriot; 3 - Doari/Tonkin.

USRRC Circus Comes to Kent

By Dee W. Norton

SEATTLE, Wash. — Jim Hall, Hap Sharp, their Chaparrals, and the USRRC circus come to Kent's Pacific Raceways July 31-August 1 for the Washington State Assn. of Elks Children's Charity.

Northwest Region SCCA officials regard Elks sponsorship of the 68-lap event as a milestone and the first step to a strengthened racing program for the area.

In addition to the Chaparrals, entries are expected to include Charlie Hayes in the Lang Cooper-Chev, Don Wester, Walt Hansgen and the Mecom Lola T70, Augie Pabst and Joe Buzzetta in the Robert Bosch spcls, Skip Hudson and USRRC point leader George Follmer in his Lotus-Porsche.

Jerry Grant, Indy and LeMans driver, has been named director of driver procurement for the $13,500 prize money event.

GT and sports machines will run in a single race, following this year's pattern, starting at 3 p.m., with five regional races filling out the program.

Lotus Elan Tops Tecate Autocross

By Jim Hawes

TECATE, Mex. — Dave Morris, Lotus Elan, turned a 1:17.9 to capture TTOD and second in Class E at La Jolla Sports Car Club's Tecate Autocross July 11.

Class finishing positions were based on the combined times for two identical courses, while TTOD was for the best single run.

Lowest total time and Class A victory went to Bill Kirk's Sting Ray with a two-run total of 2:39.4. Kirk also turned the second fastest single lap at 1:19.5.

Mickey Pleasant had the second fastest combined total, winning Class H at 2:42.2 with his Sprite.

The two identical courses were set side by side, running the length of the Tecate airport. The west course was considerably easier to follow; some 60 of the 110 entrants DNFd with course errors on the east side.

Straightaway speeds reached 100 mph in the faster classes, while braking and cornering speeds proved the equalizer for the smaller cars.

TECATE AUTOCROSS, LA JOLLA SCC, TECATE, MEX., JULY 11.

CLASS WINNERS: A - Bill Kirk, Sting Ray, 2:39.4; B - Jack Brabban, Corvette, 2:51.4; C - Joel Opsahl, MGB, 2:45.6; D - Rik Jeans, TR-3, 2:48.9; E - Don Clark, Porsche, 2:42.7; F - Jack Gallant, Lotus Elite, 3:01.6; G - Bill Rhinehard, Spitfire, 3:02.8; H - Mickey Pleasant, Sprite, 2:42.2; I - Mary Lou Nease, Sting Ray, 3:08.6.

TTOD - Dave Morris, Lotus Elan, 1:17.9.

TT of Morning - Jack Robster, Porsche, 1:20.9.

Davis 'Top Dog' At Fremont

FREMONT, Calif. — Jim Davis of Walnut Creek driving the AA/fuel Chrysler dragster co-owned by Jim Davis and Leroy Jorgenson sped to victory over the quarter mile at Fremont drag strip July 18, with a top speed of 189.46 and a low elapsed time of 7.82 sec.

Davis captured top eliminator honors as well as low elapsed time of the day.

Top speed of the day went to the Batto-Valenti-Bings entry from Sonoma with Johnny Batto driving the big fuel Chrysler at 192.00mph.

Saunders Swipes TTOD from Hot Shoes in Slalom

By Vince Howlett

RICHMOND, B.C. — Lloyd Saunders waltzed off with top honors at the Royal City SCC's California High-Speed Slalom July 11 despite competition from several ICNSCC-licensed racing drivers.

Saunders was able to belt his TR4 through the tricky course 3.5-sec. better than second place Hec McDonald in his hot rear-engined 1500cc Sievers-Climax.

Rain in the morning turned the Richmond course (on a Safeway parking lot) into a near skating rink, but the track dried for the second series of runs. Many drivers, however, overdid it trying to better their wet runs; among them were TR4-mounted Harry Karlson, and Gerry Fortier in his Morgan. Both were earlier counted as threats for the overall title.

Another favorite, struck out by a sick car, was Rose Cup-winner John Hall, whose SCCA-prepared Porsche ran on 3-1/2 cyl. for the first run, and 2-1/2 for the second. Despite his handicap, Hall managed third overall.

CURLY HAIRED

Rodger Ward, according to the 1965 Indianapolis fact book, is curly haired, well mannered, an avid golf enthusiast, and a successful gin rummy player who does not smoke nor drink but is extremely fond of home-made ice cream.

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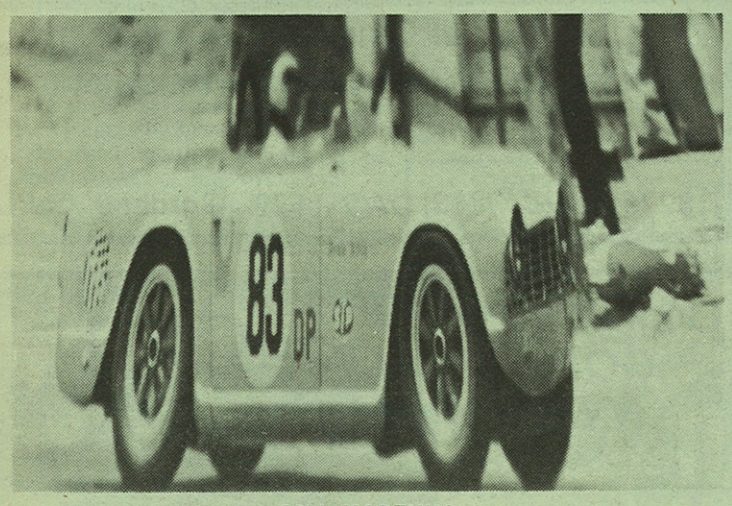
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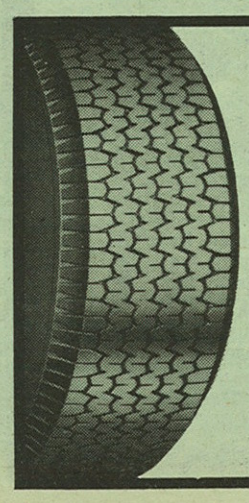


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Jones Sprints to 2nd Win

By Ronnie Allyn

RIVERSIDE, Calif. — Paul Jones of Torrance, Calif. walked away with Riverside Raceway's first CRA sprint car race in four years July 9.



Former Indy winner Parnelli Jones gives younger brother Paul the right advice, whereupon Paul went out and won the 30-lap feature at Riverside's first sprint car race in four years.

(Ronnie Allyn photo)

Jones, younger brother of Parnelli, set a new track record for the 30-lap distance of 11:55.11 over the half mile paved oval.

Driving the Bruce Bromme Offy, Jones trailed defending CRA champion Hal Minhard for the first 19 laps, then made his move coming off the number four corner into the home straight, and took the lead on the outside before a cheering crowd that packed the 4,000 seat grandstand.

It was the second CRA feature win of the year for Jones, who has made a comeback after crashing last September at Hanford, Calif., suffering a broken leg and collar bone.

Minyard finished a close second in the Surdam Chevy, with 1963 title holder Bob Hogle taking third.

Ongais 197.8 Run Downs Nondo

By Ed Barney

SANTA MARIA, Calif. — Two days of eliminations for regional points were climaxed when Danny Ongais in his "Mangler" outdragged Nondo Haase at 197.8mph for top fuel eliminator at the Santa Maria drag strip July 11.

The field included some of the factory experimental Fords with the 427 cu.in. sohc engines.

Most amazing car in the meet was Empi's Volkswagen. This little car topped 98mph and made it to the semi-finals of street eliminator where it lost by a whisker.

Hogle's Ascot Victory Gains 2nd CRA Spot

By Ronnie Allyn

RIVERSIDE, Cal. — Rim-riding his way to victory, 1963 California Racing Assn. sprint car champ Bob Hogle scored his fourth CRA victory of the year July 10., when he won the 30-lap feature at Ascot Park before some 3,500 fans.

Hogle, driving the Morales Bros. Offy, scored a clean sweep as he came from eighth starting spot to win on the one-half-mi. dirt oval. He won his sixth lap heat race, the three lap trophy dash, and posted the evening's fastest qualifying run at 22.70, to become the first driver in many races to turn the hat trick.

The win moved Hogle from fourth in CRA points to second, just behind point leader Dick Fries of San Diego who took fourth in the event.



Bob Hogle, winner of his fourth CRA race at Ascot July 11.

Proctor's '63 Ford Ascot 100-Mi Race

By Ronnie Allyn

LOS ANGELES, Cal., — Clem Proctor in an ancient but honorable '63 Ford scored his first major racing victory July 4 at Ascot Park, capturing the 100-mi. (200-lap) NASCAR late model stock car race before 7,760 fans.

Taking the lead on the 117th lap on the 1/2 mile dirt oval, Proctor was never headed, and went on to win by three laps over runnerup Jack McCoy in a '63 Dodge. Third place went to west coast point leader Bill Amick of Portland aboard a '64 Mercury.

Fourth money went to Johnnie Steele in a '63 Ford, with Sad Sam Stanley running fifth in a '63 Mercury.

Defending NASCAR Pacific Coast champ Ron Hornaday was sixth in a '64 Ford, and Marvin Porter ('64 Ford) ran seventh.

1-Arm Driver Wins

By Ronnie Allyn

FRESNO, Calif. — Veteran one-armed driver Allen Heath piloted the Caruthers Offy to victory in the 50-lap USAC national championship midget racing feature at Kearney Bowl, June 26 defeating an 18-car field.

Heath had his work cut out for him, fighting off the challenges of Indy "rookie" George Snider in the Agajanian Offy, and George Benson in the Johnson Offy. Snider took a close second with Benson, who led for two laps, running third.

Up and coming Billy Vukovich Jr. of Fresno took his first Offy start and finished fourth in the Gerhardt Offy after winning the 3-lap trophy dash.

Hogle Invades North to Take Main Event

PLEASANTON, Calif. — Bob Hogle, 1963 CRA champion, came up from the southland to win over a strong sprint car field in the 25-lap main event at Alameda fairgrounds July 18.

But he had to work hard to do it.

With Hayward's Bob DeJong in the lead trailed by Parnelli's younger brother, Paul Jones, Hogle began his long move up from his 11th place starting position.

By lap 12, the 29-year-old Hogle had moved to within a foot of Jones, and the two staged some of the most exciting racing seen this season. Then, three laps later, Hogle got by and set his sights on DeJong, passed him just one lap later on the front straight, and the race was as good as over.

Dick Fries, current CRA points leader, won the trophy dash; heat winners were Dick Geide, Bruce Walkup, Mike Mosley and Ned Spath, and Dick Atkins won the semi-main.

CRA SPRINT CAR RACES, ALAMEDA COUNTY FAIRGROUNDS, JULY 18, 1965.

MAIN EVENT: 1 - Bob Hogle, Offy, 10:06; 2 - Bob DeJong, Chevy; 3 - Paul Jones, Offy; 4 - Billy Wilderson, Chevy; 5 - Dick Fries, Chevy; 6 - Ned Spath, Chevy; 7 - Frank Secrist, Chevy; 8 - Chuck Allen, Chevy; 9 - Wally Talbot, Comet.

L.A. Toyota Pilot Wins 1st 4WD GP

LOS ANGELES — Ron Gunter, Los Angeles messenger service driver, piloted a stock Toyota Land Cruiser pickup truck over a measured 3.1 mi. course to win the Top Eliminator grand prize in the first annual national 4-wheel drive GP, sponsored by the National 4-Wheel Drive Assn. over the Fourth of July weekend at Riverside, Calif.

Billed as the world series of 4-wheel drive competition, the course featured two laps around a 3.1-mi. track trapped with five water hazards; two mud traps; a 60 per. cent, 75-ft. loose dirt hill; a 50-ft, 45-degree sand pile and 16 trenches in addition to boulders and a tortuous straightaway.

RECORD

The largest number of cars to complete the Indianapolis 500 — 16 of them — took the checker in 1959.

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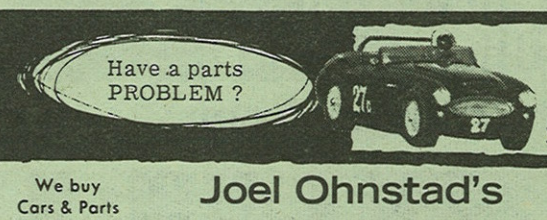
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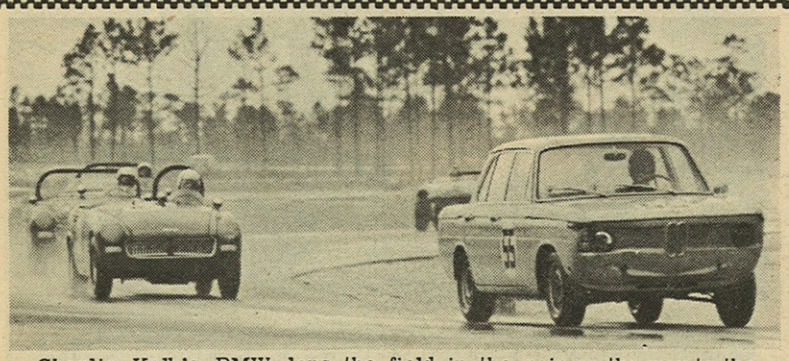
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SCCA NATIONAL RACES



Charlie Kolb's BMW laps the field in the rain on the way to the first of two wins at the Palm Beach nationals July 18.
(Alice Bixler photo)

Charlie Kolb Cops Copious Cups

By Alice Bixler
CP Regional Editor

PALM BEACH, Fla. — Charlie Kolb was wearing a cap with a C on the front at the SCCA nationals at Palm Beach International Raceway, July 18.

Charlie insisted it stood for "coward," but by the time the weekend was over, the consensus was that it stood for "Chalk up another first."

The lean, gray-haired gentleman put together back-to-back victories in the first two points races of the day, and took home the lion's share of trophies and points.

His first ride was an outing in a BMW 1800 TI sedan belonging to Jack Atkinson of Jacksonville.

Kolb passed all his opposition by the end of the first lap and romped into an unassailable lead in the F-H prod, Hm and sedan go. A drenching downpour midway in the race slowed everyone but Bill Bencker who was defying the laws of physics in a VW sedan. He came through the field in fine style and ended up third behind Dick Staples' Spitfire in the final accounting.

Kolb made the traditional lap with the checkered flag, then hopped into a Porsche 904 for the big prod race. Again, he took the lead and was going great guns when another deluge struck. The heavy rainfall gave two beefy Mustangs the chance to catch up with him, and Tom Yeager pulled ahead for a brief time. As the rain slowed, Kolb got back in stride and went on to his second win.

The inclement weather continued for the formula run and the open-wheelers set off in a blinding cloud of spray. The 30-lap event was won by Robert McQueen of Atlanta in a Porsche-powered Formcar which was running F/B. With the exception of one C car, the rest of the field was all F/V. Tony Belcher, red-headed and raring to go, won that division easily in a brand-new Beach.

The black clouds stayed on but the rain halted by the time the flag fell for the start of the big modified race.

It might as well have rained.

A disappointingly small field started as Buck Fulp, who had brought his Lola 70 to the race, sidelined it after Saturday practice, and Kolb cancelled out his old faithful Porsche Spyder with bearing problems at the same time.

That left Roger Heftler virtually unchallenged in his Elva-BMW and he went on to an easy but expensive win.

David Reilly, who finished second when Clarles Slade's Porsche Spyder ran out of gas on the last lap, entered a protest against Heftler because he was push-started on the grid. The stewards felt disqualification was a little strong and fined him $50 instead.

A new battery might have been cheaper.

Operation Bootstrap at Nelson Ledges

By Wally Huskonen
CP Regional Editor

CLEVELAND — "You might call it an Operation Bootstrap," says Marv Drucker about the SCCA National tentatively scheduled for his Nelson Ledges course Aug. 1. "If enough spectators come to this race, well definitely expand next year — by about a half mile."

If the race is held, it will be the first National for the 1.1-mi course near Warren, O. To date, Nelson Ledges has had only regional SCCA races, plus some motorcycle events and pick-up stock car road races.

The "if" is there because the course must have several improvements before SCCA will give final approval to the date. The necessary improvements: 1. A two-lane drive into the paddock. 2. Expansion of the paddock. 3. Enlarged technical inspection area. 4. Improved toilet facilities and additional food service in the paddock area.

The improvements will be inspected by SCCA officials during regional races July 4. If the improvements meet the necessary standards for a National race, the race date will be approved.

The magic number of spectators that Drucker hopes to attract is 5000. The income from this number will enable him to proceed with expansion next year, he claims.

NEOhio region, SCCA, is the sponsoring region. Bob Stone, race chairman, is working out the details so that if the date is approved, the first large-scale races at the course will be run off on schedule. The region and Drucker made a special to SCCA for the race date.

Pierre Goes Wire to Wire to Utah Win

SALT LAKE CITY, Utah—Driving flawlessly over the slippery new asphalt of the Midvale airport course, Pierre Phillips proved himself a Monise-type giant killer as he led the 22-car modified field for the full length of the feature in the July 11th nationals.

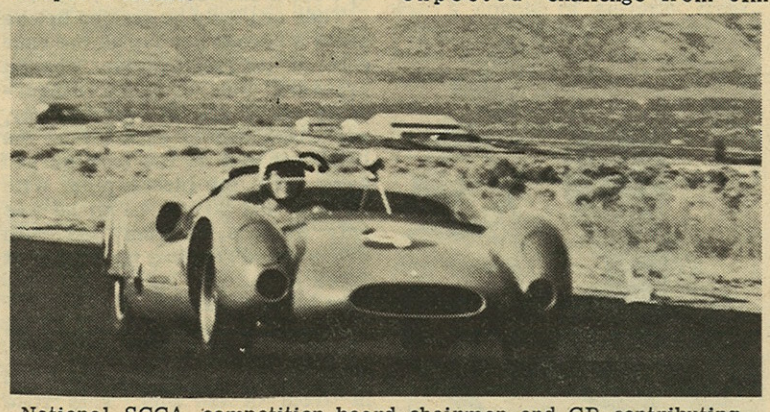
Frank Werber in another Fm Lotus 23 took over the second slot on the penultimate lap after failing brakes slowed Tracy Bird's Cooper-Ferrari.

But the hero of the day was Bob Montana, who started his 600 hp McKee-Hemi last on the grid, slid off course on the crumbling asphalt, stopped to adjust carbs, then thundered past Bird on the last lap only to find he was two laps behind instead of just one.

The big production race turned into a tour for Ernie Kesling's Cobra after Foster Alexander's snake made a slow pit stop. The expected challenge from Jim Adam's Tiger went up in steam as he made periodic stops at Doane Spencer's dry ice station in the pits. This left a clear shot at the Bp points for Merle Brennan in the E-type, but a holed piston stopped his engine on the last lap and left him futilely trying to push the heavy machine over the line as young Jim's ice-wagon took the checker.

E and F prod put on the best race of the weekend with a continuing three-way battle between Dale Hersh (Porsche), Jim Dittemore's TR3 and the second oldest TR2 in the United States, driven by Lee Midgley. Midgley took the honors, using a transmission borrowed from Jim, and the Porsche split the TRs at the finish.

Mike Fisher took the formula race in his F/B Lotus 27, but was pushed now and again by singer Nick Reynolds' F/C Lotus 22. The Vees were dominated by 53-year-old Boyd Hough, whose win went refreshingly unplagued by any protests.



National SCCA competition board chairman and CP contributing editor Tracy Bird on his way to a Dm win at Salt Lake in the nationals July 10. Bird's Cooper-Ferrari is finally sorted out, and should be the car to beat in that class at Daytona.

RETIRED

Herman Beam, it was revealed at a Daytona press conference, has retired from racing.

Cooper-Ford Tops Tough Foes

By Wally Huskonen

LEXINGTON, Ohio — Charlie Cox brought his Cooper-Ford all the way from St. Paul, Minn., to Mid-Ohio Raceway to win the featured C mod and A-B prod go at national SCCA races July 11.

He had to overcome some stiff opposition from Dave Causey (Lotus Ford), Bud Gates (Genie-Chev), and Glen Lyall (SCD Mark III). His race winning average for 20 laps was 78.72mph.

Lyall held the pole position, posting best qualifying time in his Cadillac-powered special. Beside him on the front row were Causey and Cox, while Gates was right behind.

Amazingly, the fifth fastest qualifier was Don Sesslar, whose B prod Sunbeam Tiger looked out of place among the big modifieds and in front of Cobras, Sting Rays and Mustangs.

Seventeen Cm, Ap and Dp cars started, resulting in an awesome spectacle of bellowing exhausts and smoking tires.

COX TAKES OVER

Causey led the first lap and then Cox took over. Causey had run out of brakes, and he was busy just staying in front of Gates. Lyall's challenge ended in a couple laps when his huge engine started throwing off oil. On the 14th lap Causey called it quits when a sticking throttle was added to his problems. Gates wasn't able to keep up, so Cox was home free for the win.

The fastest time in this race was set by Ralph Salyer in his new Cro-Sal Special (Elva-McLaren). Starting eighth, he seemed to get the hang of the car during the race and set the Cm lap record at 80.30 mph while moving into a final third place.

BEATS COBRAS

True to his qualifying time, Sesslar easily outdistanced the pack of cars, including all four Cobras. In the process, he raised a Bp lap record to 77.28mph.

The big car race had most of the noise and plenty of drama, but E-G modified race was faster. Ralph Trieschmann, Elva-Porsche, won at an average of 79.03mph. Chuck Dietrich, Elva-BMW, led for 17 of the 20 laps, but was put out by a broken axle. Dietrich turned the fastest lap of the day with a speed of 81.20 mph, and Em class record.

Twelve class records were broken during the weekend.

ADDS 4 MPH

Jerry Mong, for instance, added four mph to the Hm class record at 74.48mph in introducing his new Bobsy-SR3.

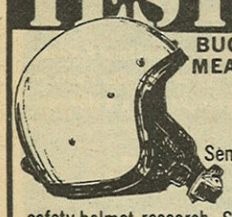
VolksVairs
Faster Than Anything On Short Courses



Wilcox in Crown Mfgs. "Mongoose"—Ressler in his VolksVair Special.

VolksVair scores again against the best Autocross and Slalom cars in California. In the two day meet held at Santa Maria over the Fourth of July weekend, with over 300 cars participating, VolksVair split the Top Time of Day awards and took Second and Third Top Time as well. Wilcox of the South, in Crown Manufacturing Company's "Mongoose," took First, and Ressler of the North took Third overall best time on Saturday. On Sunday the Top Time was taken by Ressler in his "Black and Blue" VolksVair Special, while Wilcox took Second overall.
These cars have light and sturdy Volks suspension coupled to dependable Corvair power by Crown Manufacturing Company's VolksVair Adaptors.
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For particulars write to Crown Manufacturing Company, Dept. CP, 651 West 17th Street, Costa Mesa, California or call (714) 548-0221. Enclose 50c for handling.

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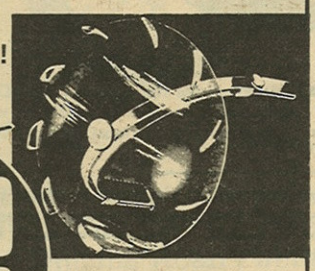


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MORE ON:

Clark Wins British GP With Dead Engine

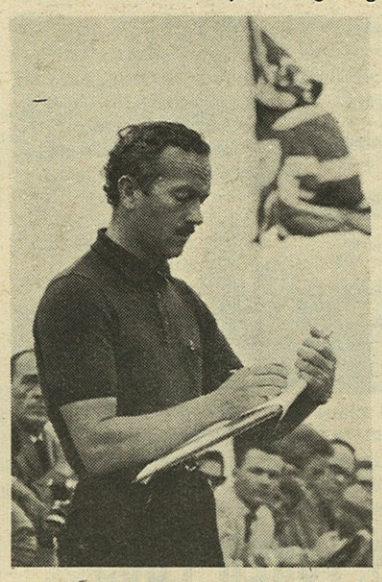
(Continued from Page 1)

ing Surtees closely for 12 laps, Ginther took the Honda to the pits where ineffective adjustments were made and after a couple of brief sorties the Honda was retired.

Clark was able to gain only fractions of a second during the early part of the race, and was less than two seconds ahead at 10 laps, but had a four-second advantage at 20 laps which marked quarter distance. Surtees was over a dozen seconds back followed by Stewart (BRM) and Spence (Lotus) while Bandini's V8 Ferrari had blown up on the second lap of the race. Bruce McLaren had his Cooper going very well during the opening laps, and had been right with Stewart and Spence until part of his gear linkage came loose and the Cooper started to fly out of gear. Denis Hulme in a works Brabham had just overtaken McLaren, while Jochen Rindt in the second Cooper was nearly 20 sec. behind his teammate and three seconds ahead of the Brabhams of Gurney and Bonnier.

Gurney's own car had been fitted with a 4-valve Climax engine overnight which promptly blew up on the grid. Gurney's numbers were quickly switched on to Brabham's 2-valve car, and the former champion withdrew. But the wide rim wheels of Gurney's car were out of balance, and he found it impossible to get clear of Bonnier in the Walker Brabham-Climax.

A quarter of a minute behind this pair three independents were having a tremendous battle — Innes Ireland (Parnell Lotus-BRM), Joseph Siffert (Walker Brabham-BRM) and Frank Gardner (Willment Brabham-BRM) were fighting



A rare photo of a ruffled Chapman. Clark had just started losing 1 sec. a lap during the last six laps of the British GP and was shutting off his engine in the corners as a result of severe loss of oil. Clark won, of course, and thereby unruffled Chapman.
(Bill Gavin photo)

ing for eleventh place, outbraking each other into Silverstone's desperately fast corners with abandon.

From 20 laps on Clark's engine had a misfire, although he had covered the length of the straight on the Club circuit many times that morning as Coventry Climax technicians adjusted the mixture controls until they were spot on.

Despite the misfire Clark continued to gain time on Graham Hill whose second place was unchallenged. At the halfway mark Clark's lead was 17 sec. and in the next 20 laps he added another 20 sec. to the margin.

Then suddenly he started to lose about a second per lap as the race entered its last quarter. The oil pressure was dropping dangerously low on almost every corner, and Clark had to ease off as the little oil left in the tank surged away from the pickup pipe. With 10 laps and 30 mi. to go he was only 27 secs. in front, and when Hill started gobbling up the gap at three secs. per lap a BRM victory seemed likely.

It seemed even more likely as Clark coasted through Woodcote with a dead engine and restarted in front of the pits. This ruse certainly saved the bearings, and Clark's mathematics were all correct for he flashed across the finishing line with 3.2-secs. to spare despite a record last lap of 1:32.2 on Hill's part.

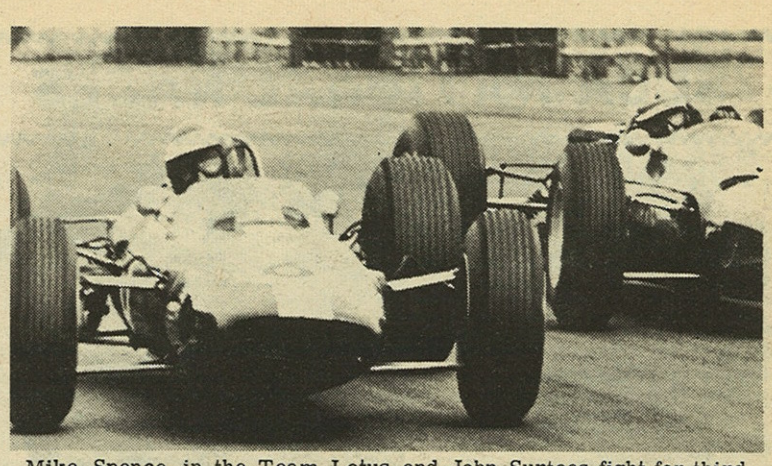
McLaren had lost time in the pits trying to get his gear selection sorted out, but a rose joint locating the rod from the lever to gearbox had come adrift so he pressed on partially disabled.

Gurney and Bonnier had swapped positions for many laps but eventually it was the Californian who stayed ahead and moved clear to take sixth place and collect his first championship point of the season.

BRITISH GRAND PRIX, SILVERSTONE, ENGLAND, JULY 10, 1965.

FINISHERS: 1 - Jim Clark, Lotus-Climax, 2.05:25.4, 112.02mph; 2 - Graham Hill, BRM; 3 - John Surtees, Ferrari; 4 - Mike Spence, Lotus-Climax; 5 - Jackie Stewart, BRM; 6 - Dan Gurney, Brabham-Climax; 7 - Jo Bonnier, Brabham-Climax; 8 - Frank Gardner, Brabham-BRM; 9 - Joseph Siffert, Brabham-BRM; 10 - Bruce McLaren, Cooper-Climax; 11 - Ian Raby, Brabham-BRM; 12 - Masten Gregory, BRM; 13 - Richard Attwood, Lotus-BRM; 14 - Jochen Rindt, Cooper-Climax.

DNF: Richie Ginther, Honda; Lorenzo Bandini, Ferrari.



Mike Spence in the Team Lotus and John Surtees fight for third behind Clark and Graham Hill at Silverstone July 10, with Surtees taking the show spot from the number two Lotus man.
(G. Schwartz photo)

CP ABROAD
Champions Never Forget

Off British GP qualifying form, it's clear that there's nothing much wrong with the Honda at all. Ginther's best time was just half a second slower than Clark's, and it takes more than sheer power to put in a quick time on the 3-mi. Silverstone circuit with its ultra-fast corners. Honda's road-holding is very good — however its power advantage, if any, probably does no more than offset the disadvantage of its large frontal area.

TIRES

Tires were again an important factor at Silverstone, with most people trying to establish whether to use the latest R7s with fewer circumferential sipes and redesigned profile, or the R6 yellow spots. Clark eventually chose the R6s, while Graham Hill decided to run R6s on the front and R7s on the rear.

The Honda performance, by the way, suggests that the Goodyear F/1s must be at least as good as the Dunlops.

While on the subject of tires, to the contrary of what's been said, Pirelli IS studying the possibility of producing a racing tire. Fangio was asked recently by Pirelli to get — quietly — Dunlop R5 and R6 casings for study. At the recent Lottery GP, there was a Pirelli rep, clipboard in hand, writing down everything that happened to everybody. The new tire will most probably be ready next year.

Meanwhile, tire-espionage is not Fangio's only activity. Reports have it that this very great champion recently drove a GT Mustang around Modena in just over 58 sec.! That, by the way, is about as close as it's possible to come to Surtees 8-cyl. F/1 Ferrari time. Fangio is 54 years old, and the car was made in Dearborn. Old champions die and sometimes fade away, but they never, never forget.

Finally, Fiat is about to conclude a licensing arrangement for manufacture of the 750-engined version of the 600 as well as the 1300/1500 cars behind the iron curtain. Manufacturing facilities will be located in the factory now producing the "Warsaw" car in Poland. The Warsaw will be discontinued, and a goal of 1000 Fiats per week is projected for 1970.

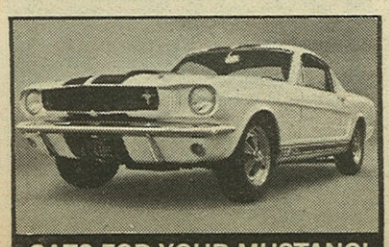
Bryar Sets Summer Race Points Series

LOUDON, N.H. — Keith Bryar, owner of Bryar Motorsport Park, has announced sponsorship of a sports car racing series called the Annual Bryar Championship.

The series will run through three races during July and August. Trophies, which will be given after the August 8 nationals here, will be awarded using SCCA points system, with champions chosen in each class as well as a special award given to the top overall points scorer.

Nisonger Names R & F

CLIFTON, N.Y. — Earl Nisonger, President of Nisonger Corp., U.S. distributors for Smiths instruments, KLG spark plugs, S.U. carburetor kits and Gotham auto radios in addition to numerous other British auto accessories, announced the appointment of Riedl and Freede, Clifton, N.J., as their advertising and public relations agency effective June 1.



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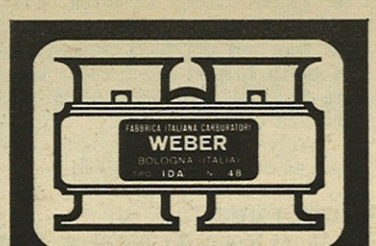
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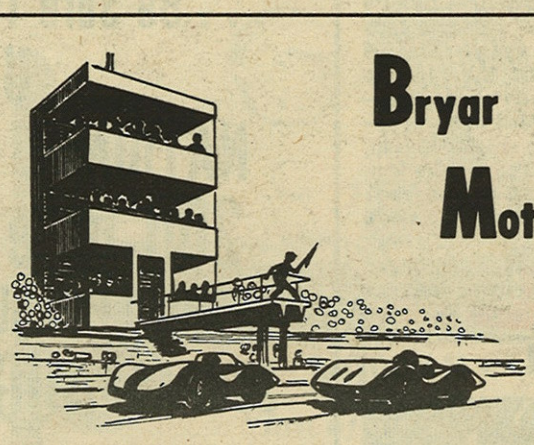
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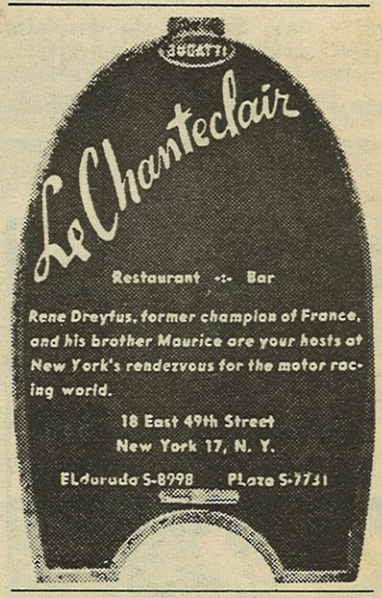
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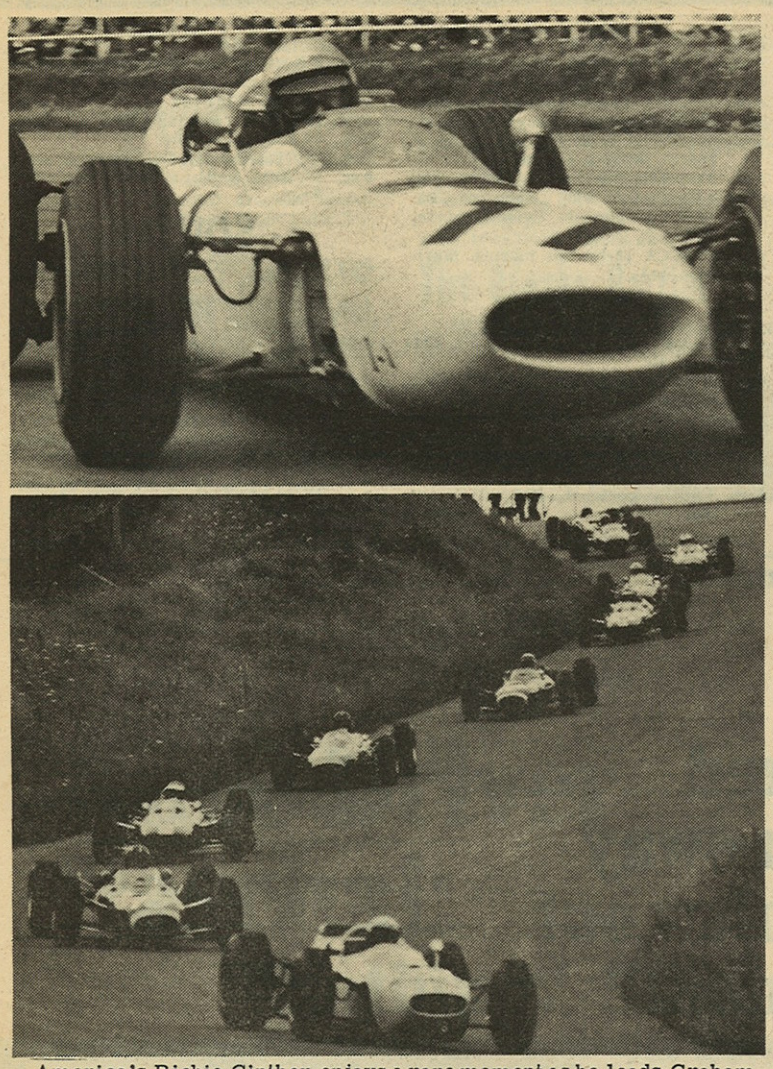
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Clark Goes Five for Five in Holland



America's Richie Ginther enjoys a rare moment as he leads Graham Hill AND Jimmy Clark in the Dutch GP. Behind Clark are Gurney, Stewart, Spence, Surtees, Hulme, Bandini and McLaren.

(Continued from Page 1)

on lap five, took the Honda and set a new lap record of 1:30.6, 103.526 mph, a half second faster than his best practice time despite the fact he was driving the slower 2-valve car with near-full tanks.

Hill succumbed to the Lotus advance on lap six and on the following round Gurney went by the Honda to challenge Hill. The three leaders ran very close for a couple of laps then Clark started his advance while Hill and Gurney got clear of Ginther who was now challenged by Jackie Stewart.

Hill and Gurney were really doing their best to stay with Clark, and during the first quarter of the race the Lotus gained very little as the BRM and Brabham drifted through Zandvoort's S-bends using every bit of the road and often sending up huge clouds of sand as they clipped the verges. Stewart got clear of the Honda, then so did Hulme, and finally Surtees as Ginther spun. Stewart's car had been cured of the understeer which had afflicted it during practice, and he now had the feel of the lighter front anti-roll bar. He put in a number of brilliant laps which overshadowed the performances of Hill and Gurney who were quite unable to match his challenge; the gap came down by half a second per lap and more, and by lap 25 he was with Hill. Four laps later Stewart went ahead of his teammate and set off after Gurney who was a couple of seconds clear. Gurney was extracting everything from his Brabham powered by a well-used Climax 2-valve, and he was unable to resist the young Scotsman's advance, so that on lap 32 the BRM was in second spot about half a dozen seconds behind Clark.

Stewart had been going fractionally faster than Clark up till this time but once in second spot the story was different. While the 6-sec. lead was small by Clark standards, he was just barely able to increase it. It took him over 30 laps to increase his margin to 11 sec., which was the gap after 68 of the 80 laps.

Then in the closing stages Clark relaxed a little, and Stewart speeded up so that there was only seven secs. between them when the checkered flag went out.

Gurney had put up a great fight for third place and stayed right with Stewart during his pursuit of Clark. Only in the closing laps did the big Californian drop back at all. It was a good result for the usually frail Brabhams, for Hulme came home fifth after making a desperate pit stop on lap 73 when it was found that the only thing amiss with his rough-sounding engine was a broken exhaust manifold — he rejoined the race just five secs. ahead of Ginther who had spun a second time then made best use of the Honda's power advantage to catch and repass Surtees in the 12-cyl. Ferrari.

Without a rev-counter Graham Hill couldn't risk matching the efforts of Stewart and Gurney and eased off just slightly to reduce the chances of over-revving. He finished a good fourth but must have had some misgivings. The electronic tach fitted to his BRM is manufactured by his own firm, Speedwell Conversions.

Cooper was the only works team which failed to finish intact at Zandvoort — McLaren's car went out with crownwheel and pinion failure while Rindt retired his car with low oil pressure and no exhaust tail pipes.

DUTCH GRAND PRIX, ZANDVOORT, HOLLAND, JULY 18, 1965.

FINISHERS: 1 - Jim Clark, Lotus-Climax, 2.03:59.1, 100.865mph; 2 - Jackie Stewart, BRM; 3 - Dan Gurney, Brabham-Climax; 4 - Graham Hill, BRM; 5 - Denis Hulme, Brabham-Climax; 6 - Richie Ginther, Honda; 7 - John Surtees, Ferrari; 8 - Mike Spence, Lotus-Climax; 9 - Lorenzo Bandini, Ferrari; 10 - Innes Ireland, Lotus-BRM; 11 - Frank Gardner, Brabham-Climax; 12 - Richard Attwood, Lotus-BRM; 13 - Joseph Siffert, Brabham-BRM.

Fast lap: Clark, 1:30.6, 103.526mph.

Chapman v Fuzz

Dutch Police detained Lotus chief Colin Chapman on race night after a scuffle a few minutes before the start of Dutch Grand Prix when Police attempted to eject the unrecognized Chapman from the course. After the race two senior police officials requested Chapman accompany them to make a statement. Chapman refused to do so unless Dutch race officials accompanied him, whereupon the police attempted to seize him. Lotus mechanics joined in the scuffle during which one of the policemen punched Hazel Chapman, Colin's wife, in the mouth.

Fisher Spurs Pony To Canada Win

By Rich Clee
CP Regional Editor

MOSPORT — Craig Fisher took the Canadian Touring Trophy Race here July 17 wire-to-wire with three laps to spare. Taking second in the 90hp, 220-mi. event was Bill Brack's fierce Mini-Cooper S, an eager 14 sec. up on Australian sedan champion Allen Moffit's hard charging Ford-Lotus Cortina.

Overshadowed during the regular season by teammate Eppie Wietzes sports class GT350 Mustang, Fisher took no chances with his hardtop version in Canada's only long distance sedan race.

Taking the lead off the grid he steadily opened up a gap of two sec. a lap over second place Sir John Whitmore, who pleased the crowd no end by waving to them while cornering in his patented three-wheel style, and slipstreaming Fisher in a spirited chase when the leader lapped him on the 52nd tour.

But it was not the day for the Cortinas. After running 2-3 for two thirds of the race, Moffit pitted for gas losing a position he never regained to Brack's Mini, while the Baronet threw a wheel on lap 75 damaging the front suspension too badly to continue.

So 24 of the 30 starters finished the race with pit stops taking a heavy toll of cars throughout. CP contributor Bob McLean was third and gaining with his new Vancouver Mustang in the early running, but dropped to seventh after battery failure, a gas stop and a split oil pan put him in for repairs. By contrast, Jerry Thompson's Detroit-Corvair, outclassed in speed, still managed fourth with 83 laps just ahead of George Nicholas's Mini-Cooper S from Quebec on clean pit work and planning.

The worst problem came at the finish when Fisher, apparently thinking he had a lap to go, came into the pits for gas and thus finished coasting down the pit lane. The error was expensive for Allen Moffit, who, if Fisher had gassed up a lap earlier, might have had time to close up on Brack.

Jim Clark Takes Fourth Straight GP

Win on Dunlop-Equipped Team Lotus

SILVERSTONE, Eng.—Jimmy Clark won the British GP for his fourth straight win driving on Dunlop tires. Graham Hill's Dunlop shod BRM was second, and third was John Surtees on a Dunlop equipped Ferrari.

Dunlop tires are as much a part of Grand Prix victories as the checkered flag. For over six years, the first, second and third placing machines in every World Championship Grand Prix meet have come across on Dunlop.

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THINKING PINK
Production Racing East

By Donna Mae Mims

What used to be as dull to watch as the eastern modified races (excuse me Mr. Kovalcik) has begun to emerge as a couple of the swingingest events of the day — A and B production.

Hal Keck, whose Cobra has had its way for an entire year, has suddenly found this year's 427 beast challenged (and outrun yet) by the well-prepared Essex Wire Cobra 2 driven by Skip Scott. In all fairness, Hal ran into a suspension problem at Lime Rock, but his Archway Ford didn't seem quite as fleet as it should have been. Shagging along and far behind these two have been good shows by the Sting Rays of Bob Fryer and Gary Morgan.

Enter Mustangs. A similar situation exists in B prod where the season's earlier dominance of the Keystone Corvette Team was broken by Mark Donahue's Essex Wire GT350.

When Bruce Jennings' Porsche Carrera was nearly lapped at Vineland, it was the end of an era. Or, more, the beginning of a new one, with Bruce lucky to keep in sight a fifth place Elan. Interesting to note here that the leading Elan at Lime Rock turned C mod times? No wonder the A&B boys are mumbling, "not safe to run those flimsy Elans in our class."

Tullius' class is one of the few where old marque dominance exists and, incidentally, D prod now seems to harbor much smaller entries than in the past. Tullius just dices with the Elans.

E prod is still a jungle of Porsches (isn't there a sleeper somewhere?) with Bert Everett hot out in front when the machine's going, but ask any class which races after them about the oily course. "They aren't really diesels, are they?" (my personal thought on Porsches is that their exhausts look defiantly Freudian.)

And in G it seems to be a question of who outlasts whom. When Joe Cam's Morgan is flittering out there, it's all his, but Cam hasn't made the scene lately. Bob Sharp's Datsun was so smooth leading at Lime Rock that he appeared to be terribly slow but was turning good F prod times. The Spitfire suffers the most severe pains of hang-to-gether-itis but Dick Gilmartin comes through smoking all the way. Earlier in the season it looked good for Freddie Darling's Midget but not of late.

Mugsy Truitt's bright orange (shades of Paul Hill!) Sprite is the one to catch in H prod. He may not lead at the start but usually catches the checker first.

Now then, about that F prod gang. One of the fiercest is Bob Tullius' mechanic Brian Fuerstenau in a Tullius-looking TR3 (from about 43rd grid in the F-H race at Elkhart to first overall). On the shorter, winding courses, it's Shorty Miller's Turner, or Al Costner's Sunbeam, or Tom Flaherty's Alfa. Those of us in F prod had looked forward to a field day when Fuerstenau goes boating off to the Navy July 31. Until we learned that Tullius, and his "Group 44" partner Gilmartin, plan to campaign Fuerstenau's TR3.

Come now, Tullius — is that any way to treat your customers?

EVENTS

EAST

(All events are races except as noted.)
July 31 SCCA regional, Va. Int'l Raceway, Danville, Va.
July 31 Brit. Sports Car school, Lime Rock, Conn.
July 31-Aug. 1 Regional go-cart enduro championships, Mid-American raceways, St. Louis, Mo.
July 31-Aug. 1 National SCCA rally, Chicago, Ill.
Aug. 1 150-mile TSD championship rally, Volvo Club, Washington, D.C.
Aug. 1 Civic Holiday races, Le Circuit Mont Tremblant, St. Jovite, Canada.
Aug. 1 Regional dragster championship, Niagara Falls, N.Y.
Aug. 4-7 Int'l 1000 rally, MGCC, L.I.
Aug. 7 SCCA nationals, Bryar Park.
Aug. 7 LISCA, Lime Rock, Conn.
Aug. 7-8 Brit. Sports Car school, Lime Rock, Conn.
Aug. 8 Regional drag championship, Sparta, Ontario, Canada.
Aug. 8 Osceola Autocross, Orlando, Fla.
Aug. 8 Langhorne 200, Langhorne, Pa.
Aug. 14 SCCA nationals, Bridgehampton, N.Y.
Aug. 15 SCCA 12-hr. for touring, Marlboro, Md.

MIDWEST

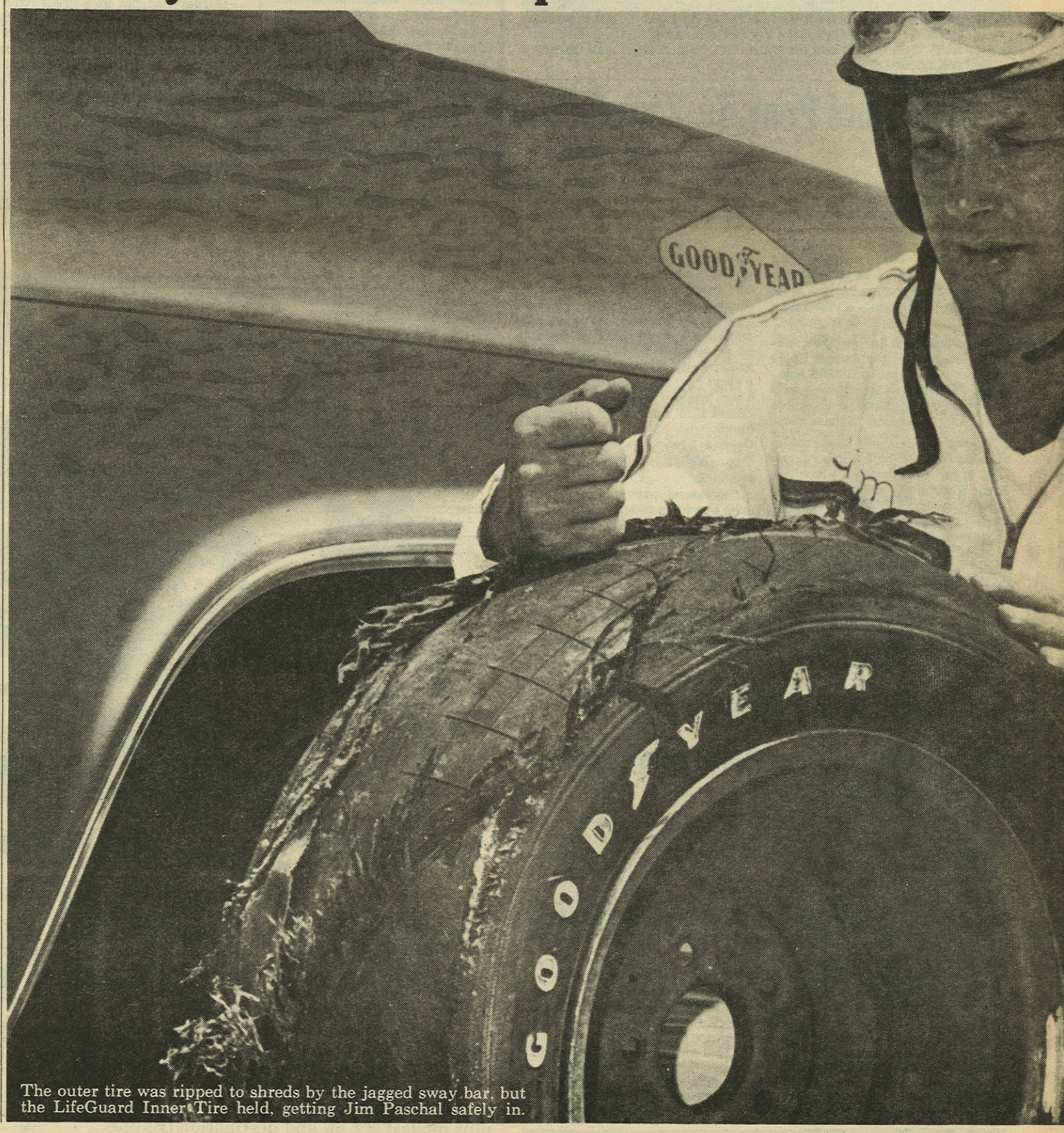
July 30-Aug. 1 SCCA national rally, Chicago, Ill.
July 31 SCCA regionals, Nelson Ledges, Warren, O.
Aug. 1 SCCA regional, Lynndale, Wisc.
Aug. 1 N. Ill. Racing Assn., Wilmot, Ill.
Aug. 7 SCCA nationals, Lynndale Farms, Wisc.
Aug. 7 SCCA regional, IRP, Clermont, Ind.
Aug. 7-8 CPRT All Nite rally, Chi. Area.
Aug. 8 Regional drag championship, Palm Beach, Fla.
Aug. 14 VDC Winafree rally, Chi. Area.
Aug. 14 SCCA regional, Wilmot, Wisc.
Aug. 14 Milwaukee 150.
Aug. 15 DPSCC rally, Chi. Area.
Aug. 15 TSOA Kettle Moraine rally, Chi. Area.

SOUTH

July 31-Aug. 1 SCCA nationals, Opelousas, La.
July 31 NASCAR grand national, Nashville, Tenn.
July 31 Aug. 1 SCCA nationals, Opelousas, La.
Aug. 1 USAC 250 miles, Atlanta, Ga.
Aug. 14 SCCA nationals, Augusta, Ga.
Aug. 14-15 SCCA nationals, Austin, Tex.
Aug. 14-15 SCCA drivers school, Daytona Beach, Fla.
Aug. 21 SCCA regional, Baton Rouge, La.
Aug. 21-22 SCCA divisional rally, Houston, Tex.

Interview after the 1965 "Dixie 400" race at Atlanta, Ga.

Reporter:
"Jim, what happened when that broken sway bar slashed and blew out your tire at 135 mph?"



The outer tire was ripped to shreds by the jagged sway bar, but the LifeGuard Inner Tire held, getting Jim Paschal safely in.

Shawnee Mission Team Shines Way

By Jack F. Erwin

ST. LOUIS, Mo. — Trina and Chuck Slater from Shawnee Mission, Kansas won the master mechanical class from a modest but accomplished field in the St. Louis Region's Daniel Boone midwest divisional rally June 20.

The 250-mi. event wound over a variety of back roads and highways west of St. Louis at speeds ranging from six to 60mph.

Aug. 21-22 SCCA regionals, Baton Rouge, La.
Aug. 22 MSCC annual autocross, Osceola.

WEST

July 30 Sprint cars, Riverside, Calif.
July 31 SCCA regional, Kent, Wash.
July 31-Aug. 1 Regional dragster championship, Bonneville, Salt Lake City, Utah.
Aug. 1 USRRC, Kent, Wash.
Aug. 1 Regional drag championship, McMinnville, Oregon.
Aug. 1 VCC mountain trails, Victoria, B.C.
Aug. 7-8 SCCBC championship, Westwood, B.C.
Aug. 14 SCCA regional, San Luis Obispo, Calif.

INTERNATIONAL

July 31-Aug. 1 Cimes rally, France.
Aug. 1 SCCA, USRRC, Pacific Raceway, Kent, Wash.
Aug. 1 Grand Prix of Germany, Nurburgring.
Aug. 5-7 Polish rally, Poland.
Aug. 8 Nogaro, France.
Aug. 8 Pergusa Grand Prix, Enna, Italy.
Aug. 14-15 Copenhagen Grand Prix, Roskilde Ring, Denmark.
Aug. 15 Enna Cup, Italy.
Aug. 15 SCCA, USRRC Continental Divide Raceway.
Aug. 15 SCCA Marlboro 12-Hour.

Tire Breaks Barrier

AKRON, Ohio — A pneumatic tire has broken the sound barrier for the first time.

On special testing machinery at Goodyear June 23, an improved version of tires used last year by Craig Breedlove in his 526.28 mph run, was accelerated to 850 mph.

CenDiv National Points

CENDIV POINTS AFTER MEADOWDALE, MID-OHIO AND ELKHART LAKE.

Ap - (tie) George Montgomery, Cobra, 9, Bob Bienerth, Sting Ray, 9; Bp - Bob Johnson, GT 350 Mustang, 27; Cp - Chuck Stoddard, Alfa Romeo GTZ; Dp - Harry Killian, Alfa Romeo; Ep - Allan Barker, A-H; Fp - Dan Carmichael, Sunbeam Alpine; Gp - Bob Clemens, Spitfire; Hp - Fred Salo, Sprite; Cm - Ralph Salyer, Cro-Sal; Dm - Marvin Dee, Maserati; Em - Ralph Trieschmann, Elva-Porsche; Fm - Robert Shaw, Lotus 23B; Gm - Quin Calhoun, Elva; Hm - William Mitchell, 441 spcl.; F/A - none; F/B - Stewart McMillen, Lotus; F/C - Larry Skeels, Cooper-BMC; F/V - Richard Kohler, Bobsy Vanguard.



MIDWEST

What's Left?

By Bill Maloney
CP Regional Editor

Big topic of conversation in the midwest is the status of our major road racing circuits and the effect their current troubles will have on future SCCA national and USRRC races around here.

As per the July 17 issue of CP, the July 4 USRRC at Meadowdale was cancelled and no 1966 race dates have been mentioned for the track.

Then Greenwood roadways in Des Moines closed its doors with the resultant dumping of their USRRC and one CenDiv SCCA national. Lynndale Farm, a fine track in Peewaukee, Wisc. has been on the ragged edge of receivership for the past year attempting to sell stock and hang on by their teeth. However, their Aug. 7-8 national is still on.

Meanwhile, over at Mid-Ohio race course in Mansfield, it's a different story as their status (primarily due to the course promotion and enthusiasm of Ohio road race fans) seems to be A-OK. They aren't making a bundle of money, but the nature of the course layout and the caliber of the racing presented have been drawing around 12,000 spectators per race. The course, since track president Les Griebling installed a new bridge to the infield, is the best from a spectator standpoint that we have seen in a long time, and it is a corker for drivers.

Rumor going around (unfounded we hope) that the Blackhawk Valley Region SCCA, Rockford, Ill. may change its Oct. 23-24 Wilmot driver's school to a regional race. It was this school last year that put Blackhawk on the map and made them many friends. This year there are going to be a great many aspiring and hopeful drivers mighty disappointed if the school is cancelled.

In Palatine, Ill. at Bob McKee's busy works they are putting a McKee transaxle in Augie Pabst's new McLaren, and have sold a similar unit that converts to a torque converter to Ralph Salyer. The unit will go into Salyer's new McLaren, which looks as if it should really storm based on its maiden voyage at Mansfield. McKee is building a car for Ed Hamil using Hamil's design. Charlie Hayes and George Wintersteen have McLarens ordered, as does Bud Gates of Indianapolis.

Stock car driver Gary Bettenhausen, son of the late, great "Tinley Park Express" is looking for a sports car ride.

This fall watch for . . . an 1100cc fwd Simca to debut, along with a two-liter, six-cyl. BMW sedan.

Novi Mark: AIR Entries Big

By Joan Costley
CP Regional Editor

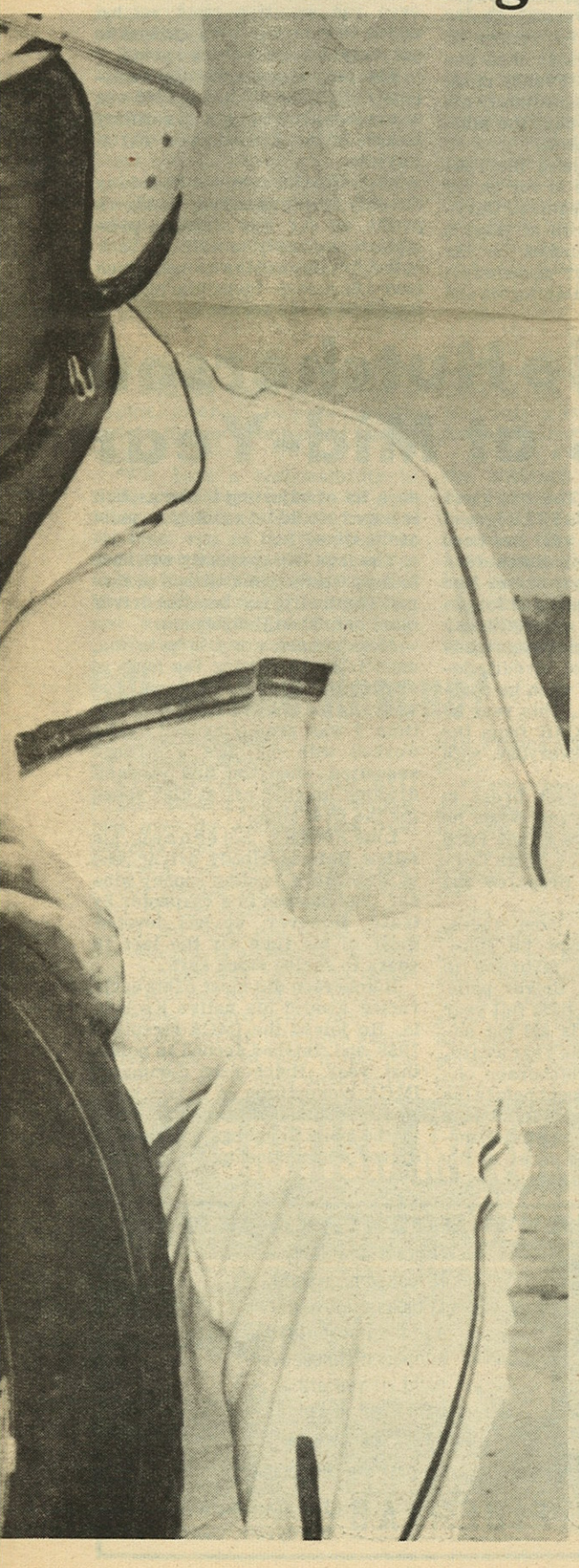
ATLANTA, Ga. — Jim Hurtubise, driving an Andy Granatelli-prepared front-engine Novi, unofficially broke the world's record for the one-and-a-half-mi. closed race course July 9.

Hurtubise turned 164.5mph on the high banked Atlanta International Raceway while making tire tests here this week.

Thus the stage is set for one of the finest and fastest USAC championship races on record at AIR Aug. 1, when a total of 30 cars and drivers will go for an $80,000 pot of gold.

Along with Foyt (who predicts qualifying speeds up to 170mph), other Indianapolis drivers entered are Jim Hurtubise and Greg Weld in two of Granatelli's three Novis. The third driver is yet un-named. Current USAC points leader Mario Andretti is scheduled to appear, as are: Bob Harkey, Jim McElreath, Sam Sessions, the Unger brothers (Al and Bobby), and Bud Tinglestad who finished sixth this year at Indianapolis.

Race Driver Paschal: "Nothing."



No wonder NASCAR presented its 1965 Award of Excellence to Goodyear in recognition of the LifeGuard Inner Tire, "one of the most significant safety advances in the history of auto racing."

Here's how it worked at the "Dixie 400":

Jim Paschal was racing through the 143rd lap when a sway bar broke and ripped through his right rear tire like a jagged spear. It blew — at 135 mph.

We asked him for more details.

"I've had tires blow before but this is the first time I've been able to keep full control of the car. I made a full lap at 135 mph on the inner tire and back into the pit safely."

Getting drivers into the pit safely, that's what the LifeGuard Inner Tire is all about. And that's why Goodyear engineers developed it. That's also why NASCAR presented Goodyear with its '65 Award of Excellence for the Inner Tire. Its purpose is safety. If the outer tire should fail, the Inner Tire takes over.

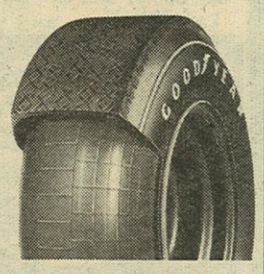
The LifeGuard Inner Tire has proved its safety through 117,000 tire miles in the Daytona 500, Atlanta 500, the Darlington 300, the Charlotte 600 — and, of course, the Dixie 400. At least 29 times, it has allowed drivers to come in safely after blowouts. That's why, NASCAR has made the inner tire, developed by Goodyear, mandatory at all major NASCAR sanctioned races.

You don't have to be a racer to get this kind of protection. The LifeGuard Safety Spare is optional in the famed Goodyear Double Eagle or more modestly priced Custom Power Cushion. Which means that your family can have the same sort of blowout protection that guards the professionals.

The LifeGuard Safety Spare . . . one of the proudest achievements of Goodyear . . . The Safety-Minded Company.

BOX SCORE AT THE DIXIE "400"

WINNER: PANCH . . . on Goodyear tires
SECOND: DIERINGER . . . on Goodyear tires
THIRD: JARRETT . . . on Goodyear tires
Eight out of first ten . . . on Goodyear tires



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LifeGuard, Blue Streak, Power Cushion — T.M.'s The Goodyear Tire & Rubber Company, Akron, Ohio



Marvin Panch, winner of the Grand National at Watkins Glen, in his Holman-Moody prepared '65 Ford. (W. Huskonen photo)

MORE ON:

Marvin Panch Pockets Watkins Glen Purse

(Continued from Page 1)

and in the corners.

The perfectionist Wood brothers solved the problem by replacing Panch's engine, which had been used for the previous northern tour race and was "tired." The fresh engine was delivered by a Holman-Moody (read Ford Factory) employee just in time after a straight-through drive from the H-M headquarters in Charlotte, N.C.

Apparently the new engine was just what Panch needed, he was able to keep up with the front-running Johnson. In fact it was Johnson's engine that wasn't able to stand the pace, for it blew after 14 laps.

DOESN'T LIKE ROADS

Another possible factor came out before the race. Johnson admitted that he didn't care much for road racing while Panch said he enjoyed it. In any case, when Johnson went out, Panch was comfortably in the lead and easing away from Jarrett in second. The only other car in the same lap was Buddy Baker in a '64 Dodge. That situation lasted only until the 24th lap when even Baker was lapped by the hard-running Panch.

While all this was going on, that jack-of-all-racing, Walt Hansgen, was having his troubles. His brakes failed on the fifth lap and he sailed off the end of the long chute into the brush, amid scrambling spectators. Luckily nobody was hurt. Hansgen got his '64 Ford back on the course and around to the pits. After the brakes were fixed, he reentered the race well back in the standings. The first of the scheduled pit stops came at the halfway mark and Panch pulled in for gas. The Wood brothers matched their now famous Indy 500 pit work for Lotus and got him out again in less than 20 sec.

Jarrett's stop came later and it was sufficiently long to allow Panch to lap him.

From then, it was all Panch's race. Toward the end, he signalled his pit the car was overheating. The answer was a big E-Z sign. As Panch went by Jarrett was able to pass him and able to unlap himself. Jarrett's second place finish brought him within 16 points of point leader Dick Hutcherson, who finished 12th after a long stop to have a rear end seal replaced. Panch is now third in the point standings.

WATKINS GLEN GRAND NATIONAL, NASCAR, WATKINS GLEN, N.Y., JULY 18, 1965.

FINISHERS: 1 - Marvin Panch, '65 Ford, 98.43mph; 2 - Ned Jarrett, '65 Ford; 3 - Buddy Baker, '64 Dodge; 4 - Cale Yarborough, '65 Ford; 5 - Tiny Lund, '64 Ford; 6 - Walt Hansgen, '64 Ford; 7 - Elmo Langley, '64 Ford; 8 - Al White, '64 Ford; 9 - Neil Castles, '65 Oldsmobile; 10 - Bob Derrington, '63 Ford.

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STOCK CAR NEWS

NASCAR'S TOP TEN

POINTS LEADERS THROUGH July 9, 1965: 1 - Dick Hutcherson, 23530; 2 - Ned Jarrett, 23350; 3 - Marvin Panch, 17694; 4 - Darel Dieringer, 17548; 5 - G. C. Spencer, 16908; 6 - Buddy Baker, 14180; 7 - Neil Castles, 14114; 8 - Fred Lorenzen, 13696; 9 - Junior Johnson, 13536; 10 - Bob Derrington, 13248.

FIA CALENDAR

Jan. 8	New Zealand GP.
Jan. 15	Levin GP, N.Z.
Jan. 22	Lady Wigram Trophy, N.Z.
Jan. 23	Riverside Stock Car Race.
Jan. 29	Teretonga Park, N.Z.
Feb. 5-6	Daytona Continental.
Feb. 13	Warwick Farm, Australia.
Feb. 20	Lakeside, Australia.
Feb. 27	Daytona 500.
Feb. 27	Sandown Park, Australia.
March 5-7	Longford, Australia.
March 26	Silverstone.
March 25-26	Sebring 12-hours.
March 27	Atlanta 500.
April 24	Monza 1000km.
April 30	Touist Trophy.
May 8	Targa Florio.
May 15	Spa GP.
May 22	Monaco GP.
June 5	Nurburgring 1000km.
June 12	Mugella (I).
June 12	Rossfeld Hillclimb.
June 18-19	Le Mans.
June 26	Mt. Ventoux.
July 2-3	French GP.
July 10	Trento-Bondone.
July 16	British GP.

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Pearson-Owens Set to Return To NASCAR at Bristol July 25

By Bob Glendy

SPARTANBURG, S. C. — Former NASCAR Rookie of the Year Dave Pearson, and long-time veteran driver and car builder Cotton Owens have rejoined NASCAR and will field at least one hemi-powered Dodge during the remainder of the grand national season.

Pearson and the carrot-topped Owens paid their NASCAR entry fees last week and Pearson is expected to make his first start of the season in the Volunteer 500 in Bristol July 25.

Bristol track manager Hal Hamrick said he expected Pearson to drive a Dodge in the 250-mi. race but admitted that he didn't have signed entry blanks from either Pearson or Plymouth pilot Richard Petty.

"I'm not saying they are going to run here until I get a signed entry blank, but we have a verbal agreement with both Petty and Pearson to run here," Hamrick said.

Columbia Speedway has announced that Pearson will drive his Owens-prepared Dodge in the Sandlapper 200 over the one-half mi. plant Aug. 19.

A recent ruling by NASCAR allowed Chrysler Corp. cars powered by the controversial hemispherical engines to return to NASCAR tracks of less than one mile in length. Bill France made the announcement immediately after the Atlanta 400, near the midpoint of the 1965 season.

The ruling permitted the 116-inch wheelbase cars to run on the shorter tracks but required Chrysler to put cars with at least a wheelbase of 119 inches on the south's four major speedways, Charlotte, Daytona, Darlington and Atlanta.

The new ruling will permit North Carolina Motor Speedway in Rockingham, N.C. to run the short wheelbase cars.

Young Pearson compiled an enviable record behind the wheel of a Ray Fox-prepared Pontiac during 1961 when he was selected NASCAR Rookie of the Year.

He has spent the first half of 1965 campaigning on the USAC circuit, but was given a release from USAC so he could return to NASCAR.

The return of Cotton Owens to NASCAR ranks was a surprise but most observers feel that the wily veteran only renewed his license for one or two dirt track appearances in the Spartanburg area.

Owens has had only one driver for his Dodge stable since Jimmy Pardue was killed while running tire tests at Charlotte.

Lee and Richard Petty, racing's most famous father-son team, have announced that they will compete in all NASCAR races of 250 mi. or more including the American 500 at Rockingham in October.

The Pettys have been working feverishly on a new 1965 Plymouth Belvedere for the past three weeks. Richard admitted that he hadn't even run any tire tests yet but added that he was very anxious to get back into oval track racing.

The only appearance of a hemi-powered Plymouth during 1965 was a second-place finish for Buddy Baker in the Firecracker 400 at Daytona.

With Charlotte Motor Speedway the only major speedway to show a profit so far this season, promotors are ready to welcome back both Chrysler and the crowds which have deserted them during the first half of the season.

Rookie Hutcherson Leads at Mid-Year

ATLANTA, Ga.—The biggest sensation on the NASCAR grand national circuit this year has been rookie Richard Leon Hutcherson who neither looks nor drives like a rookie in the biggest and toughest of all stock car competitions.

Hutcherson, current points leader on the late model circuit, debuted last summer when he competed in four races. This year he has been with NASCAR from the start, impressing everyone with his driving ability.

Probably the biggest break in his racing career came when he was selected to drive a 1965 Ford by Holman-Moody, the North Carolina company that prepares and races Ford cars.

In contention in most races, Hutcherson must now be considered one of the favorites to win the NASCAR driver point championship in his first full year on the circuit. He is all but assured the Rookie of the Year award.

"Believe me," Hutcherson observed, "I never thought before the start of the season that I had a chance of winning the point championship. I had done most of my racing on dirt and I knew I had to do a lot of adjusting to the asphalt tracks I would be running on most of the time."

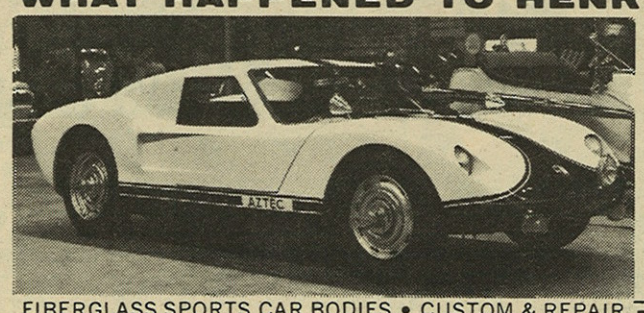
The man he apparently will have to beat for the point title, Ned Jarrett ironically, has been the driver most helpful to Hutcherson.

"Ned's been a big help to me, especially in getting the hang of drafting," said Hutcherson, "he went out on the track at the same time I was practicing and really worked with me. It's a strange sensation when you find yourself drafting another car at high speed for the first time."

Like Freddie Lorenzen, his fellow Holman-Moody driver who is NASCAR's leading money winner, Hutcherson is a carpenter by trade. However, he has devoted most of his time for the last 10 years to racing stock cars.

Hutcherson did most of his early racing around his native Keokuk, Ia. He joined the IMCA circuit in 1959 and finished second in points that year. Hutcherson dominated IMCA competition up to last year. He never finished lower than third in the point standings and won the driver championship in 1963 and 1964.

WHAT HAPPENED TO HENRY'S VOLKSWAGEN ?



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NASCAR NOTES
More Talking than Racing

By Bob Glendy

Chrysler Corp. has indicated that they would like to have cars running on the superspeedways for the two last major races of the 1965 season, the Southern 500 at Darlington and the National 400 at Charlotte.

Before this can happen, Darlington president Bob Colvin and Charlotte Motor Speedway president A. C. Goines will have to persuade NASCAR boss Bill France to go one step further with his retreat from a pre-season decision to prohibit the use of hemispherical engines in Chrysler cars.

France announced before the start of the 1965 season that hemi and Ford's high riser engines would not be eligible in NASCAR competition. The ban lasted halfway through the season until the lack of paid attendance at races throughout the NASCAR circuit brought beaucoups pressure on France.

On June 15 France announced that the hemi would be legal in Chrysler cars. But — there were a couple of strings attached.

NEW RULES

The new rules allowed the 116-in. wheelbase cars on all tracks of one-mile or less in length. Competition on the four major speedways was limited to cars with at least 119-in. wheelbases.

Both Ford and Chevrolet have developed race cars with 119-in. wheelbases.

A. C. Goines feels that perhaps there has been too much attention paid to everyone except the fan. "I think that we have tried to please and appease everyone, except the racing fan," he said.

"I think it's time we gave the fan what he wants in the way of racing, after all, he pays the bills and is the most important part of racing.

"We have a responsibility to make race cars as safe as possible, and then I feel we ought to let them run as fast as they can and leave it up to the drivers as to how fast they will run. The fans like speed and strong competition, and we ought to give it to them.

"We've had so many complications and situations this year that we have had to do more dealing and talking than racing. I think if we get back to racing the fans are going to come out to see them run."

Don't expect to see Chrysler products back on the major tracks this year. France has been just about as accommodating as he can afford to be. Any further concessions from the NASCAR president could result in the withdrawal of Ford and kill all chances for further General Motors support for Chevrolet.

HOTTEST DRIVERS

The two hottest drivers on the NASCAR circuit after the completion of the first half of the NASCAR season have to be rookie Dick Hutcherson of Keokuck, Iowa driving a Holman-Moody 1965 Ford and Buddy Baker, wheeling a 1965 Plymouth.

Hutcherson is the most promising driver to invade the NASCAR ranks in many years. He is currently on top in the grand national point race, leading veteran Ned Jarrett by a narrow margin. This young man may be the greatest driver ever in NASCAR before he ends his career.

Young Baker has had a hard time, standing in the shadow of his great father who is a three-time winner of the Southern 500. The 45-year-old grandfather has been trying all year to get Buddy a better ride but until the Firecracker 400 the younger half of the father-son team had been relegated to a 1964 Dodge which he had consistently pushed to finishes right behind the factory cars.

The 1965 Plymouth complete with hemi engine which Buddy drove at Daytona was able to run with the eventual winner A. J. Foyt at the end of the race and was only a few miles off the pace during the entire race.

As with a number of others on the NASCAR circuit, with first class equipment Buddy Baker will have to be reckoned with in years to come. The hemi engine in his 1965 Plymouth may very well give him the boost he needs to achieve what his father wants more than anything else, his son to succeed in a sport which made him famous.

Bill To the Rescue?

By Roger Honkanen
CP Regional Editor

ATLANTA, Ga. — Will Bill France build a roadracing course just over the Alabama line from Georgia west of here?

That's the gist of a very hot rumor making the rounds in this part of the country these days.

It's not what you would call a new thought. If all the road courses Bill France was "going to build" were laid end to end you could run a 24-hour enduro in one lap.

But the rumor this time seems hotter than most and it has one aspect the other ones didn't have. Bill France acknowledges this rumor.

"We've been approached," he admitted, "but you couldn't say that we had any plans for such a track." And that's as much as Mr. NASCAR had to say on the subject.

One authoritative source here in Atlanta, however, says that according to his information the plans have actually been drawn up for the road course. This source says the track would be located between Atlanta and Birmingham about one mile across into Alabama.

Nelson Wins Milwaukee 200-Mi Race

By Gary Shellman
CP Regional Editor

MILWAUKEE, Wisc. — A spurt on the 199th lap gave Norm Nelson the checkered flag in the 200-mi. U.S. Auto Club late model stock car race here July 11.

Nelson passed teammate Jim Hurtubise who had swapped the lead with Nelson's identical Plymouth during the course of the race, to win at an average of 90.25 mph.

Nelson, a 25-year veteran of stock car racing, added points to up his current USAC lead to 400, $5,053 to his bank account, and gave Chrysler Corp. its first win at the one-mile state fair park oval since the glory days of the Kiekhaefer Chrysler 300s.

The factory Plymouths of Nelson and Hurtubise completely dominated the race with Nelson leading from the start to the 61st lap, Hurtubise taking over to the 102nd, and again from the 135th to the 199th when the "Great Dane" took over for good.

Ford salvaged some honor by the third place finish of A. J. Foyt in the factory car in which he won the Daytona Firecracker 400.

Bobby Isaacs led the Dodge contingent home in fourth ahead of Herb Shannon and David Pearson in similar cars.

A streak was ended for Parnelli Jones who was shooting for his fifth straight stock car race and seventh USAC event in a row on the Milwaukee circuit. Jones was in on one of the eight accidents that caused 35 laps to be run under the caution flag.

Both cheers and boos greeted the winner from the crowd of 27,944. Although Nelson, from Racine, Wisc., is a local boy, Milwaukee fans rate Hurtubise as a favorite, especially since his near-fatal accident here in June, 1964.



Jim Hurtubise #56, Bobby Issac in a Ford (right behind) and Norm Nelson, the Plymouth amongst the Fords, going at it in the closing laps of the July 11 USAC stock car race at Milwaukee's state fair park. Hurtubise slowed on the last round to let team leader Nelson through for the win. John Lamm photo)

200-MILE USAC LATE MODEL STOCK CAR RACE, MILWAUKEE FAIRGROUNDS, MILWAUKEE, WISC., JULY 11, 1965.

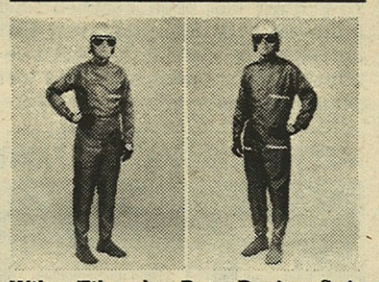
OVERALL: 1 - Norm Nelson, '65 Plymouth; 2 - Jim Hurtubise, '65 Plymouth; 3 - A. J. Foyt, '65 Ford; 4 - Bobby Isaacs, '65 Dodge; 6 - Herb Shannon, '65 Dodge; 7 - Don White, '64 Ford; 8 - Billy Foster, '65 Dodge; 9 - J. C. Klotz, '64 Plymouth; 10 - Roger Regeth, '64 Ford.

STOCK CAR NEWS
Tape-Bodied Race Machinery Near

NEW YORK — A new aluminum foil tape, manufactured by the Dutch Brand division of Johns-Manville, has been developed specifically for automotive applications.

It is recommended for fixing rusted out spots or rips in body sheet metal, and as a back-up for body filler in auto body repairs. It can also be utilized as a heat reflector, a moisture and dust seal, or as a decorative striping. The tape can be applied, feathered at the edges, and painted over to match the existing finish.

Additional data is available from Johns-Manville, Dutch Brand division, Box HJW-33, 22 E. 40th st., New York.

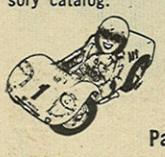


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33 Paid Watch Vineland N.J. Go

By John Bornholdt

VINELAND, N.J. — After running regional events on Saturday and Sunday under increasingly difficult conditions, Vineland's first restricted (SCCAese for "professional") event was cancelled by the stewards Saturday July 10 following flooding of the course.

Also cancelled were stock car events to be run on the same program.

Sunday's regionals were for 12 laps, and were run under conditions ranging from impossible to unbelievable.

The feature, for all mods but H, and A,B and D prod saw several cars spin off the main straight, several more lose it in the turns in the downpour and become hopelessly mired off-course, and a final few simply quit in disgust.

Eventual winner, despite inevitable bobbles, was C. Waltman in a TR4 followed by the Lopez Dp Turner-Climax.

The prize fund for the cancelled races has been placed in escrow, the races to be held at a later date.

There were 33 paid admissions on Sunday.

Selma Seeks Two Way Weekend Race

By Roger Honkanen
CP Regional Editor

SELMA, Ala. — The Central Alabama Region, SCCA, has requested permission to run both a regional and a national event on the same weekend, August 21-22.

The race would be run at Selfield, a 2.7-mi. course laid out on runways and ramps of a little-used Air Force training base near here.

This is the latest example of what appears to be a growing trend toward double racing weekends including a regional race on Saturday and a national event on Sunday. According to the SCCA, this has been tried several times recently with varying success.

There is a scarcity of regional events on the calendar — partly because of track closings and other cancellations and partly because the national events, which draw bigger crowds, are more popular with sponsors.

In the SEDiv for example, the last regional was at Osceola, Fla., June 19-20 and the next one isn't until August 28-29.

So the two-way race is under serious consideration, and national calendar representative Tony Tarantino, in Atlanta, said it seems likely that the Selma date will be approved for a national. The next race in the division is two weeks later and the nearest race that weekend is at Watkins Glen.

Davis, Zitkus Win CenDivisional Go

By Peter Dunkle

LOUISVILLE, Ky. — Despite torrential rain at the start, brisk average speeds and tricky but honest route instructions, Jon Davis and Wayne Zitkus, from Lansing, Mich. and Toledo, Ohio respectively, teamed to beat 50 other contestants in the Kentucky Region SCCA Bluegrass CenDiv rally July 17.

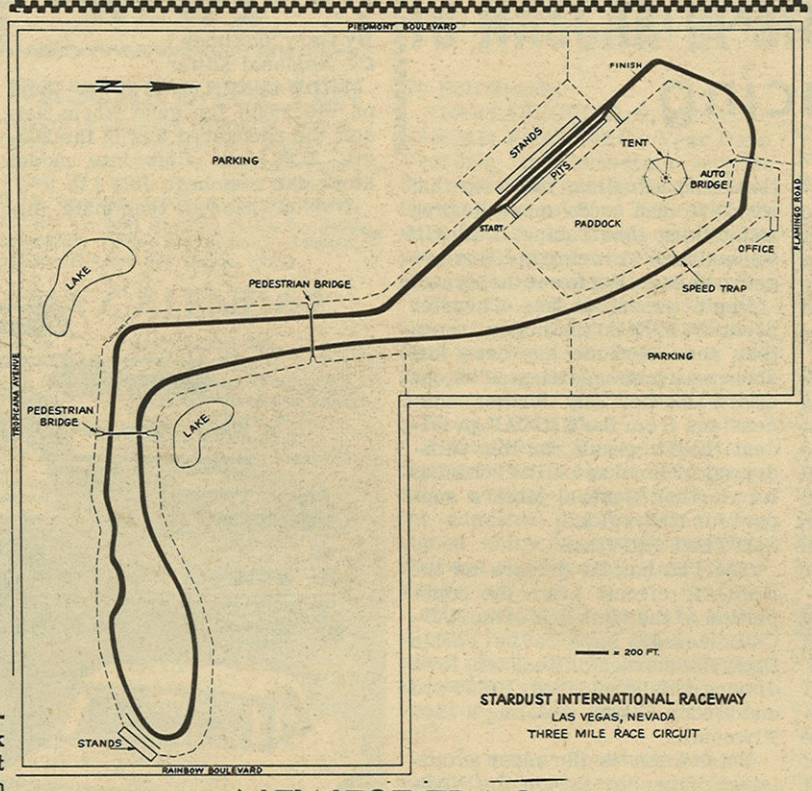
The winners, in a Saab, posted low score of 166 points over the 300-mi. course running north and east of rally headquarters in Louisville.

Second-place honors went to Porsche pushers Wilma and George Robbins of Carmel, Ind. scoring a total of 177 points.

Rounding out the top five positions in order, were Rosemary and Roger Dick (329), Citroen, Jerry Straf and Dave Dillard (417), Corvair and Mr. and Mrs. Bob Dender (603) in a Porsche.

Indianapolis Region garnered first-place team awards.

LOCAL RACES



NEWEST TRACK

Stardust International Raceways in Las Vegas, the newest road course in the U.S., is scheduled for a regional race in the early fall followed by a national open in October. Races will be run by the California Sports Car Club Region, SCCA.

4,000 See Kneeland Win in N.H.

By Erika Rhone

LOUDON, N.H. — Tom Flaherty and Bill Kneeland won the first race and the feature, respectively, of the initial event at Bryan Motorsport Park July 11. Under the aegis of the SCCA's New England Region, eight 15-lap events on the twisting 1.6-mi. track provided nearly 4,000 spectators with lots of excitement.

Kneeland's steady driving brought home the bacon in the C-E-Fm, A-BP go only after he subdued a truly inspired Jim Locke. Kneeland's Elva trailed in the early laps until Locke overcooked the last turn, dropping his RSK into third. Aggressive driving, although interrupted by another spin in the same spot, eventually gave Locke second, relegating Jerry Crawford's Lotus 30 to third.

Flaherty, his Alfa in the body shop after a Lime Rock National flip, took to a Sprite and won the premier Hp event.

The track has eight turns, five of them banked and the others high-speed sweeping turns. There is a long uphill and two shorter downhill stretches criss-crossing a knoll, resulting in three levels of the course. More than 90 per cent of the course is visible from start-finish and spectator viewing is unequalled on the east coast.

Although many modifieds and the larger production machines find themselves using top gear only briefly, if at all, drivers were unanimous in praising the facility.

REGIONAL SCCA RACES, BRYAR MOTORSPORT PARK, N.H., JULY 11.

Ap - Ken Duclos, Corvette. Bp - Dean Gregson, Shelby-American Cobra-Mustang. Cp - Stu Fenton, Carrera. Dp - Brad Picard, MGB. Ep - Lee Hermansen, Lotus 7. Fp - Leo Picard, Volvo P1800. Gp - Fred Darling, Sprite. Hp - Tom Flaherty, Sprite. Cm - Jerry Crawford, Lotus 30. Dm - no class. Em - Jim Locke, RSK. Fm - Bill Kneeland, Elva Mk VII. Gm - Sam Gilliland, Elva. Hm - Scott Gerrish, OSCA. Sedans: George Oulton, Mini-S. Formula - Bob Fuller, Cooper.

POOREST PREDICTION

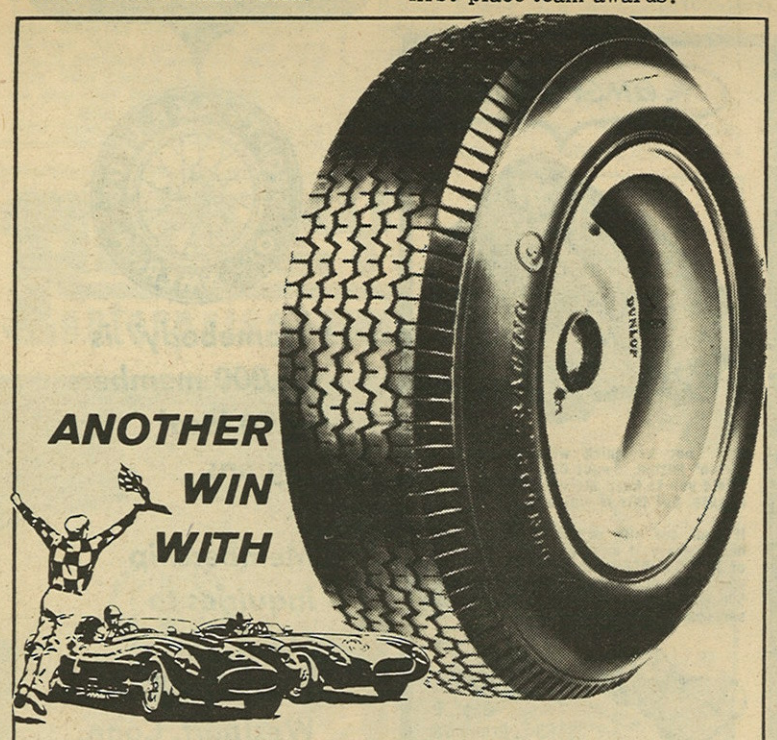
Barney Oldfield, having set a world speed record of 131.724mph in 1910, announced to the press "the limit has been reached" and followed with the statement that the absolute ultimate in speed attainable in an automobile had just been achieved.

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Consume Conspicuously At Waterford

By Ron Lathrop
CP Regional Editor

WATERFORD, Mich. — The June 26-27 regionals didn't come cheap to the entrants at the Waterford Hills course.

A Mustang tried to remove a flag station tower, five G and H prod cars piled into one another on one turn, the leading Ep Porsche turned earth mover, and a Lotus S7 ended in a swamp.

The large prod go saw Dennis Waszkiewicz' Sting Ray lead from pole to finish but behind him, life was far from tranquil.

Mary Swindell put her 396 Sting Ray into the gladiolas for fair coming into the main straight in the battle for second, Cliff O'Brady's rollcaged Cobra took over from Gene Henderson's Tiger when the latter shot straight off the Paddock bend, but Paul Sonda (Sting Ray) passed on the outside of turn one on the sixth lap and held second to the flag.

This Time Martin Hall Wins Feature

By Don Benzak

LIME ROCK, Conn. — Not all the action was at the Watkins Glen USRRC June 26.

The British Sports Car Owners Assn. held a series of sprints and "enduros" for the little guy at Lime Rock, and as at the Glen, a guy named Hall stole the show.

No, not with a Chaparral, but with an Elva-Ford, and it was Martin Hall of Riverdale, N.Y., who took off like a scared rabbit and ran far away from the rest of the pack. An easy winner in a 10-lap qualifier, he showed his heels to an assorted aggregation of modified and production machinery in the 50-lap main go.

In second spot, a full lap behind (1.5 miles) was Wally Bailey's smooth and consistent Lotus 7. Third and fourth went respectively to Bob Thomas in a G mod Lotus 11 and Bill Litchfield's Nardi roadster.

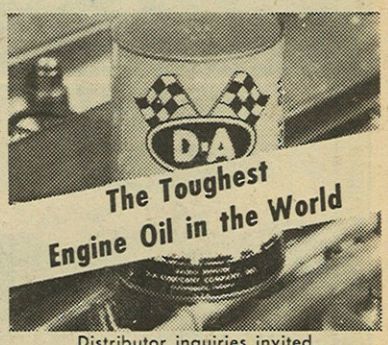
Scarab Chews Lola in Texas Regional

By Mary Ann Chapman

GALVESTON, Tex. — Jack Saunders, driving the Mecom Scarab-Ford, won the feature at the ninth annual regional races July 10-11.

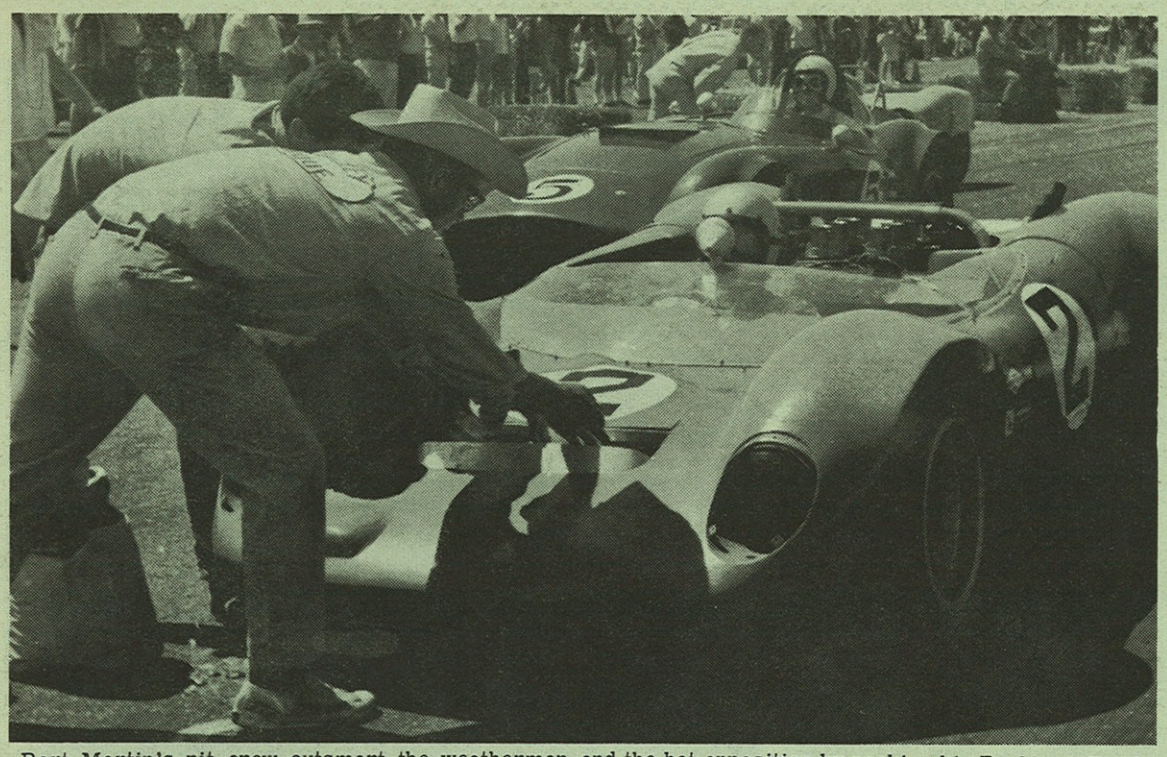
Walt Hansgen held the initial lead in the Mecom Lola T70 but retired when a water hose came adrift. The Lola, by the way, sported one of the very rarely seen Traco aluminum-block 327 cu.in. Chevrolet engines.

Earlier in the day fans were treated to the best Formula Vee battle yet seen in this division, with less than 40-ft. separating the first six cars during much of the race. Larry Gross, in his first outing in a Vee, held the lead for a good part of the race only to relinquish it to Franz Gillebaard.

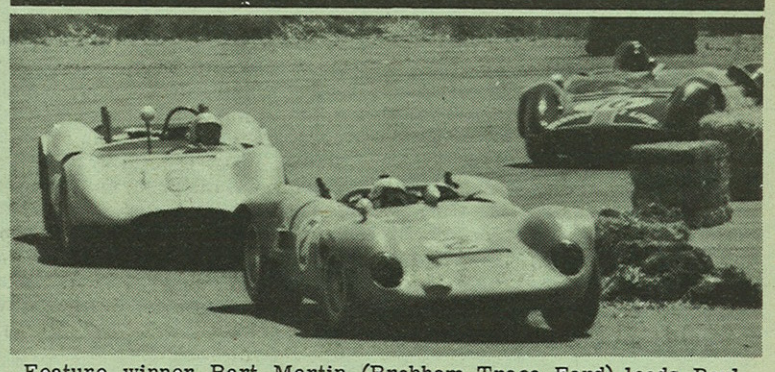


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WESTERN EDITION



Bart Martin's pit crew outsmart the weatherman and the hot opposition by packing his Brabham-Ford with ice. Cool Bart set a new course record as he won the modified main event at Cotati.
(Russ Goebel photo)



Feature winner Bart Martin (Brabham Traco Ford) leads Paul Reinhart's Genie-Chev and Ed Leslie in the Webster 2-liter at Cotati, July 18. (Pete Biro photo)

MORE ON:

Martin's Brabham Wins Cotati

(Continued from Page W-A)

return to racing of San Francisco R. E. Elmer "Red" Faris, sidelined for over a year. Faris, 396 Sting Ray mounted, was edged for the overall win in the big prod race by Herb Caplan's like car. Bill Treytl was third in yet another 396 and all three were barely able to contain their enthusiasm at the absence of the Cobras.

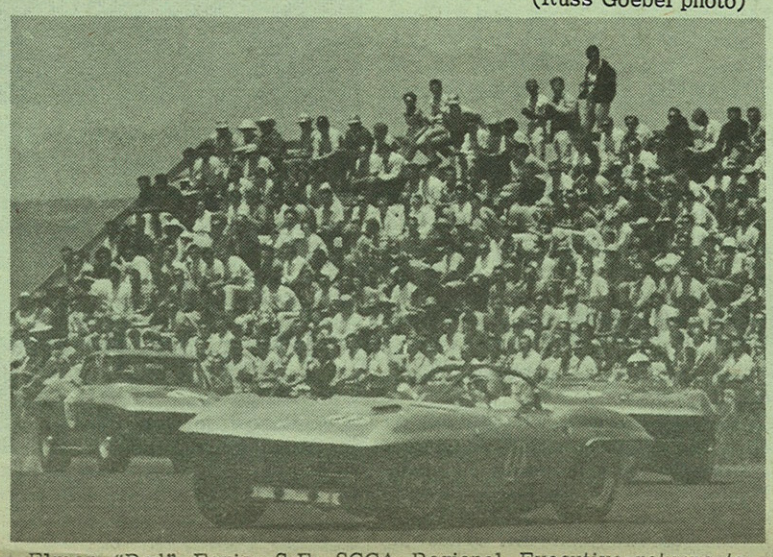
Walt Benson's Porsche took yet another win, and Steve Froines about locked up Dp for the year winning that class again in the Cal Auto quasi-works TR4.

COTATI REGIONAL RACES, S.F. REGION, SCCA, COTATI, CALIF., JULY 18, 1965.

CLASS WINNERS: Ap - Herb Caplan, Sting Ray; Bp - Bert Perkins, XKE; Cp - Dave Vital, Lotus S7; Dp - Steve Froines, TR4; Ep - Walt Benson, Porsche; Fp - Bub Erlich, TR3; Gp - Bruce Brown, Sprite; Hp - L. Halle, Sprite; Cm - Bart Martin, Martin Brabham-Ford; Dm - Dave Love, Ferrari; Em - Ed Leslie, Webster 2-liter; Fm - John Bolander, Lotus; Gm - Dave Burch, Merlyn; Hm - Paul Felton, LeGrand; Sedan - John Kerby-Miller, Comet; F/B - Larry Albedi, BMC; F/C - Nick Reynolds, Lotus; F/V - Jerry Demele, Crusader.

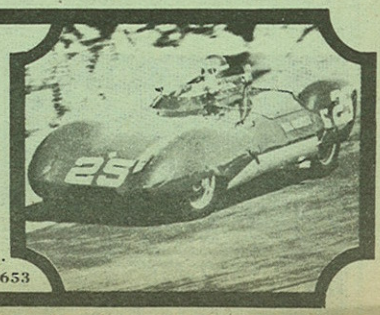
Pop Art at Cotati



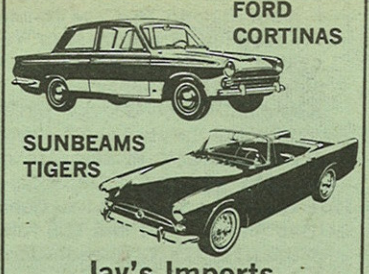


Elmer "Red" Faris, S.F. SCCA Regional Executive returns to racing after a year's retirement, and leads the way through Cotati's turn one in his new 396 Sting Ray. (Duke Manor photo)

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Goldsteins Top Palomar Rally of Stars

By Vern Jaques
CP Contributing Editor

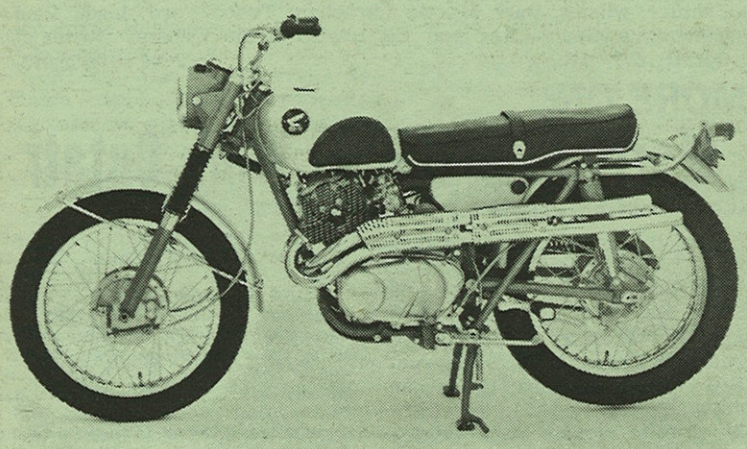
SAN DIEGO, Calif.—Shelly and Gail Goldstein of Santa Barbara topped Palomar SCC's Rally of the Stars July 18, the fourth SDCSCC championship event of the year.

The Goldsteins, driving a Mustang, ran up a total error of .27 min. in the 200-mi. event to win the navigational class trophy.

Second in navigational went to Bill and Mary Burklin of La Mirada, who turned in a .30 error in their Volvo. Leading the local competitors were Sam and Woodie Woodhouse, with a .46 error in a Cortina, good for third in navigational. Competition was keen in the navigational class, as the first seven cars had errors under one minute.

SOP class was won by Barbara and Bill Knight with an Alfa-Romeo score of 1.58, followed by the TR4 of Dick Rafter and Susan Kovar at 1.73. Jim and Marcia Pursell of Garden Grove took third in SOP in a TR4 with a 3.76 error.

Seasoned competitor Jack Rabell had a somewhat unseasoned navigator who proved no handicap. Jack and his 9-year-old son Carl finished fifth in the navigational class with a .70 error.



Scrambler

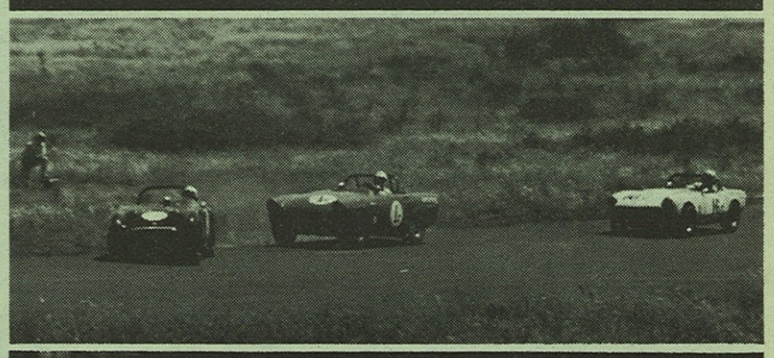
The new Honda CL-77 just introduced in the U.S. boasts 305cc engine from the Super Hawk and the styling of the Scrambler.

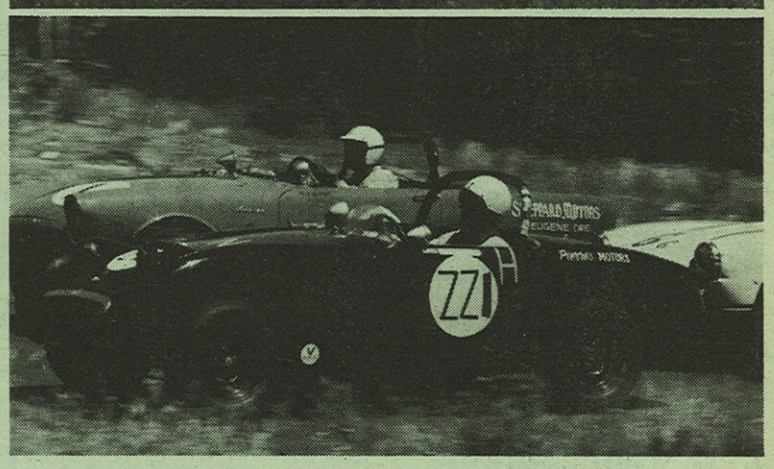
Honda Announces Bigger Scrambler

LOS ANGELES, Calif.—Introduction of the new Honda CL-77, a 305cc version of the successful Honda Scrambler model, has been announced by American Honda.

The new CL-77 will boast the rugged 305cc ohc power plant of Honda's Super Hawk, and will inherit the popular styling of the 250cc Honda four-stroke CL-72 Scrambler which it replaces.

Weighing 340 pounds, the CL-77 delivers 28.5hp at 9,000rpm, 4.5 more than its predecessor. Maximum speed of the new machine is rated at 75mph, with fuel consumption at about 70mpg.





This was the race at OIR July 18, as points leader L. C. Thomas is confronted with an out-of-shape Sprite in the hands of Dave Melnis. Jack Scoville's Spitfire is too close for comfort, and gets closer as Thomas had to take evasive action in his Alpine. Thomas and Scoville swapped the lead six times in the race with the Alpine finally winning out. (Paul Peterson photo)

RDC Sets Rapid Transit School

OAKLAND, Calif.—Northern California's Racing Drivers Club will conduct a rapid transit summer school for neophyte road-racing drivers.

Ground schools will instruct on car preparation, safety equipment and procedures, theory of speed and energy, driving discipline, and instruction at speed. The speed sessions will be staffed by the U.S. Auto Race Marshals and the school is sanctioned by the SCCA.

For information write: RDC, Suite 1001, Latham Square bldg., Oakland, Calif.

Cycles at Meadowdale

CARPENTERSVILLE, Ill.—Previous winners Jody Nicholas of Nashville, Tenn., and Dick Mann of Pinole, Calif., will be defending their titles during the 150-mi. feature race by the American Motorcycle assn. at Meadowdale raceway Aug. 14-15. The event is one of four to be held at the raceway during the weekend.

Late Entrant Fastest in NW

SEATTLE, Wash.—Arriving only minutes before registration closed, Corvette driver Bruce Kelly posted top time of day at the Boeing Petite GP autocross July 11. He beat second-place Arnstein Loyning, Austin-Healey, by one-tenth sec. by posting a 1:01.7. Loyning's mark had been best time for most of the day.

MORE ON:

Phillips Wins in Oregon

(Continued from Page W-A)

in the combined big bore prod and mod race. Spectators awaited another battle between Phillips and Monte Shelton in the ex-Charlie Parsons Cobra, but engine problems plagued the snake so Shelton decided to save it for the coming Kent USRRC.

Phillips made it look easy as he led from flag to flag and finished more than half a lap ahead of Wade Carter in the ex-Mike Eyerly Porsche 904.

Regional exec George Miller provided the thrills in this event in a David and Goliath struggle between his aging but agile Lotus 11 and two Sting Rays and a Cobra. Miller made it by the Corvettes and finally nipped Gil Weed's street Cobra on the last lap, but he got over-enthusiastic and spun on turn five nearly ending his ride on the hood ornament on the Cobra.

It was no contest for Mike Fisher in his now 1600 twin cam-powered ex-Pierre Phillips Lotus 27 in the open-wheel event. He was rapidly out of sight of the pack to lead R. J. Schmidt over the line by more than 40 sec. Don Duncan captured the special five-lap handicap race in Gene Lee's climax-powered Horribellis, with Gil Weed's Cobra close in second. Scoville and Thomas again went at it, but Scoville got his revenge and stayed well out in front of Thomas' Alpine.

JULY 17-18, 1965.

CLASS WINNERS: Ap - Wade Carter, Porsche 904; Bp - Rick Stark, Corvette; Dp - Bill Pendelton, TR4; Ep - Dick Elder, Porsche; Fp - L. C. Thomas, Alpine; Gp - Jack Scoville, Spitfire; Hp - Bob Egan, Sprite. Cm - Dan Hall, Hall-Ford spcl.; Fm - Pierre Phillips, Lotus 23; Gm - John Stuhldrier, Lotus 23; F/B - Mike Fisher, Lotus 27; F/C - R. J. Schmidt, Lotus 20; F/V - Bill Hinshaw, Formcar; S/M - Keith Swisher, Isuzu; S/S - Bob Kaleta, Alfa TI.

MORE ON:

Stirling Moss Meets General Motors

(Continued from Page W-A)

standing ("I'm only 5'7-1/2" wearing thick socks, and if I sit down they'll lose me") in the witness box.

He indicated his personal tests agreed with testimony given earlier by GM's chief of research, Frank J. Winchell, that the car was adequately designed for use on American roads by average drivers.

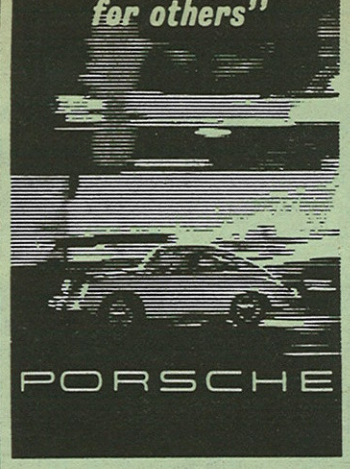
Further testimony by the English racer said that skid pan tests showed the 1960 Corvair would break away when subjected to side forces of .61 G magnitude. A car, maintained Moss, is normally driven at no greater than .25 G and seldom over .3 to .4 G unless the driver is on a racing course or either, "very good or very foolish."

Commenting upon plaintiff's attorney's assertion that he had personally driven with his wife in a Ford Thunderbird at .6 G, Moss asked, "really, and what did you hit?"

The case has not yet been concluded.

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WESTERN EVENTS CALENDAR

JULY

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

AUGUST

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

JULY 30, 7pm — Indy-type sprint car races, Saugus Stadium, Saugus, Calif. Eight events, 30-lap feature for a $1,750 purse. First race 8:30pm, qualifying 7pm on 1/3 mile paved oval. Info: Walt James (213) 341-6333.

JULY 31, 6:30 — Nocturnal Nonsense II, T&D rally, by Cascade SCC at 17th & NE Multnomah St., Portland, Oreg. Fee $3.50.

JULY 31 — SCCA regionals, Pacific Raceways, Kent, Wash.

JULY 31-Aug. 1 — National AFM motorcycle race, Cotati Raceway, Calif.

JULY 31-Aug. 1 — The Butterfield Trial Rally, SCCA divisional rally, by Pan American Region at Holiday Inn, Hiways 70-80, Las Cruces, New Mexico. First car out 11am, July 31. Awards: dash plaques, trophies, Butterfield Trail award. Classes: mechanical, non-mechanical. Info: Lolly Wainwright, 295 Chestnut st., Las Cruces, New Mexico; 524-9389. Fee $12.50.

JULY 31-Aug. 1 — Mercer Island Concours d'Elegance by Mercer Island CC at Mercer Island High School athletic field, Mercer Island, Wash. Awards: class awards to third. Classes: 21. Info: Phil Schwartz, Box 111, Mercer Island, Wash.; AD 2-1431. Entry fee: $5, refundable on arrival.

AUG. 1, 9am — Southland Autocross by Highland TC at Southland Shopping Center, Winton & Nimitz Fwy, Hayward, Calif. Awards: Italian marble trophies, partic. plaques. Classes: NCSCC. Rules: Mufflers required, only drivers over 21. Info: John Kelly, 360 Elmhurst st., #3, Hayward, Calif.; 582-0826. Fee $3.50.

AUG. 1 — USRRC, Pacific Raceways, Kent, Wash.

AUG. 1, 8am — Midsummer Autocross by Corvair Club of Oregon at Hillsboro Fairgrounds Kart Track, Ore. Awards: trophies, dash plaques. Fee $2.50.

AUG. 1, 9am 11am — Five-County variety rally by International House of Pancakes from International House of Pancakes, 1400 Tennessee st., Vallejo. Awards: trophies through five, dinners for two, six through ten, two partic. plaques per car. Fee $2 per car, includes pancake breakfast for two, coffee at finish.

AUG. 6, 7:30pm — Rhombic Rhumpus T&D rally by Rhombusmen Rally team and Rod Carveth Enterprises from Village Corner Shopping Center, back parking lot, Los Altos, Calif. Awards: trophies for first in each class, plaques through 5 in novice, through 3 in senior and expert, special merchandise awards. Fee $2.50.

AUG. 6, 7-9pm — Send Me No Flowers variety rally by Spokemasters TC from Lake Merritt Boathouse, Oakland, Calif. Awards: trophies first and second, place plaques through 10, club par. trophy, partic. plaques for all. Info: Diane Wells, 532-8359. Fee $2.

AUG. 7, 6:30-9pm — First and Last 1 variety rally by Tri-City TC from Stanford Shopping Center, El Camino Real, Palo Alto, Calif. Awards: trophies through 3, dash plaques through 8, club par. trophy, partic. plaques, marque awards. Info: TCTC, 192F West 36th ave., San Mateo, Calif. Fee $2 mail, $2.50 post.

AUG. 7, 7-9pm — Phase I variety rally by Fremont TC from Bruce's Tires, Hegenberger ct., Oakland, Calif. Awards: engraved awards at least five deep, free entry fees for next rally, best all girl team, club par. trophy, partic. plaques. Classes: novice and expert. Info: Russ Leonard, 657-1186. Fee $2.50 per car.

AUG. 7, 7-9pm — How to Murder Your Navigator variety rally by Monkey Inn MC from Lake Merritt Boathouse and Golden Gate Fields, Oakland, Calif. Awards: pewter mug to first expert and novice, plaques through 10th to expert and novice, partic. plaques, mugs to best five car team. Fee $2.50.

AUG. 7, 7pm — CRA Indy-type sprint car races, Manzanita Park Speedway, 35th & Broadway, Phoenix, Ariz. Eight events, 25-lap feature on 1/2 mile dirt oval. First race 8:30pm, qualifying 7pm, $1,750 purse. Info: Walt James (213) 341-6333.

AUG. 7-8 — SCCA nationals, Candlestick Park, San Francisco, Calif.

AUG. 8 — CASA regional, Westwood, Vancouver, B.C.

AUG. 8 — Slides of August autocross, Rhodes Parking Lot, Los Altos, Calif.

AUG. 8 — Championship Slalom by San Andres Touring Assn., at Las Cruces, New Mexico. Info: 524-9389.

AUG. 8 — Northern Calif. sprint cars, Watsonville, Calif.

AUG. 8 — Gold Cup race, Seattle, Wash.

AUG. 14, 7pm — Minute-Hour T&D rally by The Rallyist from Sears Parking Lot, Manchester Center, Fresno, Calif. Awards: first place trophies in each class, second and third place plaques in each class. Classes: expert, senior, novice. Info: The Rallyist, Rt. 3, Box 52, Coalinga, Calif. Fee $2.50 mail, $3.50 post.

AUG. 14 — SCCA regional, San Luis Obispo, Calif.

AUG. 15, 9am — Town and Country Autocross by Competition SCC at Town & Country Village, Fulton & Marconi, Sacramento, Calif. Awards: three deep in all classes plus TTOD. Classes: NCSCC & SVSCC. Info: Dick Byers, 6051 B Leafwood, Carmichael, Calif.; 452-0696 or 489-0712. Fee $3.50 single, $6 couple.

AUG. 15, 8am — Coliseum Slalom by Cobra Owners, Inglewood and Southside JCs at Coliseum parking lot #2 on Vermont ave. between Santa Barbara and Exposition blvd., Los Angeles, Calif. Awards: trophies, TTOD, TTOM, last place, best lady, special prizes and surprises. Classes: SCCSCC. Info: Chuck Green or Nick deCourville, Hi-Performance Motors, 1150 S. LaBrea, Los Angeles, Calif.; 937-3890, 478-8697 or RI 9-0311. Fee $3.75 single, $5.50 couples.

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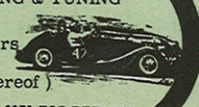
CLEVELAND, Ohio — The manufacture and national distribution of fiberglass reinforced plastic replacement front automobile fenders for the most popular models of American cars has been announced by Universal Fiberglass.

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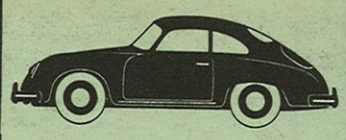
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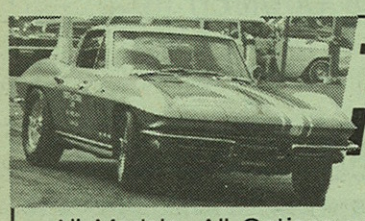
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Money Troubles KO Iowa Race Track

By James Schweiker

INDIANOLA, Iowa—The first attempt to introduce big time sports car racing in Iowa quietly fizzled recently when Greenwood Roadway cancelled its second USRRC because of financial problems.

The announcement came only two weeks before the July 17-18 USRRC races were scheduled. Track owners explained that they could not raise the necessary money to stage the race.

Norman Ackerman, president of Greenwood Roadway, Inc., said it cost more than $25,000 to stage the race and "the track is not in the financial position to gamble that much again."

Greenwood—a 3.2-mi., 14-curve asphalt track in the rolling countryside of southern Iowa—was built in 1963 at a cost of more than $300,000. It was located 28-mi. south of Des Moines, the capital city, and was acclaimed as one of the finest road racing tracks in the nation.

But however interesting Greenwood may have been to enthusiasts and drivers, it was a failure from the spectators' viewpoint.

It was usually hot and dusty and was impossible to see more than a few hundred yards of the track from any one place. Also, much of the track was virtually inaccessible for the public.

Ackerman said, "in Iowa, people are used to sitting and they're reluctant to change."

A USAC stock car race was held at Greenwood in June and drew only a few thousand paid attendance, despite widespread publicity and a field of some of the nation's top drivers. Last year's USRRC which included Jim Hall's Chaparral team, drew only 8,500.

By way of comparison, a gate of 8,500 at an IMCA stock car race in Des Moines is considered poor.

Greenwood's future?

"Well, it hasn't folded completely," Ackerman said. "But it has some problems."

Although there will be no more sports car races this year, Ackerman said the track has been leased for a national motorcycle race in August and a national go kart race later in the fall.

Ackerman said he felt much of the blame for Greenwood's collapse could be laid to local sports car groups and the condition of the track itself.

Highly critical of the local sports car groups, the Des Moines Valley and Iowa Valley Assns., Ackerman said they "are unable to comprehend the cost of putting on a race just for their benefit. Continued efforts to gain their understanding and co-operation have been to no avail," he said. "What it boiled down to is that we were providing a place for their hobby."

He said from an overall financial viewpoint, Greenwood "has been a complete fiasco." He added that "we are probing every avenue available for satisfactory outlet—other than dealing with people who are sports car enthusiasts."

Meanwhile weeds are growing in the pit areas of what was designed to be one of the finest and most popular sports car racing tracks in America.

Meilahan Captures MCSCC Regionals

By Gary Shellman
CP Regional Editor

PEWAUKEE, Wisc.—Jack Meilahn emerged the victor in the tension-packed finale of the Midwest Council of Sports Car Clubs' race meeting sponsored by the Madison SCC on the Lynndale Farms circuit July 18.

Meilahn drove a Healey-Chev to victory for his first major Council overall trophy in the dash for large production and modified machines.

The formula race was taken by Larry Skeels in a Cooper. John Weatherbee pushed his Stanguellini-BMC to take the opening race ahead of the Fiat-Abarth sedan of Denis Parent and the GP Sprite of Dick Drexler. Lee Mueller rode his Alfa to victory in the event for E and F prod.

The Pro's Difference

By Lionel Birnbom
CP Regional Editor

The last set of races at Mont Tremblant, the Labatt-sponsored weekend, brought out just how technical "big-time" racing is compared to the average club events.

The big stars of the weekend were Jim Hall and Hap Sharp in a pair of Chaparrals, and Bruce McLaren in his own McLaren Elva. For Sharp, it was his second appearance at the circuit; for Hall and McLaren, the first view of one of North America's most beautiful and challenging tracks.

Both teams were out several days before the race to learn the course and adjust their cars to it. And they were not there to play games—they meant business.

Jim Hall and crew were out on the first day, walking the course, and actually measuring and charting each corner. McLaren came in at the end of the first day's session with pages of notes about the course and the car's handling on it.

All this paper work was then translated into suspension and brake changes and more practice sessions.

The results were self evident.

The lap record, 1:11.2 on the 1.6-mi., 10-turn course had been held by Chris Amon in the same McLaren car that Bruce was now driving.

Jim Hall posted the fastest practice time at 1:09.6 while both McLaren and Sharp were close to 1:10 flat. Hall grabbed off the fastest lap during the race at 1:09.9 and re-wrote the record books.

And all this without ever seeing the track before this particular weekend.

Work is slowly progressing on the 1.2-mi. extension to the track, and the management is promising that it will definitely be ready in time for the Player's Quebec race Sept. 19. The total length of 2.8-mi. will make it Canada's longest road circuit.

World Championship

DRIVER	S. Africa	Monaco	Belgium	French	British	Dutch	TOTAL	Germany/Aug. 1	Austrian/Aug. 22	Italian/Sept. 12	U.S./Oct. 3	Mexico/Oct. 24
Jim Clark, Scotland	9	-	9	9	9	9	45					
G. Hill, England	4	9	2	2	6	3	26					
J. Stewart, Scotland	1	4	6	6	2	6	25					
John Surtees, England	6	3	-	4	4	-	17					
Bruce McLaren, England	2	2	4	-	-	-	8					
Lorenzo Bandini, Italy	-	6	-	-	-	-	6					
Mike Spence, England	3	-	-	-	3	-	6					
D. Hulme, England	-	-	-	3	-	2	5					
Dan Gurney, U.S.A.	-	-	-	-	1	4	5					
Jack Brabham, England	-	-	3	-	-	-	3					
R. Ginther, U.S.A.	-	-	1	-	-	1	2					
Joseph Siffert, Switzerland	-	1	-	-	-	-	1					

CONSTRUCTOR												
Lotus	9	-	9	9	9	9	45					
BRM	4	9	6	6	6	6	37					
Ferrari	6	6	-	4	4	-	20					
Brabham-Climax	-	-	3	3	3	4	13					
Cooper	2	2	4	-	1	-	9					
Brabham-BRM	-	1	-	1	2	-	4					
Honda	-	-	1	-	-	1	2					

BEHIND EVERY SUCCESSFUL MALE.....

British car builder Colin Chapman started his career with a beat-up 10-year-old Austin 7, no suitable tools and a girl friend for a chief mechanic.

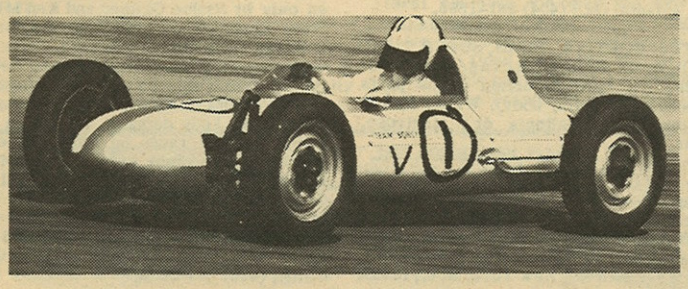


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BOBSY VANGUARD VEE WINS AT CUMBERLAND



Chester Freeman, in his own Vanguard Vee, led home a field of 20 Vees at the Cumberland Nationals, May 16. In the same race, designer-builder Jerry Mong knocked 2 seconds off the lap record for Formula Vee in the Team Bobsy Vanguard. (And by the way, Kaye Hier, driving a Saab-powered Bobsy won the H-modified race too.)

For details on the Vanguard or Bobsy, write:

BOBSY DIVISION, 139 KOONS AVE., MEDINA, OHIO

EXHAUST NOTES

NASCAR's Award of Excellence

By Art Peck

In CP (July 17) you read of the presentation of NASCAR'S 1965 Award of Excellence to Goodyear for the development of their stock-car racing tire with the built-in spare.

It was the first time this yearly award had gone to a tire company.

At the award party for the press, a number of the tires were on display, including several that had blown in Daytona races, and one in particular that had been blown on purpose as a part of the Daytona high-speed testing. Guest of honor was Darel Dieringer, currently in third spot on the NASCAR points list, and the guy responsible for the track testing of these new safety tires. I had a chance to ask him about the most horrible example there—the one blown on purpose at 165mph—and he said the whole program was the greatest. Never once had he been in serious trouble in the testing and on occasion he kept on it after the planned "blow" until his frantic pit crew flagged him down.

Weight? Yes, the combination of tubeless casing, safety inner tube and the special wheel to go with it all, did increase the weight by about five pounds. Speed? Yes it did take a fraction of a second off his average lap time but so what? His neck was worth more to him any time than that fraction of a second. And how about never having to crawl around to the pits on the rim? Somehow, I couldn't argue with him on a single point he made.

PAST NASCAR AWARDS

The first NASCAR Award of Excellence was presented in 1959 when Bill France decided that Buick's finned aluminum brake drums were the outstanding contribution of the year. In 1960, the award went to Chevrolet for the development of the 327 cu.in. engine, the first production engine to turn out one hp per cu.in. In 1962, Pontiac received the award for the Tempest's flexible drive shaft (where is it now?) and in 1963 it was the FoMoCo who got the nod for engineering excellence and high performance.

You say I skipped over 1961? Just modesty. That year it went to the Columbia Broadcasting System (Cronkite and Peck) for the first coast-to-coast live television coverage of an automobile race.

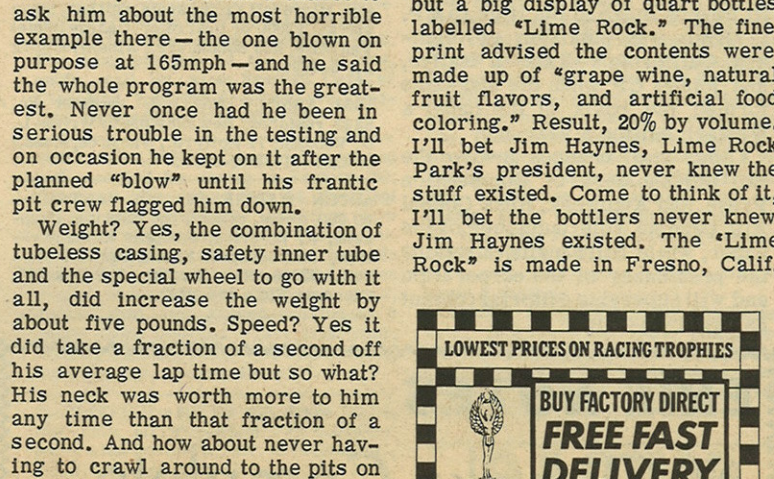
Our screwy drink department has been quiet of late, perhaps aficionados stop experimenting in the summer time. Not so the commercial boys. I walked into our friendly neighborhood liquor store the other day and what did I see but a big display of quart bottles labelled "Lime Rock." The fine print advised the contents were made up of "grape wine, natural fruit flavors, and artificial food coloring." Result, 20% by volume. I'll bet Jim Haynes, Lime Rock Park's president, never knew the stuff existed. Come to think of it, I'll bet the bottlers never knew Jim Haynes existed. The "Lime Rock" is made in Fresno, Calif.

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Manor, Mandel Get Promos

SAN FRANCISCO—Duke Q. Manor has been appointed general manager and Leon Mandel editor of Competition Press and Autoweek.

Manor, who started his automotive interests by racing a '40 Ford coupe on 1/5-mile ovals in the midwest, has served as advertising manager and before that was editor of the western edition.

Mandel has been managing editor of CP, and had worked for newspapers in the San Francisco area prior to joining the staff. Long interested in automobiles, Mandel worked on the communications team at Watkins Glen in 1952 for the Central New York region, SCCA. He was attending Cornell University at the time.

The new editor started racing in 1957, first in an MGTD and then in an assortment of MGAs. He recently retired as chairman of the rules enforcement committee of the San Francisco region, SCCA, to devote more of his time to CP.

Manor was publisher of Northern California's Race & Rallye, and joined CP when the magazine formed the basis of the paper's Western edition a year ago.

Other staff changes involve the two stockholders of Competition Press and Autoweek. Russ Goebel will become sole publisher of the paper, while Bill Finefrock retains the presidency of the corporation and will supervise editorial content as editor-in-chief.

CLASSIFIED

CLASSIFIEDS—Prepaid rates: first 24 words, $4; additional words 25¢ each. Name and address free of charge. Photo included for $10 extra (you supply clear photo). Add $1 if billing is necessary. For box number service by CP, add $1. Use form at bottom of this section or send information to CP Classified, 15 Boardman pl., San Francisco, Calif. 94103.

Cars for Sale

AC COUPE—With Ford 289 newly installed. Three speed trans., red finish, black leather interior. Excellent conversion job, runs great. $2450. Rubini Volkswagen, 2101 Madison ave., Toldeo, Ohio; (419) 248-6441.

A.C.CHEVY—283 w/2-4's, JA64SPD, 0-60-5.0, top 140mph, new paint, tires, roll bar, top. Needs carpets. For street. $2000/ offer. George Gibbs V, 153 W. 9th st., Claremont, Calif. 91711; (714) NA 6-1663.

'65 ALFA ROMEO-TZ—Like new condition, street tuned, only 500 miles, never raced or bent. Easily prodified for track, curb weight under 1500 lbs. $6500. H. E. Ajamian, 1631 Magnolia ct., Menlo Park, Calif; (415) 325-4065.

'62 Ex-SEBRING ALPINE—RHD, limited slip rear end, wire wheels, vented hardtop, Microcell racing seats, roll bar, many extras. $2000 or best offer. George Daniel Van Zile, 833 Solano ave., Albany, Calif.; LA 6-4253.

1954 ARNOLT BRISTOL roadster No. 5822 restored. New blue paint. Write: L. D. Vandam, 11 Holly rd., Waban 68, Mass.; or call (617) 332-6097.

ASTON MARTIN DB 2/4 VANTAGE—20,000 miles, cream, red interior. Drophead, R. H. drive, Michelin X. Many extras, never raced. Nice condition. Must sell. $2500. Nick Scoular, P.O.Box 534, Clemson, S.C.; 654-2449.

CARS FOR SALE

"RARE" AUSTIN HEALEY—"Sebring Special." All aluminum. "Most beautiful and Fastest" E/P Healey in East. Car, trailer, towcar, '58 Olds H.T. $2500. Firm. Serious inquiries only. Send $1 for photos. T. E. Shappell, 4828 5th ave., Apt. A, Temple Rdg., Pa.; 929-9901.

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BMW-POWERED H-MODIFIED—Good handling, reliable, clean—a winner. Excellent record, spares. Three races on new engine. $1650. Trailer available. George Power, 127 Delavergne Ave., Wappingers Falls, N.Y.; (914) 297-8825.

BOBSY-VANGUARD VEE—East Coast distributor. Winningest, best handling, best looking, smallest front, lowest center of gravity. The Vee to beat in '65—and '66. Kit $995, complete car $2495. See July SCG. Fred Opert Racing Enterprises, 154 East 39th st., New York 16, N.Y.; (212) LE 2-1084.

BRABHAM BT8—Jack Brabham's personal car. Latest 2 liter, short stroke DOHC Climax. ALL NEW SEPT. '64. Latest type, all extras. No races since complete rebuild by works mechanics. Sure 2 liter winner for pro races, none faster. Price $9500 plus freight from England. U.S. duty already paid. David F. Morris, P.O.Box 26, Solano Beach, Calif.; (714) 755-1050.

COBRA—Late model, Shelby prepared, 5 races, never wrecked. Proven one of the fastest in national races, in new condition. Shelby 377 hp Dyno engine just installed, extra wheels and street equipment. Will trade for foreign or domestic cars. Reason for selling, going modified. Lew Florence Motors, Inc., 1802 S. First st., Yakima, Wash.

COBRA—Full competition National championship car, Elkhart record holder. Webers, new engine, clutch, gearbox. Eight mags with new rubber, trailer, too many spares to list. Jim Whelan, 525 Wildwood ave., White Bear Lake, Minn.; day (612) 733-6918, night (612) 426-2769.

COBRA—Fastest 289 in the East. Many spares including trailer. Walter Boyd, Motorsport Design Corporation, Ridgefield, Conn; (203) 438-4086.

'64 COBRA—Race ready, competition suspension. No races on Holman Moody rebuilt 360hp engine. Oil cooler, mag wheels, Goodyears, complete street equipment. 9668 Crystalview, Tujunga, Calif.; (213) 352-3465.

COOPER 500cc—Formula racer, complete or chassis only, or engine and transaxle. Also spare parts. Mitsuo Katayama, 2424 Golden Spur Lane, Miraleste, Calif. 90732; TE 1-5088.

COOPER—Lang Cooper-Chevrolet. 2 TRACO engines, Collotti 4-speed, special body. Many spares include gears, wheels, suspension, brake parts. Also spare car less engine/trans. Chevrolet transporter with toolboxes, etc. Will sell as package or individually. Charles Hayes or Craig Lang, 4609 Iris st., Rockville, Md.; (301) 933-5165 or 933-1820.

COOPER-CHEVROLET—New, latest type made by factory. Everything, the latest, biggest and best. Race ready. $12,500. Trades accepted. Jack Brewer, 915 East Market st., Elmira, N.Y.; RE 4-1505 days; RE 4-0362 after 5pm.

'60 Bp CORVETTE—New engine, fully prodified, competition brakes & suspension, Goodyear "stock car specials" with extras plus tilt bed trailer with electric brakes. $2000. Robert A. Brull, 10 Pearsall ave., Lynbrook, N.Y.; (516) LY 3-5889.

ELVA COURIER—'62 mildly prodified, cunningly reduced to legal SCCA weight, full rollbar, all street equipment, two Pirellis, two Dunlops, two racing Goodyears. $1500. Shadetree, 2245 E. 23rd st., Tulsa, Okla; (918) RI 3-3935.

'59 ELVA COURIER—Full SCCA E Prod. specs., mag wheels. Many up-dating options. Two races on Hollywood Sports Cars 1622cc MGA engine. Needs paint. Fastest Elva on West Coast. First year driver trophied every time out in '64.

CARS FOR SALE

Best offer takes all, including many spares. Jim Hightshoe, 11911 Weddington st., #301, North Hollywood, Calif.; (213) ST 8-9262 days.

ELVA COURIER—Dave Tallaksen's fabulous '64 Mk III. Never been beaten in Ep race. 2 Hollywood sports car 130 hp engines, 8 mag wheels with 4 Goodyear red spots & 4 Dunlop R6, limited slip, 4130 steel axles, 3.9, 4.2, 4.5 third members. $7500 cost to build. Will sell all at $4500 or car alone at $3500 without spares. Baker Motor Co., 3619 Piedmont rd., Atlanta, Ga., (404) 261-1666.

ELVA MK VII—Reasonable offer. Fresh twin cam, some spares. Transfer to far east forces sale. John Thibodeau, 1012 E. Lemon, Lompoc, Calif.; RE 6-8962.

ELVA PORSCHE—Winner Em ARRC. $6500. Ralph Wood, 270 Orchard rd., Orinda, Calif.; (415) 254-5059.

FERRARI '62 S.W.B. BERLINETTA—Unraced, as new. Metallic burgundy/red leather. Radio. Fast but docile road car. Charles Hayes, c/o I.C.E. Ferrari, 3837 Plyers Mill rd., Kensington, Md.; (301) 933-1820.

'58 FERRARI 250 GT BOANO COUPE—Exceptionally fine condition throughout. Black with red interior, new Cinturatos, 6000 miles on rebuilt engine, 36,000 miles total. $4500. George Miller, 66 Dalton rd., Belmont, Mass; (617) 489-1677.

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Formula VEE—In Los Angeles area. Complete cars, kits and parts. Evgs. Tues. thru Fri.; 7 to 9 Sat.; & Sun. 1 to 5. Club Cars, 1657 W. 135th st., Gardena, Calif.; 323-9732.

FORMULA VEE (Autodynamics)—Carefully constructed by Volkswagen Dealer. Koni shocks, steering damper, Goodyear T-7 tires. All legal engine modifications. Turns 5200rpm in 4th. Track tested, ready to race. Pioneer Automobiles, Watertown, Conn.; (203) 274-8846, Mr. Whitaker.

FORMULA VEE—Top runner S.E. Rebuilt before Nassau, new everything. Indy Goodyears, custom tonneau and trailer $1695 takes all quick. Larry McCoy, 325 Otter st., Bristol, Pa.; (215) 788-0691.

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'56 LE MANS HEALEY 100-4—New brakes, batteries, rebuilt engine. Both tops. Used daily summer only. Original, beautiful, reliable. Why selling? Ask my wife! Peter L. Parke, 170 Anderson pl., Buffalo, N.Y.; 886-2028.

LISTER CORVETTE—New 327, gearbox, brakes, Mag wheels, Goodyears. Eight extra wheels & tires. Fast, reliable, inexpensive. Custom trailer available. Best offer over $3000 or trade. Bob Erickson, 4040 N.E. Wisteria Drive, Portland, Ore.; 281-8547.

LOKI PORSCHE—F modified, Carrera powered lim-slip, 6-31, C, 8, 3E, 3C ratios. Very competitive machine $1600. Trailer, many spares available. Will haggle. Sanford Parsons, 8514 Terrace dr., El Cerrito, Calif.; LA 5-3337.

LOTUS ELANS—'65, Series Two, fully equipped including Dunlop SP tires, Canadian heaters and racing close-ratio gears, less than 10,000 miles and in mint condition, are available periodically. Elans used as importer-distributor representation. Full factory warranty. $3795. Pete Pulver, Lotus/East, Inc., Dutchess Auto Company, Main st. and Elm ave., Millerton, N.Y.; (914) 789-4422.

SAVE DOLLARS by the hundred on your new LOTUS ELAN (full US spec). Buy your new Lotus Elan S.2 in Nassau, Bahamas, and benefit from European Delivery Programme and the British Empire Colonial Preference. For details write: Lotus Caribbean, P.O.Box 5140, Nassau, Bahamas.

LOTUS ELANS—Baker Motor Co., Inc., Southeast's only Lotus dealer, offers for immediate sale '65 S-2s in red, blue, white and BRG with radial ply Dunlop SPC 41 tires. $4286. Tonneau, hard tops, & engine spares in stock. 3619 Piedmont rd., Atlanta, Ga.; (404) 261-1666.

LOTUS CORTINA, ELAN, SUPER 7 AND 7 (R.H.D): KITS—Racing/sports car parts. All hard to obtain Lotus parts (mechanical, trim, body). Write: Ken J. Ashton, 2215 Waltonia dr., Montrose, Calif. 91020.

'61 LOTUS ELITE—Series 2, Stage 1, comp. clutch, AF. Undrivable due to differential/chassis separation. Located in Bloomington, Indiana. Any reasonable offer or trade for F/Vee. Frank Horack III, 108 West 69th st., New York, N.Y.; 10023.

LOTUS 11—Third both days last Pomona beating A "23," lapping 2 other "11s."

CARS FOR SALE

Climax, Webers, MG transmission, discs. Numerous spares. $2000 or make offer. Dave Madison, 949 W. Glenoaks blvd., Glendale, Calif. 91202; MA 7-4377, ext. 253.

LOTUS SUPER 7—RHD, C/R gears, aluminum housing & tailshaft, disc brakes, twin Webers, swirlpot, oil cooler, street equipment, tonneau, immaculate, red, $2495. Fred Opert Racing Enterprises, 154 E. 39th st., New York, N.Y. 10016; (212) LE 2-1084 or MU 3-0525.

LOTUS 15—Brand new MG "B" engine C/R trans., Webers, Dome pistons, etc. ZF Diff., R-6s 7 wheels, spares. Tilt, sprung trailer $2550. Chequered Flag, Ltd., Box 361, Mill Valley, Calif.; 388-5574.

LOTUS 18—Excellent body, chassis perfect for V-8. Custom trailer for Lotus or other formula cars. Martin drysump engine, extra cam—excellent. All or part. Dick Gates, 16001 Stephanie Lane, Los Gatos, Calif; 356-3401.

'60 MASERATI 3500 GT 2 plus 2 coupe—Concours condition throughout. Never raced. 24,000 miles. Silver lacquer paint Pirelli tires, AM/FM & Stereo tape player. Private party. $4500. Alan Fordney, 24124 Malibu rd., Malibu, Calif.; (213) 456-2650.

McKEE FORD—Rear engined rollercam, 390hp 289, Indy Ford headers, Kelsey-Hayes disc brakes. All aircraft equipped. Webers, Lotus-19 type body. McKee Transaxle quickchange. Many spares. Dan Gerber, Jr., 34 E. Main st., Fremont, Mich.; 924-3200.

'52 MERCEDES 300 4-DOOR CONV.—New paint, tires, top, headliner, carpets, exhaust, refinished red leather interior, Sept. 1964. Complete overhaul April 1965. A "stud" car. R. M. Snibbe, 14 Hillside ave., Port Washington, N.Y. (516) PO 7-5516.

'55 MERCEDES-BENZ—Collector's car, 220 cabriolet coupe. Twin carbs, leather interior, w/w tires, new valves, cam, water pump, brakes. Good condition $1800 firm. R. J.Dabelow, 580 Polk st., Monterey, Calif. 93940; (408) 375-2392.

MGA #2—2nd May '65 Santa Barbara; 4th June '65 Pomona. Limited slip, oil cooler, blue streaks, reverse lockout etc. Well maintained. Very good looking car Peter Silverbrand, RFD Box 97A, Lompoc, Calif.; RE 6-5882.

MORGANS—'65 Plus 4 Plus Coupe $3975; '65 4/4 with OHC, Weber carbs, 110hp $3975; '63 Super Sport, 13,000 miles, never raced $2575; '63 Plus 4, Class E racing equipment, excellent condition, $2250. Sutton & Pflug, Western U.S. distributor, 2042 S. Sepulveda, Los Angeles, Calif.; 477-6739.

'64 MORGAN 4/4—4-seater, BRG, special black interior, front end body damage reparable for $800 or less. 8000 mi. on perfect engine. Trade or cash $795. Ray Tessler, 621 Weiser st., Reading, Pa.; (215) 372-2649.

OSCA ROADSTER—'60 model, 850cc. Body good shape, engine perfect with fantastic spares including two sets mag wheels. Sell together or separately. $2800. Chic Gast, 2124 Ensenada Way, San Mateo, Calif.; 341-4153.

'60 PORSCHE GT CARRERA COUPE—(365B), 82mm roller, Webers, 7:34 L/S, B-B-E-3C, alloy wheels, bluestreaks, many extras. Nine regionals, five divisionals, no DNFs. Top condition and ready to race. $4200. Cliff Menke, 345 Cotton ave., Menlo Park, Calif.; (415) 322-8396.

PORSCHE SUPER SPEEDSTER—Prepared to race but didn't. Engine, transmission, brakes, suspension like new. Four extra tires, wheels. $4000 spent. $1900 or make offer. Must sell. Dick Gates, 16001 Stephanie Lane, Los Gatos, Calif.; 356-3401.

PORSCHE 1600 SPEEDSTER—Ex-Dietrich car. Less than five hours on engine overhaul to super specs. Koni shocks, four Bluestreaks, four Pirelli, eight wheels, tow bar. Recent paint. $1695. M.H. Jobes, 49 Main st., Livonia, New York; (716) 346-3293.

PORSCHE '64 CARRERA 2—145 BHP, 4 cam, dual ignition. Slate grey, red interior. Blaupunkt AM-FM belts, chrome wheels, $5495. Pioneer Automobiles, Watertown, Conn.; (203) 274-8846, Mr. Whitaker.

RS61 PORSCHE SPYDER—Body excellent, one hour break-in time on rebuilt engine. Former owner Otto Zipper. Driven only by Richie Ginther and Ken Miles. Steve Lockmer, Jr., 608 Travonia, Butte, Montana 59701; (406) 792-8132.

RS '61 PORSCHE SPYDER—Cleanest '61 in the country. Two owners since new. Never any body damage. 5th OA at Sebring '61. Six races on 1600 engine w/ Webers. Spare crank and 1500 cyls. $4750. Laruie Leva, 205 E. Second st., Salt Lake City, Utah; (801) 328-4255.

RS60 PORSCHE SPYDER—Price, $3500. Ralph Wood, 270 Orchard rd., Orinda, Calif.; (415) 254-5059.

SEDAN RACING IS FUN. Saab Factory Car prepared to SCCA limits. 850cc engine.

ERIE NOTES

M-O Looks Complete

By Wally Huskonen
Regional Editor

"Mid-Ohio finally looks like it's complete."

That's one description of the Buckeye road racing plant after the improvements made in time for the SCCA nationals June 13.

Most striking innovation is the two-lane vehicle bridge, at the end of the start-finish straight, where it provides continuous access to the infield.

The steel girder bridge is obviously sturdy, and it's been thoroughly tested, having served a tour of duty on a nearby country road.

Also new are a large concession stand in the infield, additional toilet facilities, a reinforced pit lane guard rail, and an improved drainage system. That last will be particularly welcome. In years past, water ran across the course every time the clouds opened up.

One change is not so welcome. The spectator area has been extended along the main straight towards the Keyhole Turn, putting people on the outside of the very fast turn 1—and there is no guard rail to protect them.

The distance between the course and the spectators is sufficient for spinouts, but likely insufficient should there be a collision in the turn with a car going out of control without steering.

OHIO'S LOSS

Ohio is losing one of its hardest working competitors, Jim Mederer. Having worked his way through Detroit U., he is moving to California to serve in the Air Force. Mederer earned his national competition license last year (on a limited budget) driving a street Cobra.

Jim does all his own mechanical work and since the car was in Cleveland, he spent considerable time commuting from Detroit to keep the car raceworthy. During the winter, he carefully rebuilt the engine on weekends in his living room since he had no heated garage. He has won at least one race this year with his street Cobra and has blown off some bona fide racing Cobras in the process.

How Much Is Your Race Car Worth?

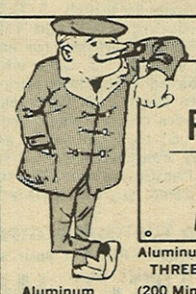


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CARS FOR SALE

Bluestreak racing tries, 4 speed transmission. $1600. Phil Hunt, Zone Manager, 2627 N.W. 10th st., Oklahoma City, Okla.; (405) 524-0404.

SPITFIRE — Fully prepared G production winner. Flowed head, limited slip, Konis etc. 65hp at rear wheels. Red with black interior. Spares & street equipment included. Tony Settember, 318 Butterfield dr., San Anselmo, Calif.; (415) 456-4047.

'59 SPRITE, H-PROD — SCCA specs, many mods, some spares, custom trailer. One race on fresh engine. Ready for track. New job forces sale. Jim Money, 175 Villa ave., #7, Addison, Ill., 60101; days (312) 325-3100.

'64 STING RAY COUPE — Fuel-injection 375hp. Close ratio, 4 spd positraction axle, metallic brakes, Goodyear blue streaks, never raced or bent. Carefully cared for. Inquire: Forward Automotive Service, 1511 Sebastopol rd., Santa Rosa, Calif. LI 5-6472.

SUNBEAM TIGER — Full competition, magnesium wheels, hard top, first sports car at Daytona continental. Rebuilt and ready to go. $3900. J. Candler Imported Motor Car Corp., 1145 Harbor City blvd., Eau Gallie, Fla.; (305) 254-1501.

THIRD OVERALL MAY LAGUNA — BMC Mk I Formula C. Fast & Reliable. With or without spares. No buyers at $1300 so make me an offer. Preston McKinney, 658 Rincon ave., Livermore, Calif. 94550; (415) 447-6523.

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"AUTOMOBILE MUSEUMS OF THE WORLD," 1965 edition. Over 75 exhibits in 17 countries. Chronological history of the automobile. $1 postpaid U.S.-Canada. $1.25 all others. Dick Poe, Box 323, Longboat Key, Fla.

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A-H SPRITE-MIDGET OWNERS ATTENTION! Limited slip now available on West Coast! $125. Simple installation. No case or axle modifications necessary. 200,000,000 foreign car parts inventory. Write, call, wire. Sport Car Parts Center, 702 E. First st., Santa Ana, Calif. 92701. (714) 547-0155.

13"x5-1/2" ALUMINUM CAST WHEELS — Lotus Indy type for Corvair, Falcon, Chevy II, Buick Olds. Four bolt only. Introductory offer, $120 set of 4 including tax. Required tubes, use std. nuts. Satisfaction or money back. Ferret Corp., 2730 Hylane dr., Birmingham, Mich.

ALFA ROMEO PARTS & SERVICE SPECIALISTS — Franchised dealer, 1300 Giulietta, 1600 Giulia parts, 1500 conversions. Collision parts, Michelin tires, Moly lubricants, exchange gearboxes, engines, rear axles & cars. Parts shipped promptly. Stoddard Imported Cars, Inc., Rt. 20, Willoughby, Ohio; (216) 946-1040.

BMC COMPETITION PARTS — Nation's largest supplier of BMC options. Individual list free to drivers, specify car year and model. Complete catalog, 50¢. Parts shipped nationwide. Hank Thorp, Inc., Competition Div., 200 Woodbridge ave., Highland Park, N.J.; (201) 545-9538.

COMPETITION ROLL BARS — All Triumphs SCCA approved, easy bolt in installation, heli-arc welded, hardware included. Steve Jentges Enterprises, 1612 E. Maywood, Santa Ana, Calif. (714) 545-5332.

COMPLETE INVENTORY OF BMW 600, 700 and 300 Isetta parts. $30,000 value at fraction of cost. Hard to get and specialty parts included. Marty's Foreign Motors, 4235 Sepulveda Blvd., Culver City, Calif. (213) UP 0-5071.

1500cc COSWORTH 116 E dry sump engine. Carbs and Manifolds complete. Also Lotus 6" 6 bolt 6x13 and 4 bolt 5x13 wheels. Desperate. Make offer. Bud White, (415) 653-3156 days, (415) 376-6973 eves.

DISMANTLING SUNBEAM TIGER, Sunbeam Alpine, TR4, Alfa's. Engines, running gear, body parts, wheels, hard top. Carl Lee, 120 Woodlawn, Aurora, Ill. (312) 896-7749.

ENGINES — Rebuilt, exchange, guaranteed. MG-TC, TD, TF & MGA, $164.50; TR3, $169.95; Sprite, $164.50. MGs restored. Engine conversions. Free catalogue, used parts list. Foreign Cars Service, Madisonville, Tenn. 442-2659.

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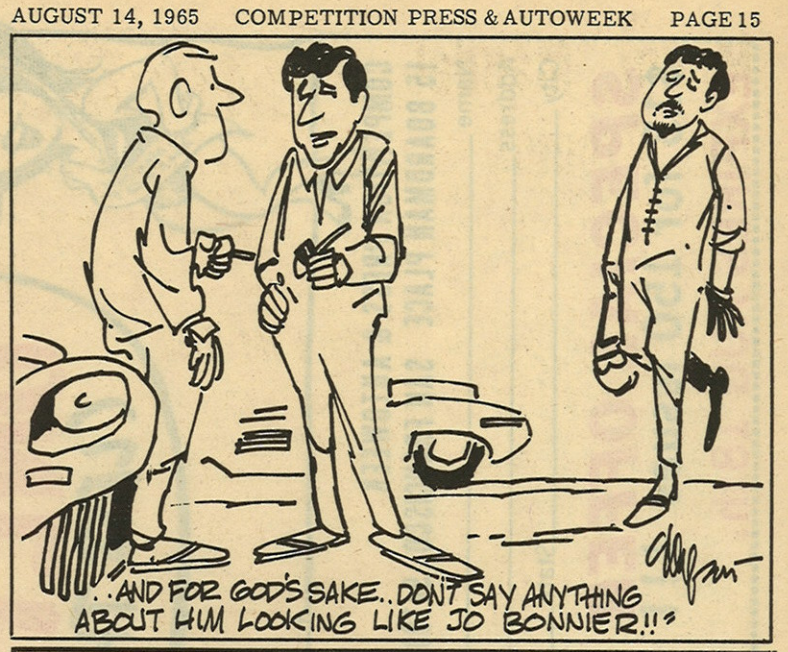
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