

# CHRISTMAS GIFT BUYERS GUIDE

## COMPETITION PRESS & MAC **AUTOWEEK**

November 21, 1970

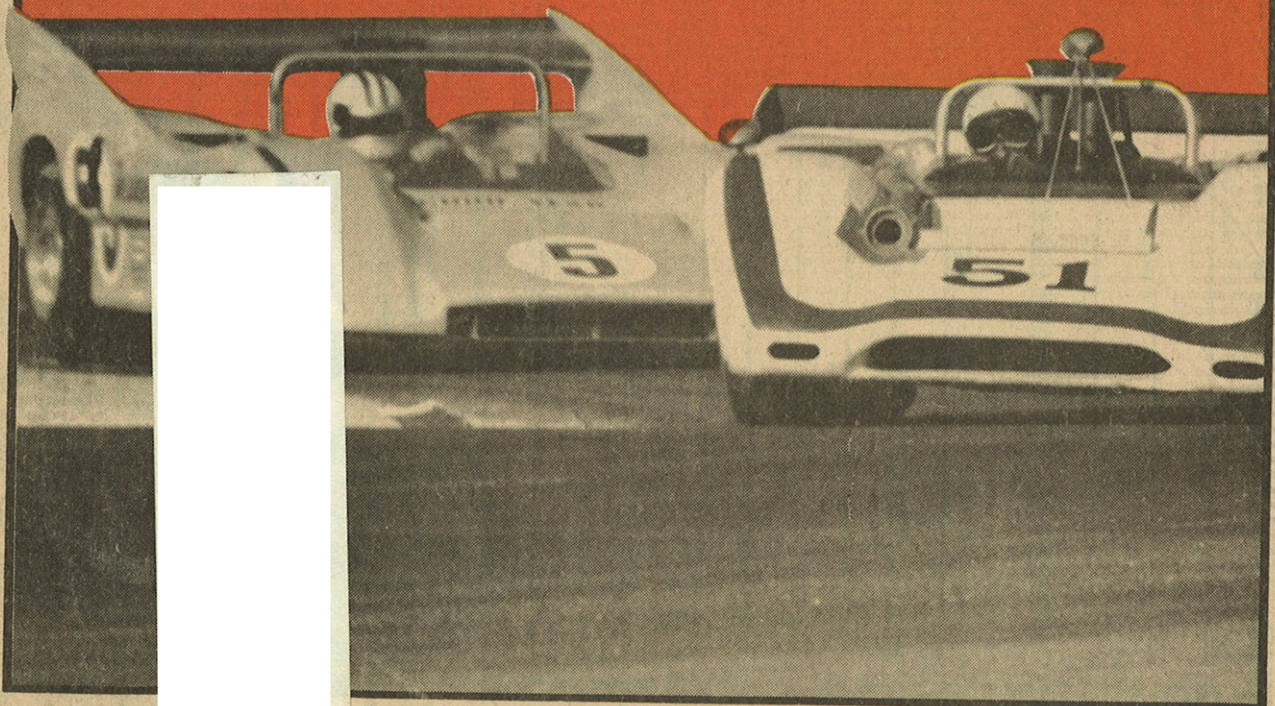
50 Cents

*Jackie Stewart Signs for '71 CanAm!*

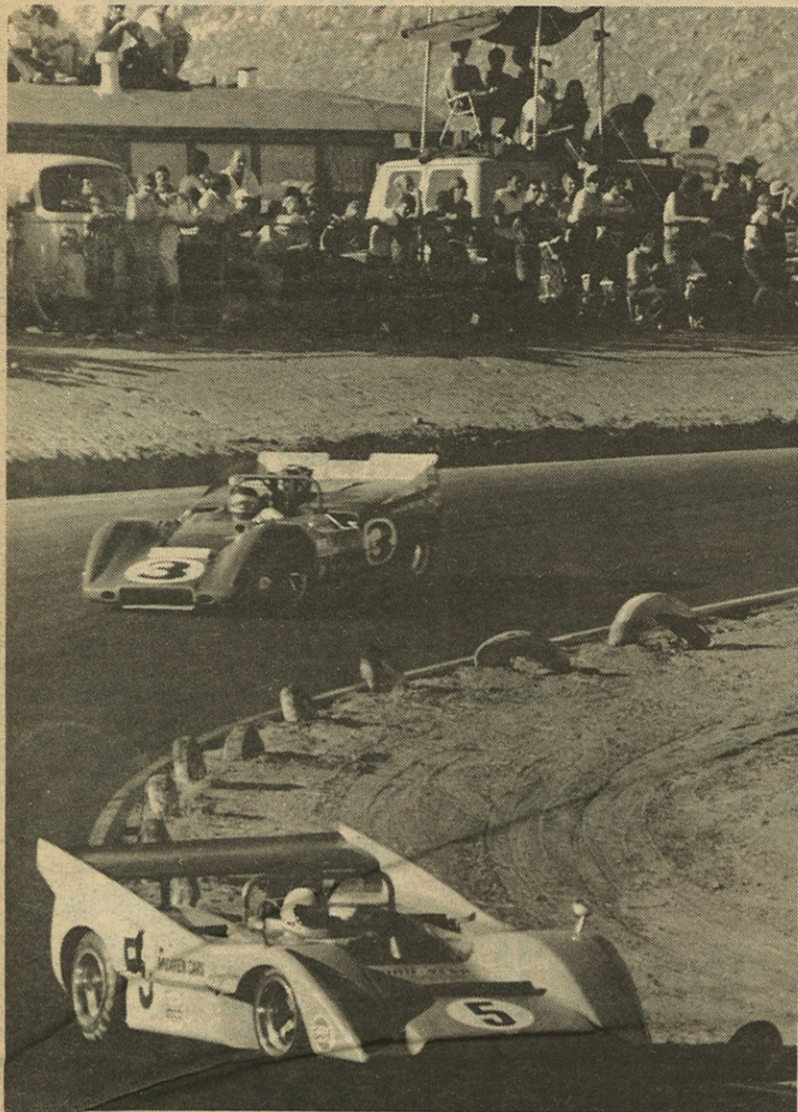
**Complete Continental Series Review**

**Chaparral "Sweeper" Fizzles  
Hulme's McLaren Wins Final CanAm**

# RIVERSIDE



# HULME TAKES CAN-AM FINALE



Denny Hulme's McLaren leads Bob Brown's McLeagle during action in the CanAm at Riverside. The 1970 CanAm champion went on to add victory number six to his total for the year. (Ed Ingalls photo)

## Chaparral 2J Quits Early; Ti22 Second

By Mike Knepper  
Managing Editor  
RIVERSIDE, Calif., Nov. 1 — It was a non-race, with Denny Hulme's McLaren M8D leading from start to finish to close the final chapter of the 1970 Canadian-American Challenge Cup series at Riverside International Raceway here today.

Jackie Oliver, in the Norris Ti22, did his best to make a contest of it, moving into second place from his position on the outside of the second row of the grid on the first lap and following Hulme the entire distance. But as at Laguna Seca two weeks ago, Oliver just couldn't find the beans under the titanium skin of his immaculate white and blue car and at the checkered was still 8.2 seconds behind Hulme.

### PEDRO THIRD

Pedro Rodriguez, BRM; Chris Amon in the STP March; and Lothar Motschenbacher, McLaren M8C, followed Oliver, in that order, to fill the top five spots. Bob Brown, the independent entry from Huntington, N.Y., kept his head in the race and his McLeagle out of trouble to finish sixth, and in seventh was Tony Adamowicz in the Motschenbacher-owned McLaren M12.



Denis Hulme cools his head with the victor's champagne after winning the Times Grand Prix finale to the 1970 CanAm series at Riverside International Raceway Nov. 1. (Joe Cali photo)

Again missing from the action after grabbing the pole position with a track record of 1:32.49, 128.446mph, was Jim Hall's Chaparral 2J in the capable hands of Vic Elford. After circulating around the 3.3-mile Riverside

long-course for two trouble-free days, the crank shaft in the JLO engine that drives the fan system gave up this morning in warm-up. Repairs were made, but at the flag some undiagnosed trouble in the (Continued on page 20)

## U.S. Racing Important

# Stewart Contracts To Goodyear, Haas

AKRON, Ohio, Oct. 30 — The announcement today Jackie Stewart has signed a contract with Goodyear for the 1971 Formula 1 season was almost overshadowed when he revealed he'll be a competitor in the CanAm series.

The 1969 World Driving Champion reports he will compete in the full 10-race series in a Lola entered by Carl Haas of Chicago.

"I've been keen for some time to do more racing in America and have been looking for the best formula in which to enter and I think the CanAm is the best one.

"I think we're going to have at least two new cars coming along, certainly one new type," he said, but added as far as he knew, he would be the only driver for the Haas team.

### POWER PLANT OPEN

"At this time, I'm not sure what powerplant we'll be using. I have no association with Chevrolet or General Motors in any way. This has been left to Carl Haas to put together the most reliable and competitive car for the CanAm," he said.

Stewart's involvement with Goodyear, negotiations for which began several months ago, includes a comprehensive testing and development program for F/1 tires, which he says was a major factor in past success.



JACKIE STEWART ... coming to America

"I think with my Goodyear association, I've got to have a development program which is going to also need additional facilities to find the tire best suited to each track we travel to."

As for Formula 1, Stewart will again race for Ken Tyrrell and in a Tyrrell-design car. Tire tests are scheduled for early 1971 in South Africa in the present Tyrrell-Ford with a second car to be ready for (Continued on page 2)

# COMPETITION PRESS & AUTOWEEK

Vol. 20, No. 45

November 21, 1970

## Clerical Error Cited

# Hamilton Discharged From Guard

By Bob Myers  
NASCAR Editor

CHARLOTTE, N.C., Oct. 27 — The Army yesterday rescinded orders calling Pete Hamilton to active duty and granted the 28-year-old NASCAR driver an honorable discharge from the Massachusetts National Guard.

Hamilton won his case against the government in U.S. District

Court in Camden, N.J. where he appeared yesterday with his business manager, Ramon Pike of Charlotte and New Jersey attorney L. Robert Lieb.

On Oct. 17, Hamilton was served orders while at Martinsville, Va., Speedway to report to active military duty by Oct. 26 for missing excessive training meetings of the Massachusetts Guard unit.

However, the district court ruled the Army had committed a clerical error and immediately granted Hamilton an injunction. Later in the day, authorities at nearby Fort Dix, N.J., cancelled the orders and (Continued on page 8)

## LATE NEWS

- Peter Bryant, designer-builder of the Titanium Racing Components' Ti22 CanAm car, has been dismissed by the company's board of directors which felt it was not "capable of giving him free reign to do as he wants."
- Concerned about bad publicity in the event of a serious accident, BMW is withdrawing from F/2 competition. The '70 cars will be stripped and not sold.
- John Cannon will be campaigning the McLaren M10B he drove to the Continental Championship title in the Tasman Cup series under the Hogan Racing banner.
- A major announcement is expected next week regarding SCCA's 1971 Continental Championship series for formula cars.
- General Motors Corp. is reported to have reached agreement with Audi-NSU on a license for manufacturing the rotary piston Wankel engine and that final contracts will be signed later this month.

### SMILEY, RAY CAPTURE DIVISIONAL TITLES

Triumph Spitfire drivers Gordon Smiley of Shawnee Mission, Kansas, and Jim Ray of College Station, Texas, captured divisional championships in their respective class G and F production Sports Car Club of America categories.

**Triumph ARRC Qualifiers**  
Midwest Division: 1st Gp — Gordon Smiley, Spitfire Mk2; 2nd Fp — James Speck, Spitfire Mk3; 3rd Fp — John Wilkinson, Spitfire Mk3; 3rd Dp — Dennis Wilson, TR4A.

**Southwest Division:** 1st Fp — Jim Ray, Spitfire Mk3; 2nd Gp — Costa Dunias, Spitfire Mk2; 3rd Gp — Emmett Whittenton, Spitfire Mk2; 3rd Ep — George Hollwedel, TR-3.

**Central Division:** 2nd Gp — Gene Ramsey, Spitfire Mk2.

More on:

# Stewart's '71 Plans

(Continued from page 1)

the South African GP in March. By Monaco, or shortly after, he said a completely new design of the Tyrrell will be ready for the remainder of the 1971 season.

"This is going to mean we'll have three cars," said Stewart. "We will have Francois Cevert, a young French driver who's been driving with the team during the season, also running with me in F/1."

Stewart also feels the team will have the continued support from Ford for F/1, stating, "I think they see our operation as one of the main spearheads in their effort against... the 12-cylinder attack in Formula 1."

Stewart has worked, on a year-to-year basis, with Dunlop since 1964. Earlier this year, Dunlop announced it was withdrawing its support from racing, for economic reasons. However, Stewart said Dunlop's decision to withdraw was not the only reason for his joining Goodyear.

"It was particularly obvious to me I should have stronger affiliation in America. I see America as being very important in the next few years in motor racing. I saw I should have more American exposure."

"The American tire companies weren't really interested in a driver who had a strong affiliation with a European tire company and only came here on vacation," he continued.

"They wanted someone who had a complete program to participate in. In my case, I felt I should become involved in a full American program with an American company. I feel I will get this with Goodyear."

"We're going to go much broader than just motor racing—the whole bit. We're going into driver education, sales, public relations and advertising and what goes with it."

He also said his negotiations with Goodyear didn't preclude further competition in the Chaparral 2J.

"It's significant that Eric Broadley (builder of Lola cars) is going to be involved in next year's CanAm series. I can do the early development work in Europe with Broadley and will be a lot closer than I could possibly have been with working with Jim Hall in Midland, Tex."

He said he will do a great deal of testing in the CanAm Lola before it is brought to the U.S. for the series as well as tire testing in this country "and, of course, this is going to help shake down the car properly."

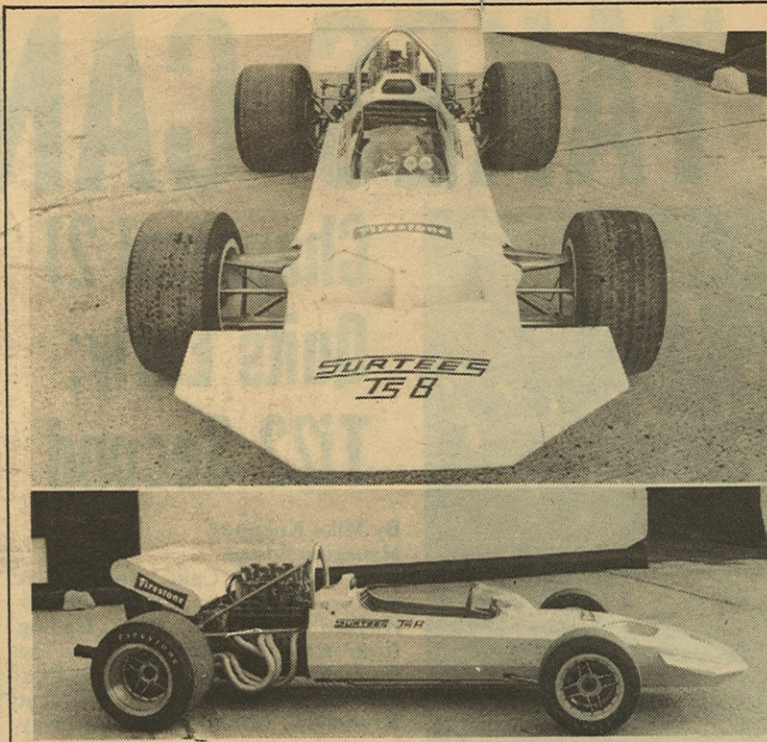
## McLaren CanAm Spot For Revson?

RIVERSIDE, Calif., Oct. 31 — With Jackie Stewart signed to drive the Carl Haas Lola in next year's CanAm, current Haas pilot Peter Revson is temporarily without a CanAm ride for '71.

However, hot on the heels of the Stewart move came the rumor that Revson will next year take over the job of number two driver behind Denny Hulme in the second Team McLaren car.

"Nothing is final yet," Revson said, "but obviously there is a lot of substance to the story."

Peter Gethin, currently number two at Team McLaren, is slated to continue his Formula 1 efforts for the factory marque.



## New F/A Surtees

Almost identical to the Surtees TS7 Formula 1 machine, this TS8 is the newest car built by the Surtees Racing Organization for Formula A/5000. It has a 99-inch wheelbase with track 59 inches in front and 60 inches in the rear. Chassis construction is full monocoque with engine used as a stressed member. Although very complete, the \$14,500 f.o.b. Edenbridge, Eng., price does not include engine. The TS8 will basically be built to special order. The first car, purchased by Bonphil Racing for American Mike Eyerly, will be delivered this month. The TS5 model is also receiving further detail modifications. Now classified as the TS5B, it is offered at \$10,000—the lesser cost due to the greater number of models built.

## AAR Bound?

# Wilke Drops Bobby U.

By Mike Kupper  
Area Editor

MILWAUKEE, Wis., Nov. 2 — Bobby Unser may or may not be headed for Dan Gurney's All-American Racing Team, but he has driven his last race for Bob

Wilke.

Wilke said here today he planned primarily a one-driver operation for 1971 and Unser would not be that driver. Unser did not drive for Wilke in the race at Sacramento, Calif., Oct. 4, and will not drive for him in the season-ending 150-mile race at Phoenix, Ariz., Nov. 21.

"We'll be running most of the season (1971) with just Mike Mosley, although I'm planning on at least four entries for the 500," Wilke said. "We're moving everything out of California, and we'll run the entire operation from Indianapolis."

"A.J. Watson has been living there a couple years now and we thought it would be better to stay closer to home. It got to be too expensive with half the operation out there. Everything is arranged to run a little more convenient now."

Watson is Wilke's long-time mechanic and car builder who previously did his winter building at Gardena, Calif.

"There were certain things he (Unser) didn't like and certain things I didn't like, but when a driver starts telling the car owner how to run things, it's time to eliminate him," Wilke said. "It got so Unser wasn't driving the way I like it, and as long as I'm paying the bills, we'll do things my way. We've shortened up everything for 1971."

Also caught up in the shortening procedure was Jud Phillips, chief mechanic for Unser during the four seasons that Bobby drove for Wilke. In 1968, their second season together, Unser, Phillips and Wilke combined to win the Indianapolis 500 and USAC's National Championship.

Unser currently is second in the standings behind his younger brother Al, who already has clinched the title.

## Toyota Safety Funds

TOKYO — For the fiscal year 1971, Toyota Motor Co. has allocated approximately \$22 million to be spent on auto safety and prevention of air pollution by cars.

## Rain Still Winner At American 500

ROCKINGHAM, N.C., Nov. 1 — The American 500 Grand National stock car race had to be postponed again today, as it was last Sunday, because of rain.

Weather providing, the 500-mile race at North Carolina Motor Speedway will be held Nov. 15. Officials had hoped to get NSACAR's approval for Nov. 8 but a 250-mile race at Macon, Ga., that day will be run as scheduled.

## 270 Ready For Mexican 1000

ENSENADA, Baja Calif., Nov. 1 — The fourth annual Mexican 1000 off-road race will get underway here Wednesday morning, Nov. 4, with 270 entries vying for a total purse of \$109,000.

The race covers 832 miles from here to the finish at La Paz. Last year's overall winners, Larry Minor and Rod Hall, who covered the distance in 20 hours, 48 minutes in a Ford Bronco, will be back as will Gary Preston and Larry Berquist, the holders of the overall record for the race, 20:38, set in 1968 on a 350 Honda.

Also entered in the race this year are Parnelli Jones/Bill Stroppe, winners of the 1970 Baja 500; James Garner; Bob Bondurant; Lee Breedlove, wife of former land speed record holder Craig; Gary Bettenhausen; a two-girl motorcycle team whose measurements are said to equal their considerable driving skill; two teams from Peru; Wally Dallenbach; Mickey Thompson; three Swedish teams, including Erik Carlsson/Torszen Aamen; and many other top competitors from around the world.

# Coke Signs For ARRC

WESTPORT, Conn., Oct. 30 — The 1970 American Road Race of Champions, SCCA's "Olympics" of amateur road racing, will be sponsored by Coca-Cola, it was announced here today.

The seventh annual event will be held at the new 2.5-mile Road Atlanta course at Gainesville, Ga., Nov. 28-29. Sponsorship of the event is the first for Coca-Cola USA and the Atlanta Coca-Cola Bottling Co.

Drivers in the ARRC will receive free accommodations underwritten by Coca-Cola and Road Atlanta and will share a \$37,000 travel fund established by SCCA. Also, an estimated \$50,000 in cash awards and products will be posted for the ARRC by a dozen supporting companies.

"Coca-Cola USA and brand Coca-Cola are interested in helping the ARRC establish itself in a new permanent home—Atlanta," commented K.V. Dey, Coke's brand manager. "This event has the potential of becoming one of the nation's outstanding auto races under the capable direction of the SCCA."

Invitations to the ARRC, where more than 400 drivers will compete for 22 SCCA national championship titles, have been mailed to 837 leading drivers throughout the country.

Those accepted for the ARRC will be the top finishers from each SCCA geographic division in the 22 classes of production, sports/racing, formula and sedan cars.

## IMSA To Enlarge Sedan Category

FAIRFIELD, Conn., Oct. 29 — The International Motor Sports Assn. plans to enlarge its sedan racing category in 1971.

In a newsletter to members, IMSA President John Bishop states the rules will be consistent with NASCAR's International Sedan Manufacturer's Championship, a new class to run with the Grand American pony cars beginning in 1971.

Bishop said the similarity in rules is "to promote the easiest possible interchange of cars and stimulate the preparation of as many cars as possible."

IMSA will add a class to its present rules to allow cars with 2- to 4-liter pushrod engines and 1700cc to 2300cc overhead cam engines to compete—such autos as Gremlin, Hornet, Maverick, Pinto, Vega, BMW 2002, Alfa 1750 and Toyota Corona.

"We will continue our smaller class (under-2-liter) and a system of bonus awards for them," said Bishop. Final rules for the new class are expected soon.

Bishop also reported IMSA formula cars may run in conjunction with certain NASCAR Grand National and Grand American races next year, in addition to an independent IMSA calendar, all of which will be announced at a later date.

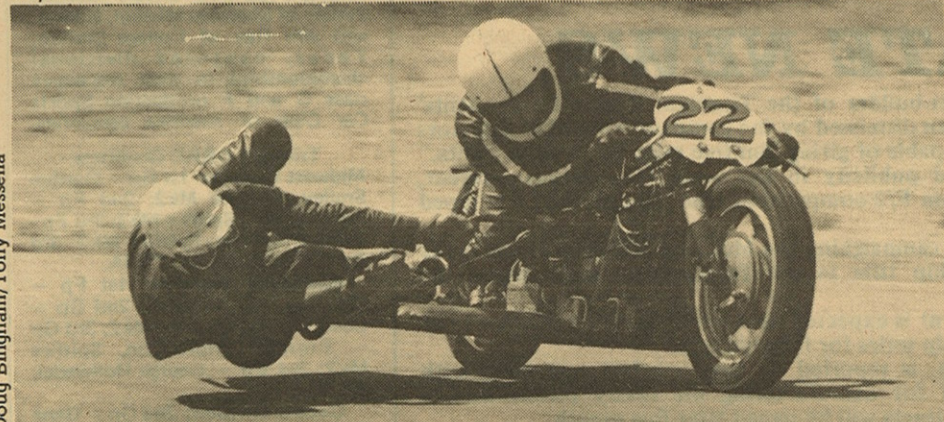
## On the Cover

Denny Hulme's McLaren following Dave Causey's Lola during the Times Grand Prix at Riverside International Raceway, Nov. 1, (Fritz Taggart photo). Continental series wrap-up begins on page 25, with Autoweek's Christmas Buyers Guide getting underway on page 11.

# Castrol's California International Motorcycle Grand Prix

NOV. 21-22  ORANGE COUNTY INTERNATIONAL RACEWAY

Top International solo and sidecar riders will compete in this AFM sanctioned event.

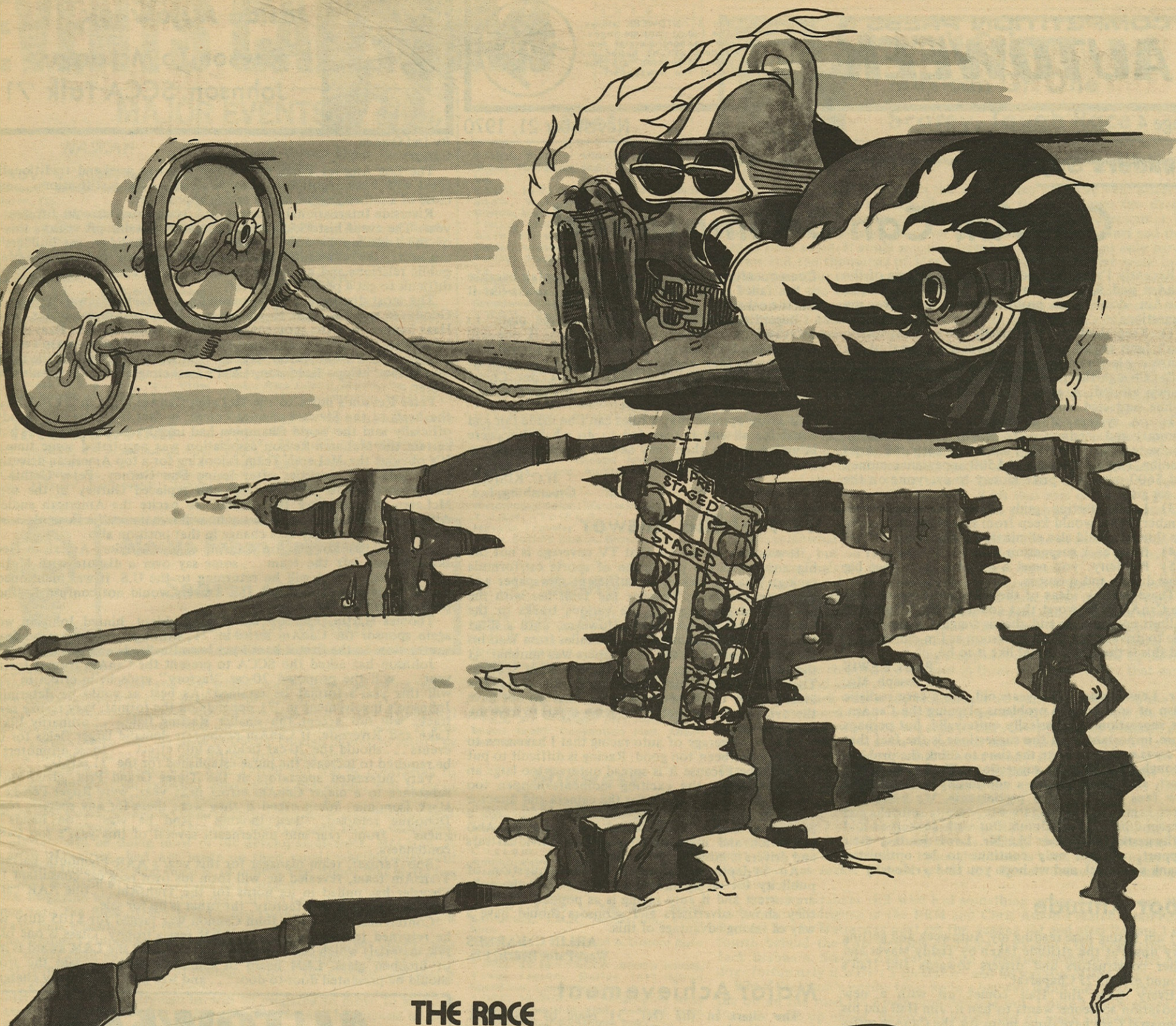


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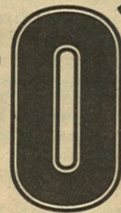
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Doug Bingham/Tony Messella



THE RACE  
THAT WILL ROCK  
THE RICHTER SCALE **SUPERNATIONALS**

ONTARIO  
MOTOR  
SPEEDWAY



There's something shaking in dragworld West. And it's making waves all across the country. It's the first annual NHRA Hot Wheels Supernationals, exploding off the line at Ontario Motor Speedway, November 20, 21 & 22.

Eight NHRA Eliminator classes will be represented: Top Fuel; Top Gas; Funnies; Pro Stock; Competition; Modifieds; Super Stock; and Stocks. And the Supernationals isn't going to be any quarter-mile commuter

route—the race is *invitation only*, and only the country's 400 quickest drivers will be there. Guys like Don "The Snake" Prudhomme, Tom "The Mongoose" McEwen, and "Big Daddy" Don Garlits. All out to tumble the old low times on a tacky new strip.

You should make it, too. Out to the plushiest new plant in racing, Ontario Motor Speedway. For the Hot Wheels Supernationals—heavy new rumblings from the West.



DRAGSTRIP RESERVED SEATS A

DRAGSTRIP RESERVED SEATS B

CONCOURSE GENERAL ADMISSION C

CONCOURSE RESERVED SEATS D

TUNNEL

START

FINISH

OV

PIT AREA

All prices include general admission and tax. Fill in number of tickets desired next to seat prices.

Type of Ticket	Fri./Nov. 20 Starts 12:00 P.M.	Sat./Nov. 21 Starts 9 A.M.	Sun./Nov. 22 Starts 9 A.M.
A DRAGSTRIP RESERVED SEATING (Includes Pit Pass)	NA	\$10.00	\$10.00
B WEST CONCOURSE RESERVED SEATING	NA	9.00	9.00
C W. CONCOURSE GENERAL ADMISSION	ALL \$4.00	8.00	8.00
D CONCOURSE GENERAL ADMISSION		7.00	7.00
E PIT PASSES AVAILABLE AT THE TRACK	2.00	2.00	2.00

Enclosed is \$\_\_\_\_\_ remittance.

MAKE CHECK OR MONEY ORDER PAYABLE TO: ONTARIO MOTOR SPEEDWAY  
3901 East G. Street Ontario, California 91761

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Tickets also available at **TICKETRON** offices throughout Southern California. Call (213) 878-2211.





**Readers Say**

**CanAm Can Be Improved**

Recently I've been reading of the problems of the CanAm and solutions to them. I'm sick of it. The CanAm does have problems and here are my suggestions:

- 1) Keep the formula basically the same as today, don't limit engine size, etc. This is the appeal of the CanAm: a larger engine in a light car.
- 2) Change the prize money system to spread the money around. A partial guarantee such as Denny Hulme suggested would help greatly (Autoweek, Oct. 17)... A system of appearance money (medium amount) and medium prize money would be ideal. You've got to attract big names to keep the series running. Pay a minimum of \$500 appearance money and \$600 minimum prize money to everyone on the 24 car grid.
- 3) Limit starting grids to 24 (a good even number). This would keep from spreading the money too thin. It would also eliminate backmarkers...
- 4) Bring back suspension wings.
- 5) Publicity: you need a lot of it to attract big name drivers and sponsors.

These are my ideas of the things that would help the CanAm. The worst that could be done would be to limit engine sizes and chassis weights. I want to be able to drive in the CanAm as soon as I'm old enough, and this is the way I would like it to be.

PAUL LEWIS  
St. Joseph, Mo.

(Mr. Lewis, who is 13 years old, has a very realistic grasp of some of the problems plaguing the CanAm. His suggestions are basically quite valid, but perhaps more important than the suggestions is the fact that he cares enough to take the time to think the problem through and make the suggestions. The health of any sport, its future, lies in a continuing well-spring of new fans and potential participants. We know our sport is growing, finding its way, despite setbacks and frequent portents of doom. But with concerned and enthusiastic individuals like Mr. Lewis lending their support, we can only continue to be optimistic. Thank you, Paul, and we hope you find a ride-ed.)

**Poor Attitude**

I am sitting here reading my Autoweek and getting very upset at the attitude taken by Teddy Mayer and other constructors and drivers towards Jim Hall's ground effects 2J Chaparral.

Every time Jim Hall comes up with a new innovation someone wants to ban it. Jim Hall and his Chaparral Cars have done more for the CanAm series than any other constructor or driver.

Denis Hulme and Team McLaren have won this series three years straight. What do they want, the CanAm title handed to them on a silver platter?

BILL WACKERMAN  
Rialto, Calif.

**Carb Plate Unfair**

Congratulations to Lee Roy, Junior Johnson and Ford on their great win at the Charlotte National 500. This race was truly won by the great driving skill of Lee Roy plus the endurance of his year-old Mercury Cyclone.

After the race I am now convinced the carburetor plate has tremendously handicapped the few '69 Ford products still racing—much more than the large number of Chrysler factory racers. NASCAR said the plate would do two main things: 1. Slow all cars down equally, and 2. Decrease the number of blown engines. The race at Charlotte proved the plate is not only unfair but also a failure!

In qualifying, Chrysler racers seemed to run like the carburetor plate was made for them. I began to wonder if the plates had a Chrysler parts number. To support this point I will compare Ford and Chrysler qualifying speeds in the May 24 Charlotte World 600, (before the plate) and the recent Charlotte National 500, (after the plate). Charlie Glotzbach, 157.599 vs. 157.273 or .326mph slower; Buddy Baker, 156.580 vs. 156.499, .081mph slower; Donnie Allison, 157.069 vs. 153.745, 3.3mph slower; Cale Yarborough, 157.288 vs. 154.789 or 2.5mph slower; and James Hylton, 156.367mph vs. 151.595 or 4.7mph slower.

It doesn't take a genius to see that the independents and the year-old Fords and Mercurys have been penalized approximately 2 to 5mph. The figures also prove most of the Chrysler factory cars are running about the same as before the plate.

Consequently, the rule is a failure and unfair because it has failed to slow down the Chrysler racers like it has the others.

Regarding the second objective of the plate: to decrease the number of blown engines. If one will look at the DNF list of the National 500, he will find that 10 cars blew engines of 25 percent of the field: Eight Chryslers launched their innards, one Chevy and one Ford. Thus, the second objective of the NASCAR plate is also a failure!

It is my opinion that if rules can't be made fair and equal for all and if they fail to do what they were intended to do, then they should be either dropped or revised!

H.C. RISHER  
Greensburg, Ind.

**TV Not The Answer**

It would seem to me that TV coverage is not the big answer to the promotion of sports car/formula racing. What is lacking is sufficient newspaper and magazine coverage. Whether the fault lies with the publicity department of the various tracks or the local papers I do not know. However, until a short time ago I lived in a city about 60 miles from Watkins Glen but coverage in the local papers was minimal. At the present time I am living 150 miles from Sebring. There was not one mention of the Continental in the local papers. Other sporting events that do not have the overall interest that auto racing seems to have are given big play.

The TV coverage of auto racing that I have seen to date has not been too good. Racing is difficult to put on the tube because it is spread out over too large an area and either the exciting moments happen too quickly and unexpectedly for the camera and director to catch or duels between certain cars occur over a protracted time and can't be adequately caught. Also pit action and in-depth coverage of individual cars and drivers is missing.

An in-depth study of the whole question of publicity for racing should be made. If all the polls are correct and if auto racing is as popular a sport as they show, advertisers and sponsors should have a way of taking advantage of this.

ARLIN C. BARNES  
West Palm Beach, Fla.

**Major Achievement**

The chart in the Oct. 31 issue of Autoweek incorrectly shows our Camaro as not finishing the Bridgehampton TransAm race.

We finished sixth in this race and consider it a major achievement for a college team working within a \$3000 budget; a budget I'm sure must blow the minds of the other top independent cars.

We raced in five TransAm races, finished three and consistently ran with the first independent cars...

PETER SCHWARTZOTT  
Schwartzott-Trudeau Racing  
Niagra Falls, N.Y.

**Effort Unnoticed**

As this year's CanAm series draws to a close, I feel compelled to write this letter about something which has been bothering me all season.

The automotive and general presses have been full of headlines and stories all season about the likes of Peter Revson, Jim Hall, George Eaton and others, not to mention Team McLaren. Yet they all but forget Bob Brown's understaffed and full independent effort which had, until Atlanta, been one of the very few consistently competitive teams.

Brown quietly and unpretentiously motored by a number of big bucks teams and were it not for Revson's cross-country trip at Atlanta and the shunt with Gary Wilson at Elkhart Lake he most probably would have been rewarded with a first and a second in these two races. These two crashes almost put paid to Brown's efforts in this year's CanAm.

The lack of publicity about this courageous underdog effort may well have meant the difference between some badly needed sponsorship and selling the car. I just hope someone with a few dollars wakes up and gives Bob and his crew a chance to avenge this season with something better than a three-year-old car for next year's CanAm.

JAMES MAETZOLD  
Hopkins, Minn.



**Inside Autoweek**

**Revson To McLaren; Johnson, SCCA Talk '71**

By Del Owens  
Editor

The Los Angeles Times Grand Prix CanAm weekend traditionally is filled with busy negotiation, manipulation... and justification... as the close of another year of motor racing approaches.

Riverside International Raceway and its environs were no different this year. The event historically draws the most notable pit visitors this side of the Indianapolis 500... name drivers on holiday, car builders and engineers, the constantly beset potential sponsor and the ever-present public relations and marketing executive. With such a gathering, it's not difficult to get a peek at next year.

The most discussed subject, naturally, was Jackie Stewart's tie-up with Goodyear and his plans to campaign a Lola CanAm car under the Carl Haas banner. For the moment, it's still uncertain whether Haas will have L&M cigarette sponsorship again next year. Even Stewart wasn't sure in a telephone talk from Akron, saying, "I'm leaving that end of the business up to Haas." Cope Robinson, L&M's marketing executive, wasn't talking either.

Peter Revson's move to the McLaren CanAm team in '71 followed on the heels of the Stewart announcement, in fact the same day Goodyear officially said the World Champion had inked a contract. But it's almost certain the McLaren-Revson association was negotiated some time ago. It's obvious the McLaren Team is looking for a top American driver with high "saleable" qualities after losing Dan Gurney. Peter Gethin, the European Formula 5000 champ who replaced Gurney in the second McLaren, doesn't have the "name" to excite the American audience. Although the McLaren people say he will remain on the Formula 1 team, the feeling is there may be a change in that position also.

McLaren has lost its top CanAm engine builder. American George Bolthoff has left the team... some say over a dispute with McLaren management... and will be returning to the U.S. It was mentioned he would be joining Traco, but Jim Travers would not confirm Bolthoff's position with his firm.

Thomas Martin, Johnson Wax vice president, hinted Johnson would again sponsor the CanAm series in '71, although we understand from a source close to the firm it hasn't yet been finalized.

Johnson has asked the SCCA to present the CanAm format for next year... will the proposed 20-car "factory" grids be in effect in '71 or will this year's format be retained? As best as could be determined, Johnson's involvement in '71 depends on the format, they realize several tracks will not accept the smaller starting fields... primarily Elkhart Lake and Riverside. If CanAm promoters demand larger fields for their events... should the 20-car fields go into effect... these promoters will be required to increase the purse established for the '71 series.

Very interested spectators at the Times Grand Prix, giving further substance to a major CanAm effort next year, were Roger Penske and Mark Donohue. When asked if they were there for any specific reason, Donohue retorted, "Just looking." And he was... on hands and knees... front, rear and underneath several of this year's top CanAm contenders.

Bob Tarozzi, team manager for this year's AAR Plymouth Barracuda TransAm team, revealed he will form his own race car consultant firm. Chrysler has pulled in its horns for the TransAm... one AAR car has been sold back to the factory, the other is up for sale.

Continental Champion John Cannon was tagged for \$105 duty when he returned to Canada with the L&M series trophy. Glass is one of the few materials which carries a duty in Canada and the L&M award is made of Steuben glass. L&M heard of Cannon's plight... said the trophy should be presented door-to-door... and will pick up the duty charge.

**AUTOWEEK**

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# EVENTS CALENDAR

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

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## MAJOR EVENTS

### NASCAR

- \* NOV. 8 - 250-mile Grand National, Middle Georgia Raceway, Macon, Ga.
- \* DEC. 6 - 400-mile Grand National, Texas Int'l Speedway, College Station, Tex.
- \* JAN. 17 - 500-mile Grand National, Riverside Int'l Raceway, Riverside, Calif.
- \* FEB. 14 - 500-mile Grand National, Daytona Int'l Motor Speedway, Daytona Beach, Fla.
- \* FEB. 28 - 500-mile Grand

National, Ontario Motor Speedway, Ontario, Calif.

### SCCA

- \* NOV. 24-29 - American Road Race of Champions, Road Atlanta Raceway, Gainesville, Ga.

### USAC

- \* NOV. 21 - 150-mile championship car race, Phoenix Int'l Raceway, Phoenix, Ariz.

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

- \* NOV. 8 - Sandown Races, Australian Sports Car Championship, Sandown Int'l Motor Race Circuit, Melbourne, Aus.
- \* NOV. 15 - Jarama races, Spain (SP, S, GT, T)
- \* NOV. 21 - Cape 3-Hours, South Africa (SP, S, GT, T)
- \* NOV. 22 - GP of Israel (F/2, F/3, F/V, GT, T)
- \* NOV. 28-29 - Vitesse races, W. Ger. (G7, F/V, SP, S, GT, T)
- \* DEC. 27 - Pietermaritzburg 3-Hours, South Africa (SP, S, GT, T)

## International

- \* OCT. 28-NOV. 8 - International Auto Show, Turin, Italy
- \* OCT. 30-Nov. 12 - Tokyo Motor Show, Harumi Fairgrounds, Tokyo, Japan



## News From Britain

### Season Of Who, What, For Whom

By Julian Mounter

The Who drives What and for Whom season is in full swing again: Amon to Matra? Rodriguez to Brabham? Bell to Surtees?

What has really complicated the picture this year is the withdrawal from Formula 1 of Dunlop. "You can shuffle the pack as much as you like, it keeps coming back to there not being enough money to satisfy us all, now they have gone," said one British driver this week.

Jackie Stewart is staying with Ken Tyrrell and will be contracted to Goodyear. The Scottish ex-world champion is not cheap. Will it mean others running on Goodyear will suffer?

Brabham, I understand, is likely to stay with the company (they have looked to that source for their tires since 1965) despite Jack's retirement, but Stewart will be doing most of the development work. McLaren, at the time of writing, had not made up their minds whether they will remain with Goodyear. And there is, of course, that rumor that Matra has persuaded Michelin to try their hand next season.

One magazine here is predicting that Elf will be putting nearly all their money into the Stewart/Francois Cevert/Tyrrell effort which is forcing Matra to look elsewhere for their petrol.

The strangest rumor about sponsorship—and one I rather doubt—says BRM, rather than switch to an American tire company, will buy their rubber from Dunlop and try to manage without the development that is usually given by the tire companies.

Chris Amon looks as though he will be prepared to move to Matra if the terms are right, but after so long on the fringe of big success he may not be happy to be No. 2 to Beltoise, or even equal No. 1.

Much as everyone who knows him—well almost everyone—would like to see Graham Hill follow Brabham, it now seems a little unlikely. Graham would almost certainly stay with Rob Walker and drive the Walker Lotus 72.

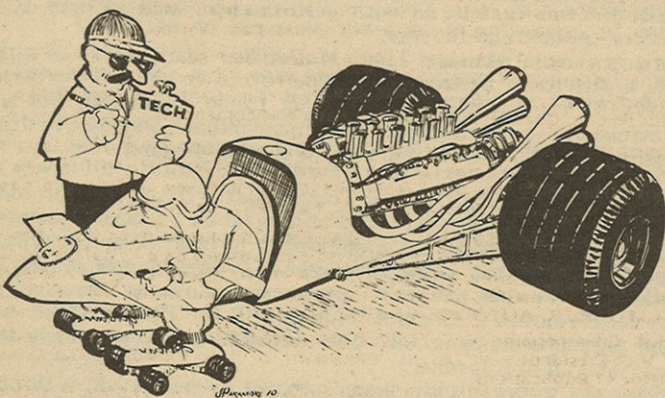
Lotus is in the happy position of having Emerson Fittipaldi, an option on Reine Wisell and a car which would obviously tempt, even if it does not wholly satisfy, the very best drivers.

Jackie Oliver has been doing some shopping—even in March's direction, hear—but BRM might offer him the No. 1 spot if Pedro Rodriguez left and Rodriguez could be tempted . . .

Ferrari looks comfortable in having Clay Regazzoni and Jacky Ickx as probables, Ignazio Giunti if they mind to woo him a little and Mario Andretti for a few drives.

What I am particularly interested in is what happens to the March team. Designer Robin Herd thinks he has a really great F/1 car for 1971 and thinks he can prove it to top drivers.

As I have said before, it is dangerous to take any of these rumors too seriously, though most so far this fall have proved correct.



"We're not going to argue about its legality, but . . ."

## East

- \* NOV. 8-14 - Virginia Beach Auto Show, Pembroke Mall, Virginia Beach, Va.
- \* NOV. 14-21 - New England Int'l Auto Show, War Memorial Auditorium, Boston, Mass.
- \* NOV. 18-22 - Orange County Int'l Auto Show, Anaheim Convention Center, Anaheim, Calif.
- \* NOV. 20-22 - Auto World, Norfolk, Va.
- \* NOV. 22 - NASCAR 100-mile Grand National stock car race, Langley Field Speedway, Hampton, Va.
- \* NOV. 26-29 - Int'l Auto-World Custom Car Show, Columbus, Ohio
- \* NOV. 26-29 - 9th National Custom Car Show, New York Coliseum, New York, N.Y.
- \* NOV. 28 - N.E. All-Night Rally Championship, Danbury, Conn.
- \* NOV. 28-29 - SCCA regional race, Washington D.C. region, Summit Point Int'l Raceway, Summit Point, W.Va. (CANCELLED)
- \* DEC. 19 - N.E. All-Night Rally Championship, Yonkers, N.Y.
- \* JAN. 7-10 - Greater New England Autorama, Civic Auditorium, Boston, Mass.
- \* JAN. 14-24 - Montreal Int'l Automobile Salon, Montreal, Que.
- \* JAN. 30-FEB. 7 - Boston Herald-Traveler New England Auto Show, Suffolk Downs, Boston, Mass.

## South

- \* NOV. 6-10 - Atlanta Auto Show, Atlanta Civic Auditorium, Atlanta, Ga.
- \* NOV. 14-15 - SCCA regional race, Florida region, Sebastian Airport, Sebastian, Fla.
- \* NOV. 21 - SCCA divisional rally, Florida region, Ft. Lauderdale, Fla.
- \* DEC. 4-6 - Custom Car Show, Convention Center, Winston-Salem, N.C.
- \* FEB. 3-7 - Miami Int'l Auto Show, Miami Beach Convention Hall, Miami Beach, Fla.

## Midwest

- \* NOV. 13-15 - 5th Int'l Custom Auto Fair, Minneapolis Auditorium, Minneapolis, Minn.
- \* NOV. 20-22 - 9th Int'l Rod and Custom Car Show, Chicago Amphitheatre, Chicago, Ill.
- \* NOV. 21-29 - Detroit Automobile Dealers Assn. Detroit Auto Show, Cobo Hall, Detroit, Mich.
- \* NOV. 26-29 - 6th Auto World Exhibition, I.M.A. Auditorium, Flint, Mich.
- \* DEC. 4-6 - 11th Rod & Custom Auto Show, Houston, Tex.
- \* DEC. 12-13 - SCCA driver's school, Texas region, Dallas Int'l Motor Speedway, Louisville, Tex.
- \* DEC. 30-JAN. 9 - Indianapolis Auto Show, Exposition Hall, Indiana State Fairgrounds, Indianapolis, Ind.
- \* FEB. 13-14 - Ice run, Oscoda, Mich.

## West

- \* NOV. 3-6 - Mexican 1000 off-road race, NORRA, Ensenada to La Paz, Baja Calif.
- \* NOV. 7-8 - SCCA regional race & driver's school, San Diego region, Holtville airport, Holtville, Calif.
- \* NOV. 10-15 - Pacific International Auto Show, Pacific Coliseum, Vancouver, B.C.
- \* NOV. 13-15 - 3rd National Auto Speed and Sport Car Show, Portland, Ore.
- \* NOV. 13-15 - AHRA Grand American Points Finale, Beeline Dragway, Phoenix, Ariz.
- \* NOV. 13-15 - Nat'l Council of Mustang Clubs regional meet, San Francisco, Calif.
- \* NOV. 14-15 - SCCA regional race, Cal Club region, Orange County Int'l Raceway, Irvine, Calif.
- \* NOV. 14-15 - SCCA divisional rally, Arizona Border region, Tucson, Ariz.
- \* NOV. 15 - Short Course off-road races, Devonshire Downs Raceway, Northridge, Calif.
- \* NOV. 21-22 - NHRA Supernational drag races, Ontario Motor Speedway, Ontario, Calif.
- \* NOV. 21-22 - SCCA national rally, Cal Club region, Bakersfield, Calif.
- \* NOV. 24-29 - Portland Auto Show, Memorial Coliseum, Portland, Ore.
- \* NOV. 26-29 - 7th National Auto Speed & Sport Car Show, Denver, Colo.
- \* NOV. 28-29 - SCCA driver's school, Cal Club region, Riverside Int'l Raceway, Riverside, Calif.
- \* DEC. 4-6 - Ford Motorsports Assoc. regional race, Riverside Int'l Raceway, Riverside, Calif.
- \* DEC. 5-6 - SCCA regional race & driver's school, Arizona region, Phoenix Int'l Raceway, Phoenix, Ariz.
- \* DEC. 20 - Short Course off-road races, Devonshire Downs Raceway, Northridge, Calif.

## Denny's Column

### Mexican GP One Scarey, Tough Race



By Denis Hulme

The Mexican Grand Prix was the most scary race I've ever driven in. You can't imagine what it's like to drive flat out down the straight passing cars with people instead of guardrails lining the circuit. I was really glad when the race was over and nobody had been hurt and there hadn't been a riot. It could so easily have been a disaster, not only for the drivers and the thousands of Mexicans who had all paid five pesos to get in, but for motor racing as a whole.

The start was delayed for an hour before we were allowed to do a warm-up lap to see just how bad the conditions were. The people were everywhere. I followed Francois Cevert in Ken Tyrrell's March and he just about clobbered a dog at the end of the straight. He was driving his car along the grass verge waving and shouting to the people to get back. They were lined along the safety banks quite oblivious to the danger of a car leaving the road. I drove alongside him and he threw his hands in the air as much as to say "To hell with this, it's hopeless!" In French, of course.

There was glass on the track where bottles had been thrown from the crowd and the mechanics were picking glass from the tires of several cars after the warm-up lap. I don't think Ferrari team manager Forghieri was very keen to let his drivers start under such conditions. I wasn't very happy about the whole thing myself—but we had the choice of racing with glass in our tires or facing a riot. With that sort of choice I guess a puncture would be a lot less serious than a punch-up with a quarter of a million people.

I was somewhat further down the grid than I had been when I won this race last year, but on race morning we fitted a new engine that had just arrived from England, and we had our fingers crossed.

The start was delayed by 80 minutes altogether and there was some arrangement made that if the drivers held their hand up going past the pits they would red-flag or checker-flag the race and the results would be taken on standings at the time, but I wasn't very clear at which lap this was supposed to happen. I figured that if the race did get under way there was little chance of it being stopped. I couldn't imagine signalling I wanted the race stopped if I was out in front. But then maybe that would have been a good idea . . .

When the track was finally cleared and we went blipping up to the grid proper I reckoned they would only be watching the front row, so I started moving slowly up. Let's face it, the starter probably couldn't even see me from where I was on the seventh row. When he dropped the flag I was away down the outside and I went nearly all the way down to the first corner in the dirt. I arrived there alongside Peter Gethin in the other McLaren and he was just about to carve me up when he realized that it was another orange car and he let me through.

Our finger-crossing had paid off in the engine department and it was just as well we had disconnected the rev-limiter on the grid. Down the straight for the first lap the engine was pulling 10,500 revs which is 500 more than we've seen before. I thought if this is what a good engine feels like, what has Jackie Stewart got in the Tyrrell because he could pass everyone else.

I went by Graham Hill who had something wrong with his car, then took Pedro Rodriguez in the BRM and Chris Amon's March. Jean-Pierre Beltoise in the Matra was next on the passing list and after 24 laps I was fourth behind the two Ferraris of Jacky Ickx and Clay Regazzoni and Jack Brabham. Stewart had pitted with a steering problem and later hit a dog—fortunately it wasn't a spectator—and he was out of the race.

When Brabham's engine blew up in a big way it put me up to third and the oil on the road let Amon sort Beltoise out. I didn't know where the Ferraris were up ahead. Regazzoni wasn't out of reach time-wise, but he was far enough ahead that I couldn't see him. With 17 laps to go I was four seconds ahead of Amon, but then the car started hopping out of low gear at the hairpin and not wanting to go into second at one of the other corners and I thought I'd had it.

I haven't raced so hard in a long time. I thought the Laguna Seca CanAm was tough with Jackie Oliver pushing me there, but Amon was really giving me the message at Mexico. I couldn't afford to let up or to let either the March or the Matra get close enough to suck up in my slipstream. If you have a slight horsepower advantage at Mexico in the thin air, you can pass on the straight.

At Laguna Seca they had run the race one lap too long and I was determined to not get caught on a deal like that in Mexico. Chris was right on my tail as we went into the last lap and in one of the corners I couldn't find any gears at all. Finally I grabbed one and legged it up to the last corner to see a frantic Mexican waving a red flag with the checkered flag just down the road. I jammed on everything to get around the corner and found the road completely blocked with running people and all the other cars screeching to a stop. I swung over to the pit guardrail, switched off, unbuckled my harness and ran for the pits.

That crowd was unreal. There was a corner just after the sharp hairpin where you used a little bit of the verge as a buffer, and the Mexicans were lying right out there. We must have been missing their heads by two or three inches and all they did was shield their eyes to keep the dust out! In those circumstances even a harmless spin would have been a tragedy, and the results of an accident like Hill and Jochen Rindt had at Barcelona would have been a disaster.

After all that hard work I was swigging down lemonade in the cool of the pit garage and realizing that I'd finished third in the Grand Prix and fourth in the world championship, which I reckon isn't at all bad considering that I missed a couple of races in the middle of the season with my Indy burns.

By winning the Laguna Seca CanAm the weekend before I had clinched the CanAm Championship—something I wanted to do this season more than anything else—making it my second CanAm title and the fourth on the trot for the McLaren team.

Laguna Seca was interesting from our point of view because I ran the new all-aluminum engine that we had developed with Reynolds Aluminum. Proving it to be a race-winner is good for Reynolds, our co-sponsors, because they want to prove as a follow-up to the new Chevrolet Vega engine that an aluminum engine without cast iron liners is really the way to go in the automobile industry.

# New Toyota Corolla Longer, Wider

## the Industry

GARDENA, Calif., Nov. 2 — New "sports" styling, new interior and engineering refinements have made the Toyota Corolla a new car for 1971.

The sedan, coupe and station wagon—all 2-door models—have a longer hood and shorter rear deck with ventless, curved side windows to accent the clean lines.

Wheelbase for all three models has been increased by 1.9 inches to 91.9 and the width has been increased to 59.3 inches, up from 58.5.

The Corolla's powerplant also received a boost. It now develops 73hp at 6000rpm from 71.1 cubic inches, an increase of 13 horsepower and 5.1cid over the unit installed in last year's model. It still delivers the traditional 28mpg economy.

Also featured is an improved 2-barrel downdraft carburetor for quicker starts in all types of weather and driving conditions. Compression ratio for the 4-cylinder engine is 9 to 1.

New interior for 1971 has fully reclining, foam-cushioned bucket seats upholstered in durable ventilation-perforated vinyl.

New safety features built into the Corolla are a collapsible steering column, heavily padded dash that includes an impact-absorbing knee protector and recessed glare-free gauges, integral head restraints and three-point seat belts in front and two-point belts in the rear.

Front disc brakes and a pressure control valve are also standard equipment on the 1971 Corollas, as are dual master brake cylinders, warning light and corrosion-resistant hydraulic lines.

Suspension is independent coils in front with semi-elliptic leafs in the rear.

Optional equipment includes

Toyota's fully automatic Toyoglide 2-speed transmission, air conditioning, AM/FM radio and stereo tape player. The standard transmission is a 4-speed, all

synchronmesh.

The manufacturer's suggested POE retail price for the '71 Corollas begins at \$1798.



Toyota's restyled Corolla for 1971 is powered by a lightweight 4-cylinder 73hp engine which in this sedan will reach a top speed of 91mph. Also available are a fastback coupe and a station wagon.

## Highway Signs Being Reformed

WASHINGTON, D.C., Oct. 30 — In a move to eventually reform the nation's confusing highway signs, government officials have announced plans to install a new "picture" sign system on federally owned public lands.

Beginning in 1971, signs will be replaced which now guide recreation travelers through the lands operated by the Forest Service, the Bureau of Land Management and the Fish and Wildlife Service.

The new sign series will use symbols—one or more of a total of 77—instead of words to notify travelers of such things as road conditions, availability of accommodations and services and nearby scenic areas.

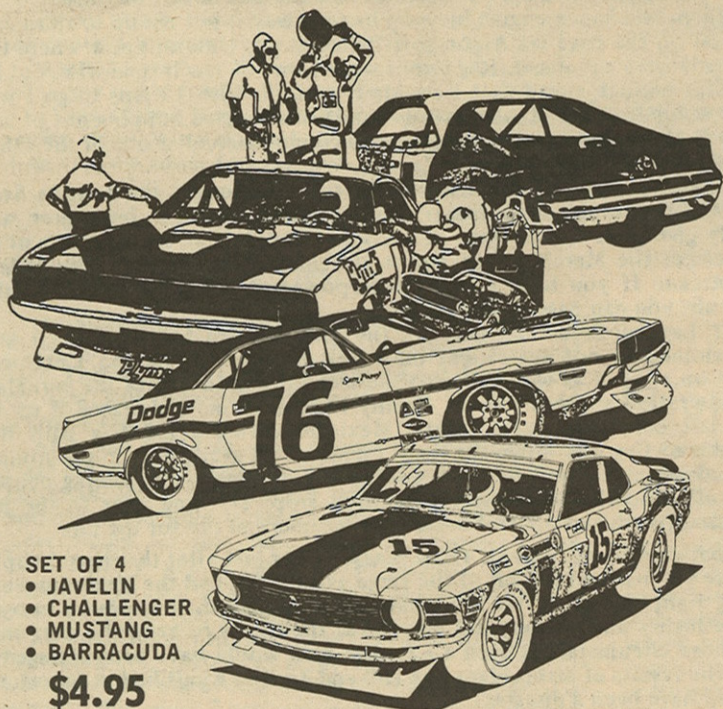
"The system triggers 'visual thinking' which is far faster than 'verbal thinking,'" officials explained. Other advantages pointed out were persons of any culture and language, as well as children, can understand the signs and the smaller signs will cause less "visual pollution" of the landscape.

Many of the symbols are understandable without advance word on what the pictures mean, but some will require advance knowledge.

It is hoped all state highway departments will adopt the new system.

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## Rolls To Market '71 Aston Martins

NEWPORT PAGNALL, Eng., Nov. 2 — Aston Martin luxury cars will be marketed through Rolls-Royce dealers in the United States, it was recently announced here.

Managing Director A.S. Heggie reports about 100 Aston Martins are sold annually in the U.S. "By marketing through Rolls-Royce dealers, we will be able to at least double this over the next five years," he said.

The company produces 600 to 650 of the handmade luxury autos a year, 25 percent of the total built for exporting.

The Aston Martin to be distributed by Rolls-Royce dealers in America in 1971 will be the 8-cylinder model. Although reported to be about \$5000 more expensive than the 6-cylinder-powered Aston, the total suggested price was not given.

### Automatic For '240Z'

TOKYO — Nissan Motor Co. is equipping its new Fairlady Z models with an automatic transmission with floor-mounted shift. The Fairlady Z is sold as the Datsun 240Z in the United States.



## Woron's World Muscle Cars Haven't Been Ruled Out, Yet

By Walt Woron

No Detroit car manufacturer depends on the performance car segment of the market as his bread and butter, yet you can get very few of them to voice unconcern over what is happening to the muscle car business.

What's happening is they're getting caught in the crunch created by mounting insurance rates, the emphasis on anti-pollution devices and safety, plus the specter of even more restrictive legislation.

The decline in sales of muscle cars came concurrently with reclassification of such cars by some insurance companies. Bob Cahill, manager of the drag racing program for Chrysler Corp., explained what happened to them.

"In the spring of '69 over 35 percent of Belvederes were performance cars. Dealers ordered these cars at the start of the new model year. Then, when the insurance rate hit, our orders just stopped dead."

"As long as insurance companies tend to classify 'muscle cars' by shipping weight and advertised horsepower—both false figures—there's no way out," he went on. "Unless, of course, the auto companies were to start their own insurance companies."

It is Cahill's belief that much of the rise in insurance has been due to theft, which has become quite prevalent throughout the country. "Many expensive Hemi engines have been stolen. Along with many of the visible things, too," he added. "Of course, there's no denying that cars driven by younger people are involved in more accidents."

Others in the industry feel equally up tight about the problems created by the insurance companies. Eugene Amoroso, American Motor's new general marketing manager, says, "When you have insurance companies defining a muscle car as having 11 pounds per horsepower or less, or as being a car with an engine giving more than .8hp per cubic inch, you have a problem."

"We're coping with it by providing our performance cars at more than 11 pounds per, with available options to take it from there. The kids can get these at the dealerships and if there's an insurance penalty, they'll pay it then. In this way, not everyone will be penalized."

Chuck Richert, products planning manager at Ford Division, pointed out many of the changes in engine availability—where smaller engines were standard for '71—were brought about to satisfy the insurance requirements. For example, the 302 in the Mustang Mach 1 instead of the 351 2-barrel. Now, if a buyer wants the 351, he will have to pay a premium insurance charge. The same holds true for the 351 being standard in a Torino Cobra instead of the 429.

An outspoken critic of the insurance companies at Ford Division is their special vehicles manager, Jacque Passino, who said, "They're blaming the muscle car for causing the accidents—and what really happened is that the insurance companies got a tremendous rate increase at the expense of the muscle cars."

He laughed at the insurance companies use of shipping weight ("you can make that anything you want") as a basis of weight to horsepower and termed it ridiculous to place a 302cid in the muscle car category.

"Anyway," he said, "the big-bore muscle cars are going to disappear and the mini-muscle cars are going to take over—cars with smaller displacement, good performing engines. It stands to reason engine displacements have to come down. The big engines are tougher to work on and the parts are harder to get."

In Passino's opinion, "regardless of insurance, safety or legislation, there's still a big performance market out there." He emphasizes the fact "there are kids who want the cars, and it is going to depend on our good dealers to sell them the cars they want—and to work out the insurance problems."

Insurance is not the only deterrent to sales of the muscle cars. Legislation, whether in the guise of making cars pollution-free or "more safe," is a constant harassment to product planners.

As a marketing plans man for Lincoln-Mercury said, "Naturally we are being frustrated a bit by governmental and insurance pressures—and this is reflected in our sales. But, we intend to continue making muscle cars, though they won't have as much muscle as in the past. All of our regular grade engines, for example, are dropping about 10 percent in horsepower. Our premium engines won't change until next April, but when they do, the Cobra Jet 429 will probably drop from 370 down to around 335 horsepower."

Other manufacturers voice similar sentiments when it comes to the future of the market. A sampling:

Buick's Director of Marketing W.R. Brush: "The muscle car segment of the new car market will not continue to experience the increases shown over the past several years, but Buick will continue to market some cars which, with certain factory available options, provide the owner with improved handling and performance."

Dodge's General Manager Bob McCurry: "Not only will there still be a market for performance cars, but the kids will always want performance cars. . . I also see a continuing demand for performance equipment and the custom items that tie in with performance, such as tires, striping, floor shifts, spoilers and the like."

Pontiac's General Manager James McDonald: "To our way of thinking, there is a difference between a high performance car and a muscle car. The days of the muscle car are going to be numbered, but a high performance car—one with total performance that's a delight to drive for the person who enjoys cars—will remain in good demand."

Chevrolet's Marketing Director Tom Staudt: "Despite the problems of insurance and financing, there will always be an enthusiast's market. It may involve some changes in equipment to provide exceptional handling and performance, but responsiveness and even instrumentation are important."

Chrysler-Plymouth's General Manager R.K. Brown: "We haven't changed our posture one bit. The performance area means lots of business—and all of it is plus."

Perhaps the entire situation was summed up best by Bob Dorshimer, assistant chief engineer at Oldsmobile. "The performance car market will probably level off, and even drop slightly, but as long as it's 'fun to drive,' the market will be there. Unless, of course, they get legislated out of existence."

# Studded Tire Safety, Affect On Roads Under Investigation

George Toles  
BUFFALO, N.Y., Nov. 3 — Sides tearing up highways, do studded tires really make for safer winter driving?

Several studies are being carried out to find out how much the highways are being worn down by the metal studs as well as their safety factor.

Agitation over studded tires and the damage they are doing to roads mounting across the land—both the U.S. and Canada—and some communities have launched campaigns to have them banned from highways.

Studies indicate studs can reduce the normal life span of a highway up to 75 percent. Highway engineers point to the need to design new mixes for pavement to cut down the stud-inflicted damage.

New York state is getting increasing signs metal tire studs are tearing up highways. Chewed up pavement has been detected at the New York State Thruway toll booths, in Thruway service area parking lots and on the heavily traveled Youngmann Expressway in Buffalo.

One Thruway Authority engineer believes tire studs are causing more than normal wear on Thruway pavement.

"You can see the wheel paths and as you cross from lane to lane, you can feel the difference," he said. "One will be definitely rougher than the other. In my personal opinion, we have to decide whether we can afford studded tires and increased pavement costs."

Studded tires are allowed in the state between Oct. 15 and May 15.

Engineers say stud damage would be heaviest when the pavement is bare of ice and snow.

New York State's Department of Transportation has asked its regional engineers to survey all roads for damage due to studded tires.

"The only report of any alarm we have had is the Youngmann Expressway in the Buffalo area," said William Burnett of the department's Bureau of Physical Research. However, state engineers in Albany point out it is difficult to separate highway damage caused by studded tires from other factors.

A study by the Province of Ontario Highway Department said damage costs would be \$10,788,000 or about \$7 a car in 1971 when about 60 percent of the cars and trucks in the province are expected to have studded tires. By 1979, the cost might reach \$127 million.

The same study also found studs can reduce the normal life span of a highway by up to 75 percent if the pavement is bare.

Minnesota, which will decide in 1971 whether to completely ban or keep studded tires, has commissioned the Cornell Aeronautical Laboratory in Buffalo to find out whether studded tires really contribute to safer winter driving.

The 14-month, \$50,000 study is being made by the research laboratory for the Minnesota Department of Highways.

Minnesota wants to know whether studded tires actually are making winter driving safer, since the studs already appear to be

causing damage to roads in the state, particularly on high-speed, high-traffic roads and at intersections where jack rabbit starts and hard stops occur frequently.

"Studded tires are receiving considerable attention in the United States and abroad because of increasing and conflicting reports of highway damage caused by studs," commented John W. Garrett, head of the Accident Research Branch in Cornell Lab's Transportation Research Department.

"In addition, we really don't know if studs are contributing to greater highway safety and if they are, how much."

Garrett said there is little doubt that some accidents are being prevented by the use of studded tires through their ability to reduce stopping distances on ice.

On the other hand, he added, these reduced stopping distances achieved by cars with studded tires could, in fact, precipitate some accidents because of the superior

braking of a lead vehicle equipped with studded tires.

Garrett emphasized, however, accident prevention is not the only benefit that may be expected from studded tires. In fact, the new Cornell Lab study may possibly show their principal benefit is the reduction of accident and injury severity.

With the cooperation of police in the Minnesota cities of St. Paul, Minneapolis, Duluth and Grand

Rapids, and the State Highway Patrol, Cornell Lab will study an estimated 10,000 accident cars during the studded-tire investigation.

Some 100,000 drivers in the state will receive questionnaires seeking information on such items as their cars, tires, driving experience and driving locale.

The questionnaire returns will enable Cornell Lab researchers to determine the approximate usage of studded tires in Minnesota's driving population. This can then be compared to usage of studded tires among cars involved in accidents.

Analysis of the accident cars will include determination of the use of studded tires and accident involvement and the effects of studded tires on the characteristics of the accident. Safety effects of studded tires will be studied for different types of accidents, temperatures, weather and road-surface conditions, as well as the influence of studded tires in each study month.

## Corvette The 'Roomiest'

DETROIT — The 1971 Corvette has been named the "roomiest car in the industry"—even ahead of the luxury cars—by Automotive Industries, a trade publication.


The Roominess Index is compiled by adding up the front seat height, front and rear head room, front and rear leg room and front and rear shoulder room of each car line's lowest-priced 4-door sedan, or 2-door if this is the only model.

## Increase Expected In Snow Tire Use

AKRON, Ohio, Nov. 3 — Firestone Tire & Rubber Co. officials estimate one half of the nation's autos will be riding on snow tires this winter, one percent more than last year.

Motorists are expected to purchase 26,435,000 snow tires of which approximately 7,535,000 will be retreads and approximately 22 million of the total will be replacements for old snow tires.

Manufacturers of tire studs estimate 40 percent of all snow tires used this year will be studded. Currently all states except Louisiana and Mississippi permit studded tires on their highways.



**Detroit Wire**  
**AAA Chief Thinks Public Being Misled**

Bob Irvin, Detroit Editor  
Most people are in a fog when it comes to automobile air pollution, according to the new president of the American Automobile Assn. (AAA).

"Very few people understand what Senator Muskie is talking about or what the auto manufacturers are really doing," says William Bachman, who took over as AAA president recently.

Bachman is a vice president of the Automobile Club of Michigan and is senior vice president of McManus, John & Adams, the advertising agency which handles Pontiac and Cadillac car ads, and is in charge of its international operations.

In discussing air pollution he was referring to the Clean Air Act sponsored by Senator Edmund Muskie, Maine Democrat, which would require the auto industry by 1975 to reduce exhaust emissions by 90 percent from present levels, a goal the industry says is too stiff to meet.

Bachman says people have been misled into believing they will get pure air again. "But you are not going to completely rid the air of pollution; it is just not possible," he declared.

The AAA was founded at the turn of the century, at a time when motorists were in the minority and driving from the city to the country was even more of a challenge than during rush hour traffic today.

"You hear a lot said these days that maybe we don't need an auto club anymore because of the excellent road signs, highways and cars which don't break down the way they used to," Bachman said.

But he sees the AAA moving into other areas, such as becoming more involved in trying to measure the cost effectiveness of safety and anti-smog equipment for cars.

"The automobile is an easy target for crusaders and it's being blamed for many social problems," he said. But he said he finds it difficult to believe the romance is gone from the automobile.

He admits there may be a small credibility gap between the industry and the public. "But I don't think it's as large as it's made out to be," he said.

Bachman said it's simply not possible to make the sky everywhere as clean as it is in Montana "unless you want to pay a fantastic price." He said that in the air pollution and safety areas "there is a limit on the cost effectiveness" of new requirements. "You can have zero pollution but it is worth the price?"

Bachman says he thinks the auto "is an unfair whipping boy for all kinds of people."

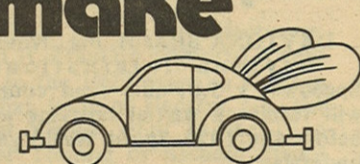

He said the biggest problems facing motorists over the two years he will be in office will be the matter of how much control on air pollution will be required, the possibility of new types of auto insurance programs, the continuing safety issue and the use of tax money generated by the automobile.

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More on:

# No Active Duty For Pete Hamilton

(Continued from page 1)  
honorably discharged the sophomore superstar of the Petty Engineering Plymouth team.  
Hamilton proved a gross communications breakdown between he and the guard unit after he moved his residence from hometown Dedham, Mass., to Charlotte in order to pursue his racing career. He also showed efforts to transfer to a North Carolina military unit were impaired by this lack of communication and cooperation.

In his affidavit to the court, Hamilton said he had heard nothing regarding his status with the Massachusetts Guard—except for telephone conversations—until he was summoned while helping teammate Richard Petty prepare a car for the Oct. 18 race, which, incidentally, Petty won.

The significant details of the case which Hamilton and his representatives fought for eight

days before going to court, are as follows:

From the fall of 1960 until the spring of 1961, Hamilton attended the University of Maine. He enrolled in the R.O.T.C. program shortly and joined the elite Pershing Rifles, a volunteer drill team within the program.

After being named the outstanding cadet of Pershing Rifles, Hamilton withdrew from the University and hence the R.O.T.C. program.

### VOLUNTARY ENLISTMENT

On March 22, 1964, he voluntarily enlisted in Battery C, 1st Battalion, 101st Artillery, 26th Division of the Massachusetts National Guard located in Boston. On Aug. 23, he was assigned to a basic combat training unit at Fort Jackson, S.C., and was graduated from Fire Direction Control Training School with the highest grades in his class. The six months tour of active duty was completed at Fort Sill, Okla., in Feb. 1965. He then was reassigned to the original guard unit, with which he served in good standing until March, 1968.

On March 19, 1968, Hamilton moved to Charlotte to join the NASCAR Grand National circuit, advising his unit of his relocation and, not having a permanent residence, informed the guard where he could be reached. Some 10 days later he moved into his present apartment address.

Hamilton not only informed the Guard's then commander of his permanent address, but the office of his business manager as well.

Hamilton received a 60-day leave of absence when he came here so he could seek transfer to an available North Carolina unit. When all efforts to get into another outfit

failed, Hamilton again asked for and was granted a second 60-day leave of absence.

In September, 1968, Hamilton contacted the Adjutant General of the North Carolina National Guard in Raleigh about his plight, and was told to get a letter from the Massachusetts unit requesting a transfer to this state.

Hamilton then asked the Massachusetts Guard for a letter or some sort of guidance on the procedure for abiding by the North Carolina request. There was no reply. But Hamilton reached the new commander of the organization, who was unaware of his situation. He was told by the new CO higher authority must act on his case.

Neither Hamilton nor the N.C. Guard commander received any correspondence from Massachusetts after that, although Pete had been told by telephone to write another letter requesting equivalent training—which he did—and never heard from that either.

## Repaving Planned For Daytona Int'l

DAYTONA BEACH, Fla., Nov. 3  
Daytona International Speedway's 3.81-mile road course will receive a partial repaving job before the 1971 Speed Weeks gets underway.

A 1.3-mile section of the road circuit will be covered with 1.5 inches of rolled asphalt—amounting to 1200 tons.

Several turns are scheduled to be widened and the radius of the return from the infield portion of the course to the tri-oval will be greater.



### Racing Rover

This race-prepared Rover 3500 has been campaigned successfully in saloon races in England by Roy Pierpoint, with three victories to its credit. The Traco-modified 3.5-liter engine has been punched out to 4.5 liters and now develops 345hp. Power is handled by a modified Rover 4-speed gearbox. Standard Rover suspension is used, but the car has been lowered and incorporates competition springs and shocks. British Leyland Motors commissioned Bill Shaw Racing to do the modifications.

## Harvey/Beckman Win POR Rally

## Harvey/Beckman Win POR Rally

By Joe Dowdall  
ALMA, Mich., Nov. 1 — The scheduled 902-Mile International Press On Regardless Road Rally around the back roads of Michigan National Forest became a strange place for a traffic jam.

It turned into a "push on or else" race almost an hour after it had begun as a wierd 35-car tie-up occurred on a single double-rut road which ran up a sandhill.

Scott Harvey of Rochester, Mich., and his navigator Ralph Beckman of Westport, Conn., who won the SCCA's POR championship for the second straight year, were among the 17 cars of the 52 starters to get by. They went on to win, with only 416 demerit points, the 25-hour race in a Chrysler team Sunbeam Arrow.

The Canadian entry of Haydn Gozzard and Jim Potts, both of London, Ont., in the Renault Gordini, was second with 605 points. The American Motors Team entry of Tom Samida, Ann Arbor, Mich., and Brian Fox, Dover, Ont., was third in a Hornet with 612 points.

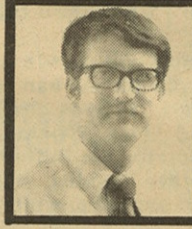
## USACers To Tour Military Bases

SPEEDWAY, Ind., Nov. 3 — Al Unser, Roger McCluskey, Johnny Rutherford and Larry Dickson will make a 17-day tour of U.S. military installations and hospitals in the Republic of Vietnam next month.

The planned tour was announced here today by William Smyth, executive director of the U.S. Auto Club, in association with the Department of Defense.

The trip, made in cooperation with the Armed Forces Professional Entertainment Office in Washington, D.C., will be the first of its kind for USAC drivers, although drivers from other divisions of racing have made similar tours.

Visits—to remote areas and hospitals—will be made to all branches of the service by the four championship car drivers.



### Looking Around

### CanAm May Need Ground Effects Cars

By Mike Knepper  
Managing Editor

The CanAm needs something. Maybe not the ground effects Chaparral 2J, but definitely something.

The Riverside affair Sunday was a ho-hum event of the first magnitude. However, practice, qualifying, Sunday morning warmup and the first two laps of the rich, prestigious event were exciting—the 2J was there.

But the car's JLO engine succumbed, the car pulled into the pits, and the race, the excitement was over. Denny Hulme (does it need repeating) drove his McLaren to victory—again.

I'm not anti-McLaren. The team has won because it is better than everyone else. Its phenomenal success record has come from hard work coupled with innovation in engine and chassis design that has kept them head and shoulders above the competition year after year.

What I am against is dull racing, and the CanAm this year has had more than its fair share. The excitement generated by the 2J in simply turning qualifying laps on Friday and Saturday was only approached by the Cannon-Smith flamer during the race—and that kind of excitement, sports fans, is not why I go to a race.

The complaints from various constructors, Teddy Mayer of Team McLaren perhaps the most adamant, revolve around rules infractions and the expense of fielding a ground effects car. The SCCA, in a stroke of wisdom, decided to supplement the rules this year to let the 2J run. That could be done next year, so in reality, rules are not a major hurdle. As to cost—Chaparral Cars is on record as offering to install the same system they are using this year in anyone's chassis for \$4000. ("We could even make a little money at that price," Don Gates, Chaparral engineer, said.)

Obviously, Hall is going to have something better for himself next year than he sells his customers. (Sound familiar, Teddy?)

A suggestion. Rather than expend energy in getting the ground effects systems banned, campaign for the return of suspension wings. Then with drivers like Jackie Stewart and perhaps Mark Donohue in the '71 series, a ground effects system may not have such an advantage, but it would at least be there to spice up the proceedings.

What about the small guy next year? Can he afford another \$4000 for a ground effects system? First of all, the SCCA should limit CanAm fields to 20 or 24 cars. That would automatically remove many of the semi-serious competitors who are barely able to struggle by financially while plugging up the field with slow cars. Hopefully, the result would be a smaller field of much more competitive machinery. Combine the smaller fields with a bunch of bucks for everyone who makes the start (\$2500 minimum for the slowest of the field is a good figure that is being kicked around), and then watch the racing.

Maybe Denis and Team McLaren will do it again even with ground effects cars, Jackie Stewart, smaller grids, et al. But you can lay your money now, if you care to, that you will see some real racing.

Don Gates, the genius behind the design of the Chaparral 2J, revealed at Riverside he feels Tony Dean's Porsche 908 is very probably illegal for the same reasons the Chaparral is being attacked.

Gates pointed out that the Porsche's cooling fan is situated in such a way (horizontally over the engine) that it creates a suction-type down force, and that with the simple application of a skirt to hold the suction under the car, there would be a marked increase in the car's cornering ability.

Gates also made some broad hints that a Jim Hall Chaparral Indy effort this year may well incorporate a ground effects system. Hall was noncommittal, but said there would be more information available towards the end of November.

It boggles the mind to think of the reaction among the minions of USAC if the Wizard of Midland arrives fresh from the road courses with a device that whooses, whines or whatever around the Brickyard in a threateningly competitive manner.

There aren't many windmills left, but Hall seems to be more than willing to joust with those he can find. And I can't help believing that when the smoke has cleared, our sport will be the better for it.

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# 25th Glidden Tour Draws 226 Entrants

By Henry Austin Clark Jr.  
MOBILE, Ala., Oct. 22 - The 25th Glidden Tour Revival wound up today with almost all of the 226 antique and classic cars which started successfully completing the 560 miles of the tour route in Alabama, Florida, Mississippi and Louisiana.

The cars were dated from 1903 to 1932, but most were in the more recent years. The tour was sponsored by the Veteran Motor Car Club of America, which revived the original Glidden in 1946 with a run from Albany to Detroit to Cleveland.

## ORIGINAL TOUR

The original tours were from 1905 to 1913, when the cars competed for a silver trophy given by Charles J. Glidden of Boston, who had become enthusiastic about cross-country motoring after running the AAA Endurance Run from New York to St. Louis in 1904, an event which featured terrible weather and much mud. At that time the feasibility of using automotiles for long distance travel had not been established and the reliability of the machines themselves was in doubt.

The AAA still takes an interest and again presented a replica of the original Glidden Reliability Trophy, which was awarded to the car coming closest to the average running time of all the cars through the year 1913. It was won by Kenneth Pearson of Crystal Lake, Ill. in his 1911 Lozier touring car. He also won two other trophies; one for the Best Brass Age car, given by the Frederick C. Crawford Auto-Aviation Museum of Cleveland; and the other for the most popular car on the tour, as determined by the votes of the participants, given by the Coker Tire Co. of Chattanooga, Tenn.

The Reserve Glidden Tour Trophy for cars 1914 through 1932 was awarded in the same manner and was won by the 1930 Ford Model A sedan of James F. Hixson of Chattanooga. It was presented by the Antique Automobile Club of America, which sponsors the Glidden Tour in the odd years.

## MOST DECORATED

The most decorated car was the 1903 Oldsmobile Curved-Dash Runabout of William E. Swigart Jr. of Huntingdon, Pa. He won the awards given by the Oldsmobile Division of GM for the Oldest Oldsmobile and for Best

Oldsmobile. He also won the Henry Ford Museum Award for the Oldest Car on the Tour and the Davis Bowl for the Best London-to-Brighton Class Car (pre-1905). Swigart has been on 25 Glidden Tour revivals, having missed only one since 1946—more than anyone else.

The tour involved: A short trip the first day to Dauphin Island and Fort Gaines, returning to Mobile (80 miles); a rainy run to Pensacola, Fla. with a stop at the Naval Air Station and back (125 miles); the run along the Gulf Coast from Mobile to New Orleans (150 miles); a short run south of New Orleans into the bayou country and back (55 miles); and finally the return to Mobile for the wind-up (150 miles).

## FEWER BREAKDOWNS

There were less than the usual number of breakdowns. However, some cars did park by the side of the road. The watchful service vehicles provided by the committee and other tourists helped solve most problems. Gas lines were unplugged, ignition troubles fixed, and even an overdrive rebuilt. Cars with more major difficulties, such as burned out rod bearings, had to be hauled in or towed.

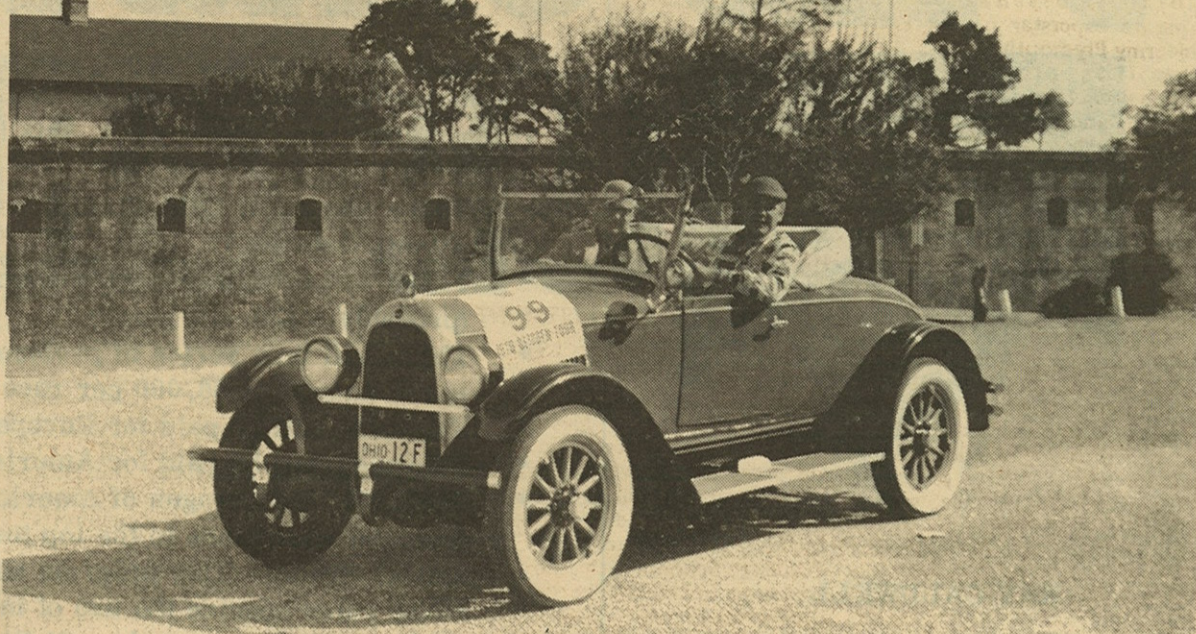
Most serious damage happened to the 1908 Brush single-cylinder runabout of Sheldon Loewenthal of Chesterland, Ohio, which lept into the air as the entire engine blew into pieces all over the road. He won the Hard Luck Trophy and is looking for another engine.

Three tire companies offered single awards: Firestone, for the Most Typical Glidden Tour Car mounted on Firestones and won by Paul Dutton of Northfield, Vt. in his 1911 Ford Torpedo Roadster; Dunlop, for the same on Dunlops, won by William Crossett of Warren, Pa., with his 1913 Locomobile Sportif; and the Coker award.

The Universal Tire Co. gave two awards: Best 2- or 4-cylinder car mounted on their tires, won by the 1911 Cadillac Touring of the Apples and the Mitchells of Marion, Ohio; and the Best 6- or more-cylinder car likewise mounted on Gehrig, P.J.A., or Universal tires, won by the 1914 Fiat Touring car of Jean Hecht of Toms River, N.J.

The Lester Tire Co. offered four awards for cars on Lester or Lincoln Highway tires: Best 1- or 2-cylinder car, not awarded for lack of a candidate; Best 4-cylinder car, 1912 Ford Torpedo Runabout owned by Henry Harper of Crystal

## Collectors' Cars



William E. Donze rests his 1927 Whippet Roadster in front of Fort Gaines, Ala. during a run of the Glidden Tour. The tour ran through parts of Alabama, Florida, Mississippi and Louisiana. (Henry Austin Clark Jr. photo)

Lake, Ill.; Best 6-cylinder car, 1914 Pierce-Arrow Touring car of Joseph Beers of Bangor, Pa.; Best more than 6-cylinder car, 1932 Buick Sedan of Harrison B. Manning, Ft. Wayne, Ind.

## INDUSTRY TROPHIES

The automotive industry was well represented with a trophy from General Motors for the best owner restored car of any make, won by the 1924 Star (built by W.C. Durant long after he fled GM) of James C. Hurst of Sevierville, Tenn.; an American Motors Trophy for the best restored of their predecessor cars, won by the 1913 Hudson Touring Car of Merrill T. Maxfield of Salt Lake City, Utah; and one from Chrysler for the best restored of their cars, won by the 1931 Chrysler Phaeton of Joseph B.

## Annual T-Register Shows MGs, Classics

By Marvin Brudno  
ROCHESTER, N.Y., Oct. 25 - The Western New York Center of the MG Car Club held its Second Annual T-Register Classic Car Show here today.

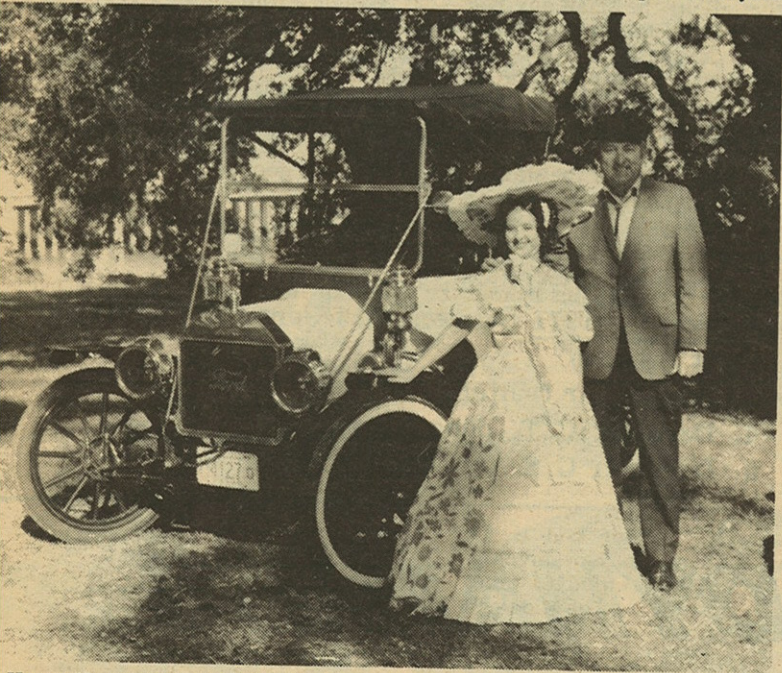
Among the more than 30 cars on display were the 1958 Deutsch Bonnet of Herb Miller, the 1953 Allard K3 of Eric Karley, a 1923 Pierce Arrow limousine belonging to Jim Ottman, 1935 Bentley 3.5-liter owned by Richard Knoblock plus a large selection of MGs.

Probably the rarest car shown was the 1937 Mercedes, said to be the forerunner of today's VW "bug" and one of only two in the U.S. This not too handsome looking car belongs to Dave Wild and Gil Langswager.

In addition to entries from Rochester and its suburbs, a number of cars from Buffalo and Syracuse were in attendance.

Winners in the six categories were selected by popular vote of spectators and contestants.

MG CAR CLUB SECOND ANNUAL T-REGISTER AND CLASSIC CAR SHOW, WESTERN NEW YORK CENTER, ROCHESTER, N.Y., OCT. 25  
WINNERS: Best Antique - Richard Knoblock, Bentley 3.5-liter; Best Contemporary Sports Car - Jim Roth, TR-3; Best Thoroughbred Sports Car - Eric Karley, 1953 Allard; Best MG TF - Bob Moran; Best MG TC - Doug Redman; Best MG TD - George Herschell.



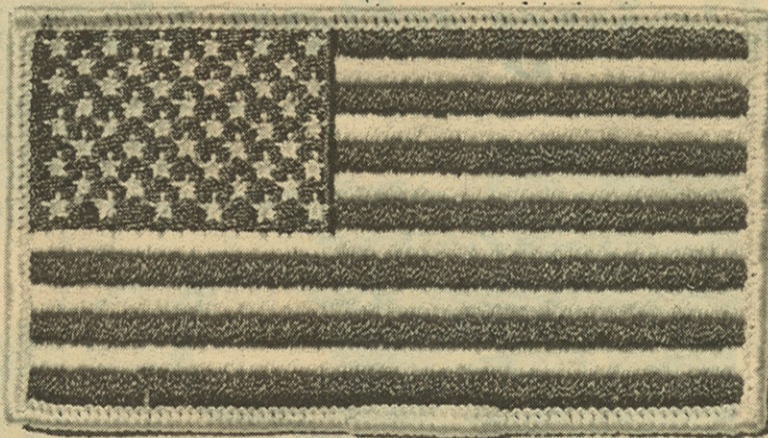
Henry Harper and Linda Coulter stand with Harper's 1912 Ford T Torpedo. The Ford won best 4-cylinder car on Lester tires. (Henry Austin Clark Jr. photo)

Fisher of Media, Pa., a veteran of 12 Gliddens. Daimler Benz gave an engraved trophy for the oldest Mercedes, but nobody had the foresight to enter a car with the three-pointed-star, so it will be remarked for 1971.

If the above sounds good, it was nothing to the effort of the Ford Motor Co. with six trophies from the Ford Division and four from the Lincoln-Mercury Division. There were three one-make awards

not given by the manufacturers: The H.H. Franklin Memorial Award went to the 1929 Franklin Phaeton of Julian Eady of Decatur, Ga.; the Mercer Plaque went to the 1916 Mercer Touring of Richard Stadt of Ft. Wayne, Ind.; and the Rolls-Royce Silver Ghost Trophy to the 1926 Rolls Touring owned by Mitchell S. Magid of Nashville, Tenn. The last one was the Swigart Museum Award for "Tour Spirit" won by J.R. Smith of Mobile, Ala.

(actual size)



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# Super Vee is Happening

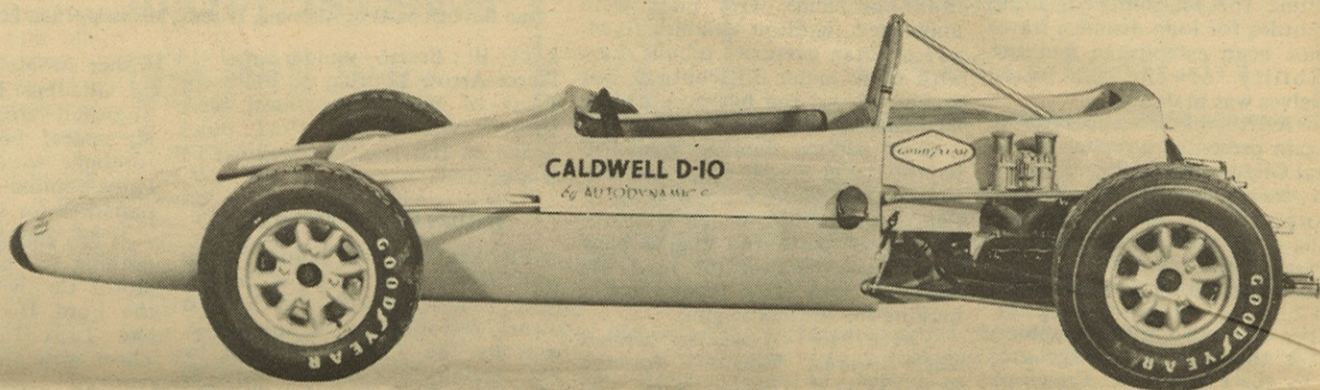


RAY CALDWELL

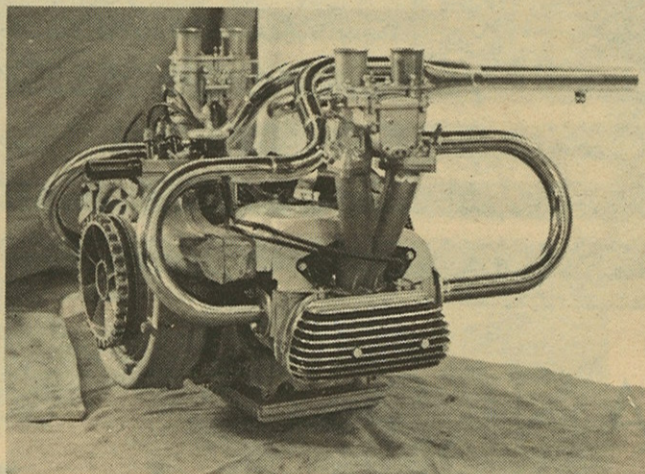
- \* Designer-BUILDER-DRIVER, 1964 SCCA National Champion Autodynamics Formula Vee.
- \* Designer, Caldwell D7 Group Seven car.
- \* Designer, 1969 SCCA National Champion Caldwell D9 Formula Ford
- \* Designer-driver 1970 point leader Caldwell D10 Super Vee

Designer Ray Caldwell: "Super Vee is what the SCCA driver needs today. With purchase and maintenance costs for Super Vee below those of production cars, and prize money races on the calendar for 1971, this is the lowest cost professional road racing class ever!"

- \* There was a full field of cars in the Super Vee class at the SCCA National race at Atlanta October 11.
- \* There will be a major professional race for Super Vees at Daytona in January, 1971 (probably a \$30,000 purse).
- \* There will be a series of professional races for Super Vee during 1971, with purses in the amount of \$6,000 per race planned.
- \* Expenses will be paid for European drivers to compete at Daytona - in Super Vees.
- \* Expenses will be paid for American drivers to compete in Europe - in Super Vees.
- \* For 1970, Volkswagen of America, Inc. has a driver support program, giving financial assistance to the top ten finishers in each SCCA National Super Vee amateur race. This program will be continued for 1971.
- \* Class rules require the use of inexpensive and readily-available V.W. 1600 cc engines, V.W. transaxles, V.W. braces and spindles.



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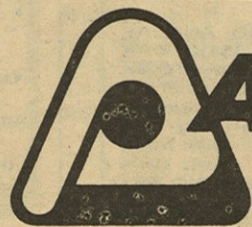
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# CHRISTMAS GIFT BUYERS GUIDE



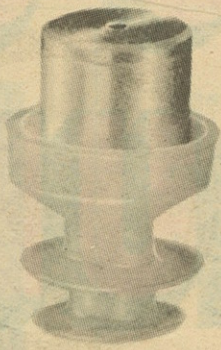
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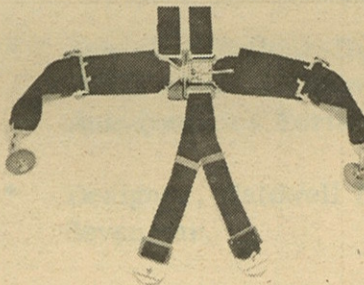
### ARKAY RACING SHOES

...with protective shield for heel 'n toe driving. All-American, custom-made with supple, light-weight oil-resistant leather, high top with pull tab; fully-flexible non-slip flush-edge sole with heel rest and built-in fibre pressure plate. Meet all SCCA requirements. Black. Sizes 7,8,9,10,11,12,13. Rod Kennedy's TEXAS SPEED MUSEUM, P.O. Box 5309, Austin, Tex. 78703; (512) 454-3681.



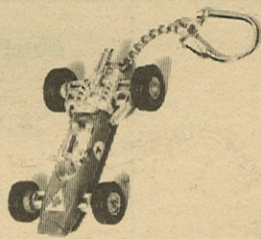
### WE DO SUCCEED

The Daytona, Le Mans, Targa Florio, Mexican 1000, Baja 500, and World Cup races, among many others, were won on BILSTEIN gas-pressure shocks. Equip your street machine—Porsche, VW, Mercedes-Benz, Volvo, Saab, BMW, or Alfa Romeo—like a champion, too. Contact BILSTEIN USA/Delfosse Racing, sole American importer and distributor of BILSTEINs: 986 Turquoise St., San Diego, Calif. 92109; (714) 488-7878. (Ask about dealer franchises, too.)



### SELF RESTRAINT

We carry the complete Rupert line of competition belts and harnesses for any application; all SCCA, NASCAR, NHRA legal. 3" Seat Belt (52" overall) \$23.95; 2" Shoulder Harness (roll bar mount) \$11.95; NEW 3" Formula Car Seat Belt (46" overall) \$20.95; Competition Submarine Belt (V strap) \$6.50. Other styles and lengths in our catalog. Auto World, Dept. AW70, 701 N. Keyser Ave., Scranton, Pa. 18508.



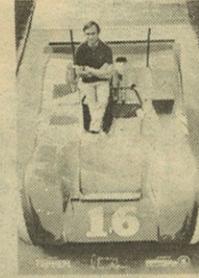
### RACER-KEY CHAIN

A colorful detailed imported authentic model open wheel (moveable) racer — 2 1/2" approx. — on key ring. You'll always remember where you put your car keys. Detached from key ring, model makes a delightful addition to any racing fan's miniature collection. Ideal for premiums, gifts. Priced at \$1.95 postpaid—just half the price of an ordinary key chain. Melody Imports, 1601 W. 15th St., Dept. AW90, Long Beach, Calif. 90813.



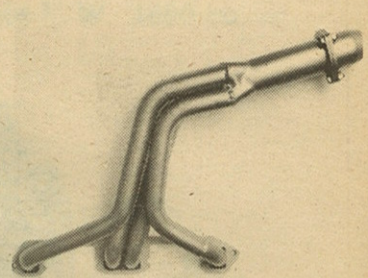
### AUTOWEEK PATCH

Put this handsome AUTOWEEK cloth patch on your racing jacket. Designed in rich black and gold with white accent, featuring AUTOWEEK's helmet emblem. Buy several for your racing fan friends; they'll love 'em. \$1. (Calif. residents add 5% sales tax.) AUTOWEEK Originals, Autoweek Bldg., Lafayette, Calif. 94549.



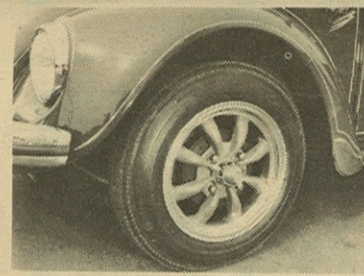
### RACING POSTER

It's Can-Am time again, and you'll have no better souvenir of its cars and drivers than this fabulous full-color, 2 by 3 feet in size, showing Chris Amon with his Can-Am Ferrari Type 612P. The most highly prized poster among the "in" racing crowd, this vertical view of Amon's glowing crimson Ferrari is available for \$2.00 postpaid, from Formula 1 Enterprises, Inc., 37 West 57th Street, New York, N.Y. 10019.



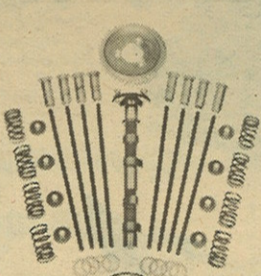
### PERFORMANCE EQUIP.

Headers for Opel GT (above), Kadett \$75.00. BMW 1600, 2002, \$90.00. Datsun 510, \$89.50, 240Z, \$125.00. Toyota Corona, \$90.00. Guaranteed fit. Long ram manifold with Holley carburetor, complete with linkage, air cleaner, Opel \$120.00, BMW \$140.00. Much more. Send \$1.00 for catalog. IMPORT EXTRAS, 7810A Lankershim Blvd., No. Hollywood Calif. 91605.



### SUPERWHEEL

For the '71 Superbug the SUPERWHEEL from EMPI! Two piece aircraft-type construction allows easy mounting of tire without danger of marring the finish of the wheel. The EMPI GT Alloy is not an adaptation but was designed for the Bug. It's possible to use 185 Radial tires on the 14" wheel and still have adequate clearance inside the fender. Available from: EMPI, P.O. Box 1120, Riverside, California 92502.



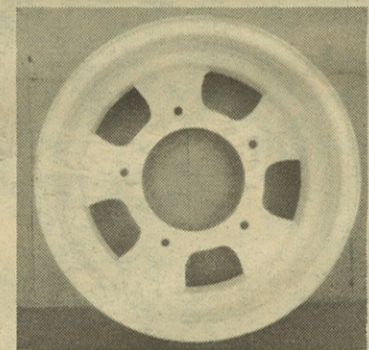
### CAMS BY SCAT

New cam profiles designed to incorporate hi-lift, without using special rocker arms, are a Scat first for VW and Porsche, including 36 H.P. to 1600cc and larger, fully modified engines. All feature heavy-duty timing gears secured by Scat's special Titanium bolts. Send \$1.00 for new catalog to: SCAT ENTERPRISES, 121-J W. Hazel St., Inglewood, Calif. 90302.



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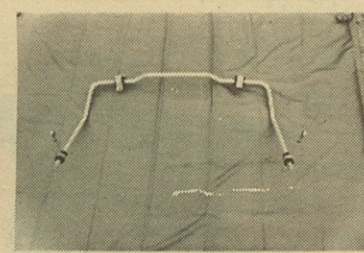
### ON AND OFF ROAD

Tacoma wheels are race proven with class or overall wins in the Mexican 1000, Baja 500 and the Las Vegas Mint 400. 8" x 15" \$26.95, over 8", \$1.00 an inch. Call or write Tacoma Wheel Co., 8353 La Mesa Blvd., La Mesa, Calif. 92041; (714) 465-9966.



### COLOR CAPS

Identifies keys. No more fumbling with car keys in the daytime or in darkness. Instantly tells you by color and touch tabs which is ignition key or different car key sets. Pliable, durable and stretchable. Fits any key. Set of 3 on card \$1.00 prepaid. J.A. Valenti Associates, Box 5215, Seven Oaks Station, Detroit, Mich. 48235.



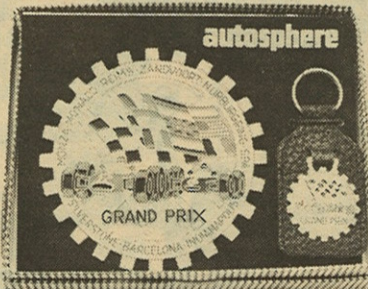
### AN ABSOLUTE MUST

...this Christmas, a 914 Porsche front sway bar for your 914/4 and 914/6. Cuts down body lean in turns and reduces oversteer. 19mm highest quality 4140 heat-treated steel, complete with stainless steel heim joint rod ends. Simple bolt-on installation in minutes, all necessary hardware and grommets included. \$34.95 prepaid. B&B Motors, Ltd., Dept. AW, Burnt Hills, N.Y. 12027.



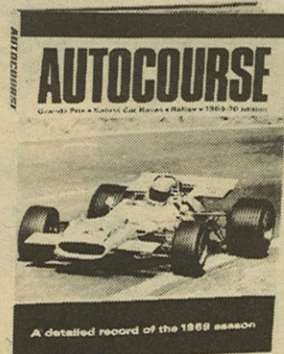
### COLOR JUMBO PRINTS

5' x 2' silk-screened in England on high quality paper by hand. Shipped in extra strong tubes, immediate shipment from stock. 1906 Renault 13-ltr.; Lamborghini Miura P400; 1924 Bugatti T35; 1968 Ferrari F1; F1 Lotus T49, Ferrari 250 LM; 1929 Bentley 4 1/2-ltr.; Ford GT 400 MkII; F1 Matra; 1911 Rolls-Royce. \$3.95 each, 3 for \$10.95. Opalka Racing, P.O. Box 50110, Chicago, IL 60650.



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Something new has been added to automotive gift-giving. It's a handsome gift set from Autosphere for any car fan, an enameled grille badge and a leather-backed key fob in one attractive package. At \$6.95 postpaid, the gift sets are available with the exciting Grand Prix pattern illustrated. The quality metal badges measure 3-5/8 inches across and have built-in mounting studs. Autosphere, 37 West 57th Street, New York, N.Y. 10019.



### ALAMO BOOKS

SEND FOR THE ALAMO CATALOG OF FAST BOOKS FOR SPEED READERS. Mail your requests immediately and receive our bonus offer. The ALAMO Company, P.O. Box 333, Alamo, California 94507.



### GET A HIGH GLOSS

...with VHT Racing Glaze Wax Sp-10. Finest blend of carnuba and other top quality waxes. Easily applied and hand rubbed to mirror finish. Has highest weather and "car wash" resistance, plus long-lasting high gloss protection for all automotive paint finishes. One coat application restores new life to fading colors. Sperex Corp., 2239 Pontius Ave., Los Angeles, Calif. 90064.

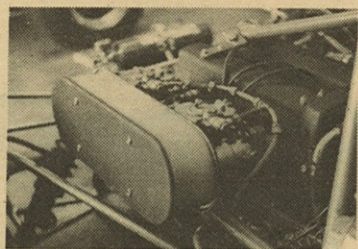
TO RECEIVE GIFTS BY CHRISTMAS ORDER TODAY!

# CHRISTMAS GIFT BUYERS GUIDE



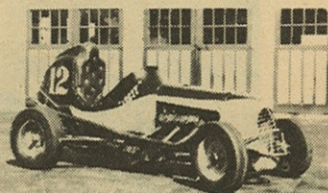
## ACCESSORIES CATALOG

Huge 2nd Edition of our SPORTS CAR & RACING Accessories catalog. 212 pages of race, rally, speedstuff for Sports Cars, Muscle Cars; driver & safety equipment, lights, mirrors, steering wheels, books, mag wheels, gifts. Auto World, Dept. AW70, 701 N. Keyser Ave., Scranton, Pa. 18508. 50 cents (refundable). Or free copy with any item ordered from Auto World.



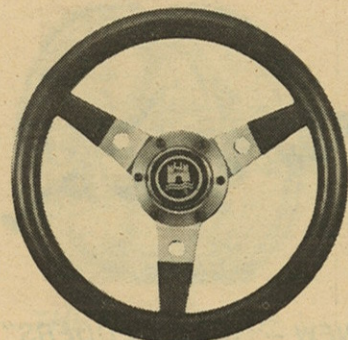
## MR. CLEANAIR

Protect that expensive racing engine (English Ford-Alfa) with inexpensive lightweight sidedraft aircleaner with washable foam element. Flow tests show no restriction at 70% saturation. Special application/price for V-8's. Priced \$39.95. D. Gibson Smith & Associates, 537 Bienvenida Ave., Pacific Palisades, Calif. 90272.



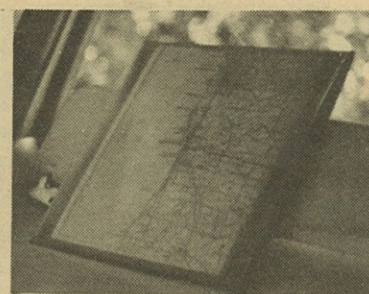
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Professional quality for home, shop or office. We will make your giant black and white poster from any color or black and white photo, negative, slide or drawing. Original returned to you, unharmed. Four giant posters to choose from: 20" x 24", \$3.95; 24" x 36", \$4.95; 36" x 48", \$8.95; 40" x 50", \$11.95. All ppd. Send check or money order and order to: Jack Kujala, National Sales, Photo Murals of Florida, P.O. Drawer II, Dept. AW, Boynton Beach, Fla. 33435; (305) 732-6054.



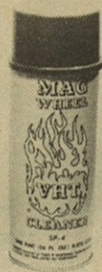
## FOR HIM

...or her: A steering wheel in leather or wood - \$49.95; or Rally Driving Gloves - \$10.95; from Mark Donohue Performance Products. Write for 1971 - 44-page catalogue now available from distributor: Bird Cage Accessories, Box 1972, 203 S. 9th St., Philadelphia, Pa. 19105.



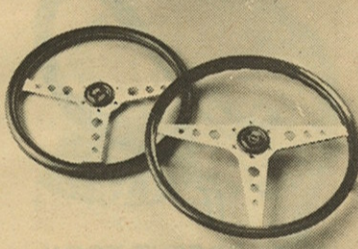
## RALLY MAP HOLDER

Places Map, Instructions, Notes, directly in view behind glare-proof cover. Mounts on Automobile sunvisors, boat grabhandles, motorcycle or snowmobile handlebars. 100% vinyl covering (black). Completely weatherproof mounting system, no metal clips. Maps slide in from either side. \$2.98 ppd. Shelton Ind., Rt. 2, Box 420D, Burlington, Wisc. 53105.



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... for polished mag and aluminum surfaces. Get a mirror finish with minimum of hand rubbing with VHT Mag Cleaner SP-4. Removes oxidation and allows ample time to apply protective top coat of SP-10 Racing Glaze Wax. Sperex Corp., 2239 Pontius Ave., Los Angeles, Calif. 90064.



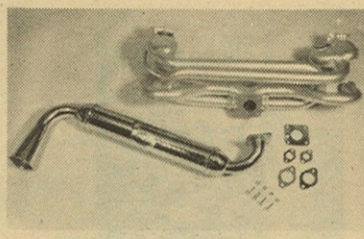
## COMFORT; ELEGANCE

MoMo leather, mahogany rimmed steering wheels for most automobiles. Hub adapters included. Spokes - satin, anti-glare, or dull-black finish. Sizes: 13", 14", 15". Original equipment Maserati, Ferrari, Indy - \$50.00. Monza - \$55.00. Daytona - \$60.00. Prototipo - \$65.00. Monaco International, 278 E. Blackwell St., Dover, N.J. 07801; (201) 366-4884.



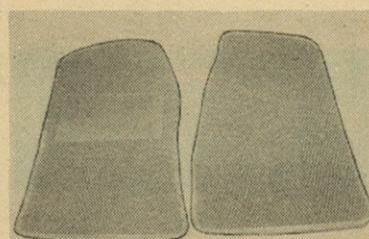
## HOT OFF THE PRESS

The world of cars in miniature. Giant 8 x 11, 192 page 1971 edition of this MODEL CAR CATALOG is full of amazing model cars of all kinds. ALL NEW R/C Cars, static display models and the latest in slot racing cars & track. 50 cents (refundable). Or free with any item ordered from Auto World. Auto World, Dept. AW70, 701 N. Keyser Ave., Scranton, Pa. 18508.



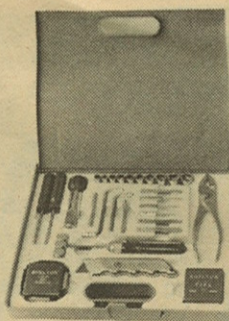
## BREAKTHROUGH

From EMPI, a major breakthrough in the design of extractor exhausts. Not just a noisy bundle of tubing to bolt on to a Bug, but a thoroughly engineered system. Built in heater junction boxes, pre-heating pipe and a specially designed malleable cast collector are but a few of the many features. Available from: EMPI, P.O. Box 1120, Riverside, California 92502.



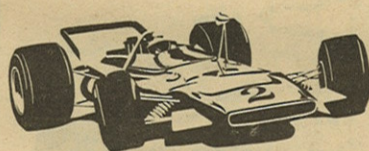
## THE FINISHING TOUCH

Attractive, washable, sturdy Coco Fiber Mats. Mildew-proof, non-slip, good insulation against road noises, cold and heat. Fade-resistant red or black for most cars-Alfa Romeo, Porsche, Ferrari, etc. Come with rubber heel pad to eliminate excessive wear. Complete list of cars and prices in our catalog. Average prices - Front set \$12.00; Rear set - \$7.00. Auto World, Dept. AW70, 701 N. Keyser Ave., Scranton, Pa. 18508.



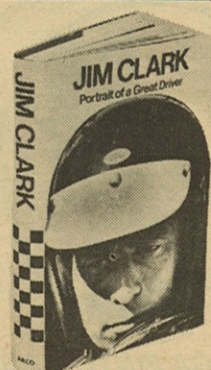
## TOOL KIT

Deluxe all purpose tool kit contains all the tools needed for any one of literally hundreds of repairs needed daily in every home, office, sport, hobby or craft. 28 rugged, high quality tools all in one handy self-storing kit. A usable gift for everyone. \$19.75 prepaid. J.A. Valenti Associates, Box 5215, Seven Oaks Station, Detroit, Mich. 48235.



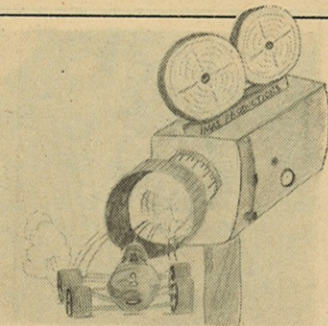
## RACING MURALS

For the amateur artist: "do-it-yourself" wall murals of Indy type race cars now available. These decorative wall paintings can be professionally painted by the race fan. Complete how-to kit contains mural, brushes and paints. Six different car designs; 15 different color schemes. Three sizes: 3 ft., 6 ft., or 9 ft. Priced from \$8.95. Write MURALMASTERS, INC., 18101 Mt. Washington St., Fountain Valley, Calif. 92708.



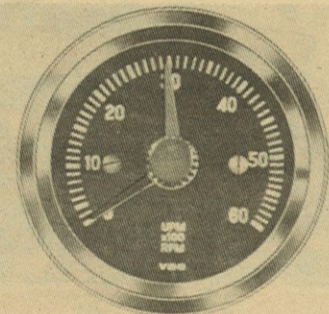
## PORTRAIT OF CLARK

Jim Clark: "Portrait of a Great Driver." A memorable tribute to the champion of champions by Jackie Stewart, Colin Chapman, Graham Hill and many others of his contemporaries. \$3.95-CAT. 2000. The ALAMO Company, Box 333, Alamo, Calif. 94507.



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Super 8mm Color... 1970-Trans-Am-Bridgehampton... 1970 Trans-Am Bryar... 1970-Trans-Am-Lime Rock... 1970-Continental Championship Lime Rock... 200 feet of action packed auto racing and pre race activities. A wonderful Christmas present for the enthusiast. \$15.95 each any 2 for \$29.95. Send for free catalog. MAS Productions, Dept. CH, 45 Estherwood Ave., Dobbs Ferry, N.Y. 10522.



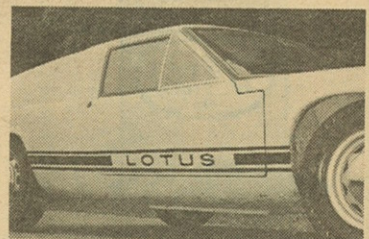
## TACHOMETER

The amazing VDO tachs operate on 6 or 12 volt, 2 or 4 cycle, 1,2,4,6,8 cylinder, positive or negative ground. 2-3/8" - 6000 or 8000 rpm-\$52.25 3-1/8" - 6000 or 8000 rpm-\$53.75. Dealer inquiries invited. Treuhaft Automotive Specialties, 5269 Secor Rd., Toledo, Ohio 43623; (419) 475-9901.



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For long distance travel or just a weekend at the local track, you're known by the company you keep. Your clothes keep good company in this handsome AUTOWEEK Garment Bag, made of durable white plastic with black and gold AUTOWEEK emblem. Suit size, \$2.50; Coat/Dress length, \$3. (Calif. residents add 5% sales tax.) AUTOWEEK Originals, Autoweeek Bldg., Lafayette, Calif. 94549.



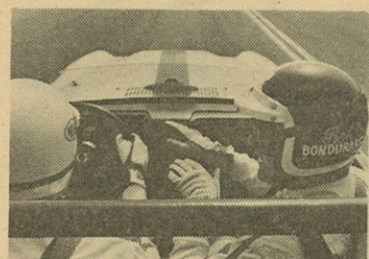
## THESE SIDE STRIPES

... will add a racing flair to your car. Made of rugged .0025 clear polyester film, printed with permanently-bonding vinyl paint. Full 4" wide, about 75" long. Available for: Porsche, Lotus, Opel GT, Super-Bug (VW), Datsun 240Z, Fiat, GT (universal); complete with easy instructions - \$12.95. (Specify black or white.) The Starting Line, Inc., P.O. Box 586, Dept. G, Saratoga Springs, N.Y. 12866; (518) 882-1244.



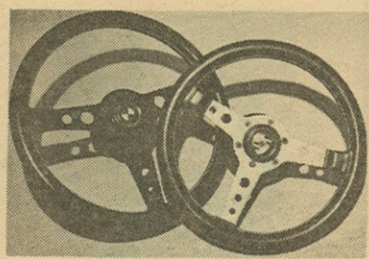
## FOR SERIOUS RACERS

You need LeGrand Race Car's 36-page catalog; includes description of how to get started in Formula racing, safety equipment, cars, kits, parts, suspension components, shop services, fabrication, crash damage repair, race car preparation, engine parts, driver essentials and accessories. A mandatory reference for the serious racer and crew. \$2.00 refundable. LeGrand Race Cars, 13213-B Saticoy St., Dept. B, No. Hollywood, Calif. 91605; (213) 764-1476.



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Learn high performance driving in a Winkelman Formula Ford or the 1969 National championship Porsche 911S or 914-6s. Orientation course, competition road race and defensive driving courses. Learn from a winner how to be a winner at Bob Bondurant's School of High Performance Driving, at the new 25.5 million dollar Ontario Motor Speedway, Ontario, Ca. 91761; (714) 983-5808.

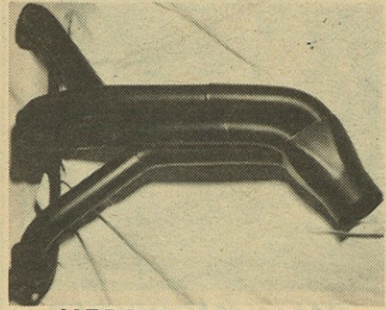


## GRAND PRIX WHEEL

This beautiful steering wheel is available in black or silver in 13", 14", 15" diameter for most domestic/imported cars (incl. 240Z, 914) \$65.00. Tremendous selection of radials, Polyglas and wide tread tires (incl. BMW, Opel, VW). Send 25 cents for DISCOUNT SCHEDULE, "Get High" sticker, and product listing. Please give specifics. High Performance Tires, 132-45 Maple Ave., Flushing, N.Y. 11355; (212) 359-0153.

# CHRISTMAS GIFT BUYERS GUIDE

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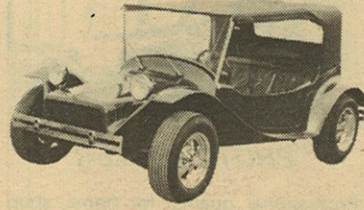
### MERRY CHRISTMAS

... to all you Mother's Opel GT Headers Owners. If you'll send \$1.00 now for Mom's Catalog so you can leave a hint laying around the house, who knows what else you'll find under the tree Christmas Morning. Lee and all his staff wish you a bunch of Happy Holidays. MUELLER FABRICATORS, 4979 Branyon Ave., South Gate, Calif. 90280; (213) 564-5751.



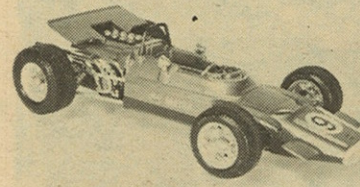
### NEW - "BUGGHEDDERS"

... for Bugs! Hedman's new line of heddgers for VW sedans is designed with all primary tubes of equal length, to bring out the best in an opposed four-cylinder engine. No modifications or removal of stock heater system needed. Write for information to: Bugghedder Builder, Hedman Manufacturing, 4630 Leahy St., Culver City, Calif. 90230.



### BIG BROTHER

... The original Berry Mini-T, your personal car for two, now has a big brother that will carry the whole family! The four-seat body bolts directly to VW chassis, no cutting or welding. Legal in ALL states! Send \$1.00 for brochure, price list. Berry Mini-T Corp., 1123 Nevada St., Dept. AW, Long Beach, Calif. 90806.



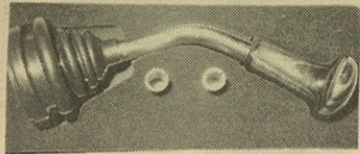
### WORKING MODELS

All metal GP cars assembled and painted, nothing to build. 1/16 scale (9" long); rugged enough for youngsters, delicately detailed for the connoisseur. By one of Germany's oldest producers of intricate toys. Operating suspension; windup motor operates through differential gears. Four models: Matra/Ford (pictured); Lotus Climax; Ferrari Formula 2; and BMW Formula 2. Auto World, Dept. AW70, 701 N. Keyser Ave., Scranton, Pa. 18508. \$8.98 ea.



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The perfect gift for the man who cares for his car. Three Classic greats in an attractive gift package. Classic Car & Chrome Cleaner. World famous Classic Car Wax. Classic Leather & Vinyl Care. All with easy wipe-on, wipe-off application. All fully guaranteed. Polishing cloths included. \$9.50 at most auto parts stores and counters. Or write Classic Products Limited, 1101 Ave. G, Arlington, Tx. 76011.



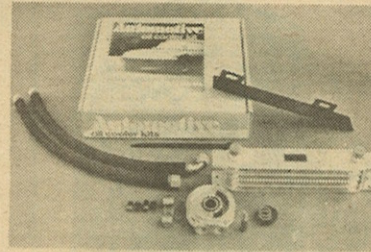
### JOY STICK

Stop leaning for that second-third shift. Beautifully formed tigerwood knob, gracefully curved chrome shank yields "concourse" appearance. Fits Volkswagen, Fiat, Datsun, BMW, Opel, Capri, Pinto - many more. Perfect gift, mailed in red "felt" presentation box. Order now - \$9.95 postpaid. GT Books, 11921 Andrew St., Wheaton, Maryland 20902. Dealers, Distributors Inquire!



### NEW VW HANDBOOK!

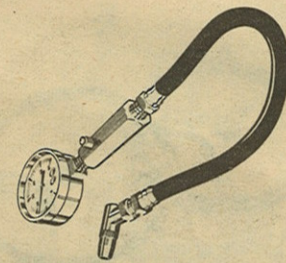
Over 600 photos, guides and lubrication charts illustrate 430-page revised 12th edition covering VW from early 1100cc, 25 h.p. version through 1970 sedans and Karmann Ghias. \$4.00 postpaid. Also FREE catalog on over 300 titles. Floyd Clymer Publications, 222 No. Virgil Ave., Dept. AW, Los Angeles, Ca. 90004.



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- \* Quality construction
- \* Simple installation
- \* Longer engine life
- \* Aids engine efficiently

Fits most cars with external oil filters - kit complete \$59.50. For information contact Alta Engineering Co., 3335 Newton St., Torrance, Calif. 90505. We accept "Master Charge".



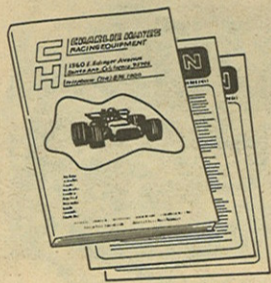
### THE PERFECT TOOL

... for sports cars, and a must for high performance street and radial ply tire application: Our dial-type high pressure tire gauge. 0 to 60 PSI in one pound increments. Get longer tire life, better tire performance, faster starts and stops with the gauge used by Parnelli Jones. Special AUTOWEEK offer: \$19.95 ppd. from Moon Equipment Co., 10820 So. Norwalk Blvd., Santa Fe Springs, Calif. 90670.



### UNUSUAL X-MAS GIFT

Send us a photo! (Sports car, driver, loved one, etc.) We will permanently seal it between the double walls of a 10 oz. Thermo Mug or Tumbler. Any photo up to 2 1/2" x 3 1/2", color or black and white. \$2.00. TRI-RIVERS ENTERPRISES, 913 Broughton, Pittsburgh, Pa. 15236.



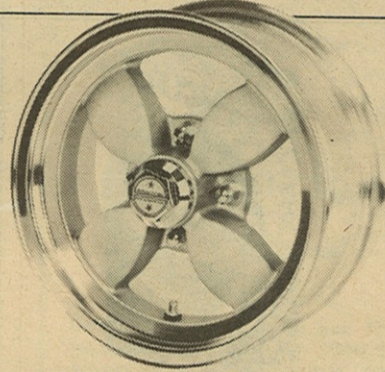
### HOTLINE

... for cars and parts. Charlie Hayes stocks the finest new & used racing car spares and equipment. Complete machine shop facility; if we don't have it, we will get it. Send \$2 now for our '70 catalog. Hayes Racing Equipment, 1570 E. Edinger, Suite J, Santa Ana, Calif.; (714) 835-1000.



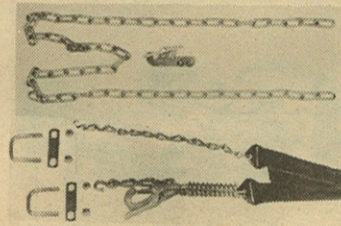
### HANDI-SIPHON

New-Different-Practical. The safest, easiest and most practical method of transferring liquids from one place to another. Quickly transfers liquids for automobiles, power lawn mowers, boats, dishwashers, washers, sinks, aquariums. Simple and safe way to refuel any gasoline powered equipment. \$2.75 prepaid. J.A. Valenti Associates, Box 5215, Seven Oaks Station, Detroit, Mich. 48235.



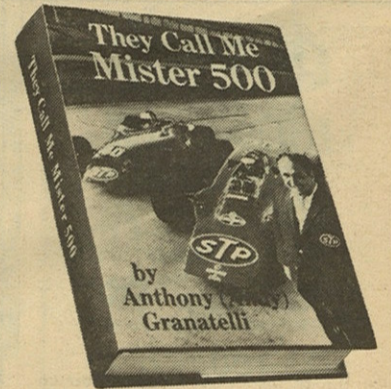
### VEGA-PINTO MAGS

American Racing's Libre, available in aluminum and magnesium, is ideal for the new Vega and Pinto, as well as Fiat 850 and 124, Datsun 240Z, 2000 and 510, Toyota Corona and Opel GT. Rugged, functional good looks cut unsprung weight. Write American Racing Equipment, 355 Valley Drive, Brisbane, Calif. 94005.



### TIMESAVERS

Put your wrenches away. Over the tire tie downs feature locking & spring tension mechanism plus square U-Bolts - \$9.85 ea. Safety chain kit includes 6' chain plus Quick Link. For 2000lb. cap. trailers - \$6.95; For 4000 cap. trailers - \$8.95. Complete trailer accessory catalog - \$1. INT'L RACING DESIGNS, 1441 West 190th St., Gardena, Calif. 90247.



### "MISTER 500"

by Andy Granatelli. An autobiography of his years of racing. Many things have been said about Andy but he is a racer above all else and competition is the name of the game. \$6.95-CAT. 8040. The ALAMO Company, Box 333, Alamo, Calif. 94507.



### GET "GO-HOW"

... this Christmas with Venolia custom pistons for your race car. Finest available: new forgings and super light rings produce consistently lower E.T.s and top speeds - superior performance for competition car and street machines! Write for catalog with racers net prices. \$1.00. Venolia Piston Co., 2160 Cherry Industrial Circle, Dept. AW, Long Beach, Ca. 90805.



### MINIMUM SWAY

Front and rear sway bars for all popular automobiles. Give his car competitive, taut, flat balanced cornering at low cost. \$1.00 gets all. (1) Roger Huntington reprint, (2) Stock List, Prices, (3) Decals, (4) Technical Brochure, (5) Handling Booklet. Average bar price \$28.00. Addco Industries, Inc., Addco Avenue & Watertower Rd., Lake Park, Florida 33403.



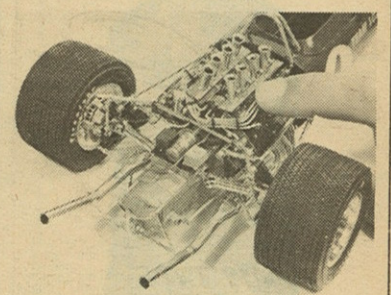
### GRATIOT CATALOG

Hurting for Christmas ideas? Shop from 144 pages of high-performance suggestions in Gratiot Auto Supply's new catalog. Something for everyone from one of the largest H-P mail order services in the world. Send \$1.00 to Gratiot Auto Supply Mail Order, P.O. Box 870, Royal Oak, Mich. 48071.



### BEST CAR PROTECTION

Dirty oil wears out car engines and automatic transmission. Frantz Oil Filter has over 1000 times greater filtering action than regular filters (sold on money back guaranteed). Fits all cars. Write: SKY Corp., P.O. Box 6188, Stockton, Calif. 95206, for nearest distributor. For local distributor, look in your yellow pages under filter.



### GIANT GP MODELS

14" Grand Prix models; 1/12 actual size! Over 200 plastic and metal parts - Super Detailing amazes veteran race car drivers and model builders alike. Three models: New Matra MS-11; Lotus 49 with Clark & Hill markings; Honda with Surtees & Ginther markings. Auto World, Dept. AW70; 701 N. Keyser Ave., Scranton, Pa. 18508. \$11.98 ea.

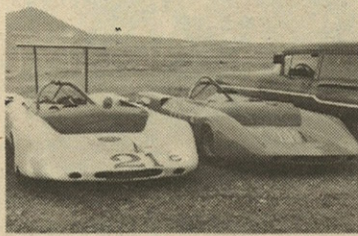
TO RECEIVE GIFTS BY CHRISTMAS ORDER TODAY!

# CHRISTMAS GIFT BUYERS GUIDE



### DONOHUE RACE SHOES

Made to Mark's exacting specifications, very flexible all leather construction with full Nomex 5 oz. lining. Designed with narrow sole for the clearance needed in most Formula and Sports Racing cars. Offered in both a high and low cut model. \$24.95 pr. available in sizes 8" and 12". MARK DONOHUE PERFORMANCE PRODUCTS, P. O. Box 178, Ballston Lake, N.Y. 12019.



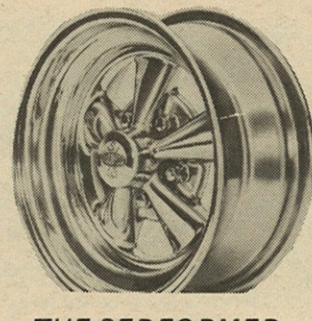
### QUASAR

The Quasar was undefeated in 6 So/Pac Nationals this year. Available complete or in kit form for the home builder. Introductory package including price lists, photos, sample drawings, \$3.00. Rolling chassis drawings \$50.00. Complete drawing set \$87.50. Chassis Engineering Co., 705 West 13th Street, National City, Calif. 92050.



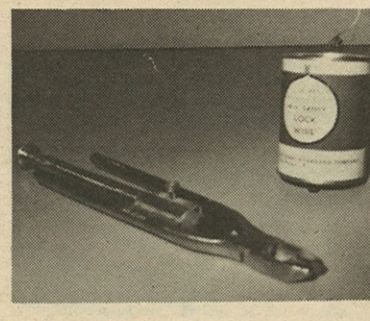
### HURST AUTO SHIFTER

A new shifter for domestic automatic transmissions is offered by Hurst Performance. Auto/Stick has all the rugged features of the famous Hurst manual shifters and is designed to prevent overreaching a gear when shifting manually. Automatic operation is retained for use when desired. From Hurst Performance, Inc., Warminster, Pa. 18974.



### THE PERFORMER

Cragar's famous S/S Mag Wheel. The ultimate in appearance and performance. Brilliant chrome aluminum center is perfectly mated to a tough all-steel chrome rim. Available in a choice of rim widths and diameters. Wide rim, reverse and custom offsets too! Meets SEMA Specs. 5-1. Available from Bell Auto Parts, Dept. AW, 3663 East Gage Avenue, Bell, California 90201.



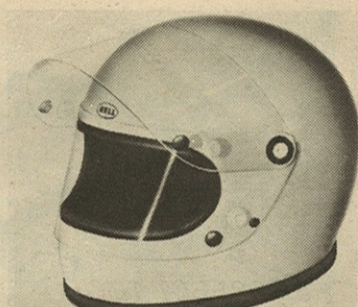
### WIRE TWISTERS

Rebuilt and guaranteed safety wire twisters equal those costing twice the price, only \$12.95. Satisfaction guaranteed. Stainless safety wire in the 1 lb. cans everyone uses. \$4.50 per can. Special pet, get started offer: pliers and one can of wire, \$14.95. Speed Sport Automotive, 3508 Osborne Rd., Greensboro, N.C. 27407; (919) 294-2263.



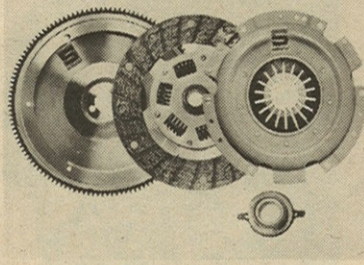
### PORSCHE SPOILER

Race proven 350 Sq. In. spoiler is street legal. Attached with 7 bolts to any 911/912. Reduces aerodynamic lift, front end sway in crosswinds. 30% more brake cooling. Priced: Street - \$58.00. Racing - \$78.00. D. GIBSON SMITH & ASSOCIATES, 537 Bienvenida Ave., Pacific Palisades, Calif. 90272; (213) 454-3489.



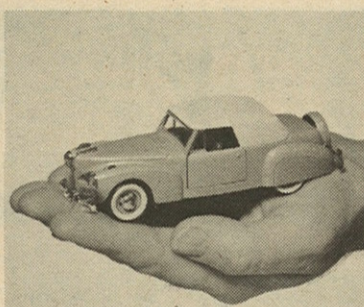
### GET IN ON -

Newest and most advanced head and face protection is the Bell Star. Worn by many of the leading car and bike money winners 'round the country, the Star Safety Helmet is available with Bell's exclusive Flip-up Shield. Your choice of individual sizes in White or International Orange. Comfort and appearance - all for safety's sake. Available from Bell Auto Parts, Dept. AW, 3663 East Gage Avenue, Bell, Calif. 90201.



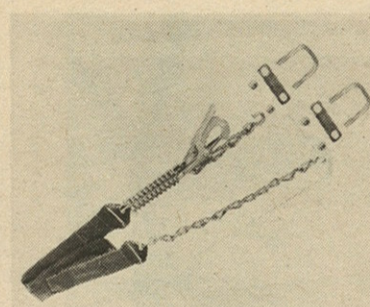
### SCHIEFER BUG CLUTCH

Schiefer Manufacturing offers a true high-performance clutch and flywheel assembly for the VW. Complete with special release bearing, the Bug-Lok eliminates frequent clutch replacement and gets all the power to the transaxle. See your dealer or write Schiefer Manufacturing Co., Warminster, Pa. 18974.



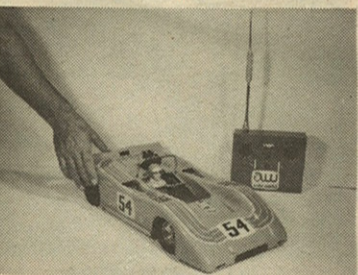
### EXACT SCALE CATALOG

Classics, Antiques, GT car models imported from Italy and France. Assembled \$2.00 to \$500.00; Big kits \$29.95 to \$139.95; NEW 48 page CATALOG \$1.00 (refunded first order). SINCLAIR'S AUTO MINIATURES, INC., Dept. A-31, P.O. Box 8068, Erie, Pa. 16505.



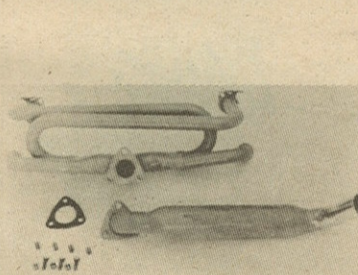
### UP-TIGHTS

There's no substitute for safety. Tie your race car down up tight. Over the tire tie downs. Quick easy operation. Locking & spring tension mechanism. UP-Tights, incl. Square U-Bolts, \$8.85 ea; \$17.50/pr. Complete Trailer Catalog, \$1. INTERNATIONAL RACING DESIGNS, 1441 West 190th St., Gardena, Ca. 90247; (213) 323-5632.



### RADIO CONTROLLED CARS

All the thrills of real racing reduced to 1/8 scale. Gas powered, radio controlled racing car—speeds up to 40-50 MPH. Steering, throttle & brakes controlled by hand-held transmitter. \$249.95 (postpaid) for assembled car, chassis, and radio gear. Payment with order; or \$50.00 down, balance COD. Auto World's XLR McLaren pictured. Ford GT, Porsche 917, Indy Wedge also available. Auto World, Dept. AW70, 701 N. Keyser Ave., Scranton, Pa. 18508.



### KANON EXHAUST EXTRACTOR

Porsche 356A, B, C, SC, 912 and VW all models. Reg. price \$37.50. Special Christmas offer \$28.50. VALLEY CORE COMPANY, 6346 Elvas Ave., Sacramento, Calif. 95821; (916) 455-1722.



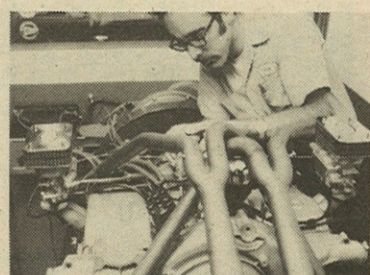
### NEW LIFE

... and permanent color for all vinyl, plastic and artificial leather with VHT Vinyl Spray Coating SP-14. Can be used for auto interiors, seats and tops. Long-lasting dress-up for boat and house furnishings, luggage, handbags and shoes. Easy spray application; excellent weather resistance. Sperex Corp., 2239 Pontius Ave., Los Angeles, Calif. 90064.



### VOLKSMAG

A new centrifugally cast aluminum wheel designed especially for the Volkswagen and Porsche 914. These wheels are available only in the 15" size. All wheels are precision machined for rigidity and fit. Price complete F.O.B. Burbank, California—\$49.50 each. JACK McAFFEE IMPORTS, INC., P.O. Box 1056 Burbank, Calif. 91505; (213) 845-8525.



### "SUPER-VEE"

Race-ready, dyno-tuned engines, or their components, are deliverable immediately as the result of Scat's extensive research and development program focused specifically on the new "SUPER-VEE" Class. Demand the latest, most competitive equipment! Send \$1.00 for New VW/Porsche, Corvair & Dune Buggy Hi-Performance Catalog. SCAT ENTERPRISES, 121-J W. Hazel St., Inglewood, Calif. 90302.



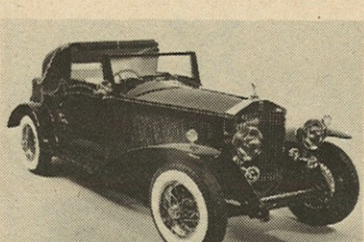
### INDY TYPE

... Moonza cap, large 3 1/2" diameter competition type. Available with either flat flange or deck mount adapter. Deck mount adapter has 2" I.D. fill pipe, connect to any tank with hose and clamps. Both adapter kits include adapter, Moonza cap, plastic deck protector and gaskets. Flanges are 4" diameter. Special AUTOWEEK offer - \$19.95 ppd. from Moon Equipment Co., 10820 So. Norwalk Blvd., Santa Fe Springs, Calif. 90670.



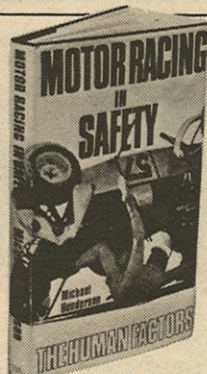
### DISTINCTIVE LIGHTER

The AUTOWEEK lighter - manufactured and guaranteed by Ronson. Perfect for the motorsport enthusiast; wind-tunnel proved "most windproof." Satin-finish gold tone with AUTOWEEK emblem in black. \$3.50. (Calif. residents add 5% sales tax.) AUTOWEEK Originals, Autoweeek Bldg., Lafayette, Calif. 94549.



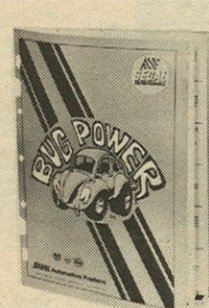
### THE PHANTOM RETURNS

If you've seen models of Pocher's Alfa Romeo and Fiat, you won't need to be convinced that this 1932 Rolls Royce model kit is the greatest. Over 2000 pieces. Perfect 1/8 scale replica is second only to hand-crafted museum pieces. Auto World, Dept. SW70, 701 N. Keyser Ave., Scranton, Pa. 18508. Kit - \$139.50. Custom built - \$295.00.



### SAFETY FACTORS

Motor Racing in Safety: "The Human Factors." Dr. Michael Henderson. Covers subjects like physiology and psychology of the driver; the driver at work, stress and performance, accidents and safety equipment. \$6.95-CAT. 4055. The ALAMO Company, Box 333, Alamo, Calif. 94507.



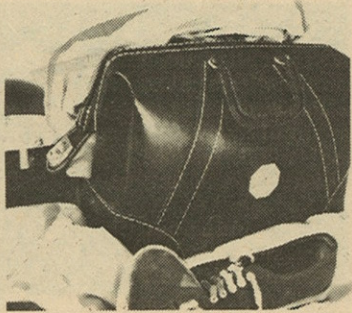
### GET "BUG POWER"

... this Christmas for your VW! Full line of performance and dress-up products for VWs and dune buggies: air cleaners, shift & steering and Oil filter conversion kits, valve train accessories, and a host of chrome goodies. Write for catalog: Segal Automotive Products, 1060 No. Lillian Way, Dept. AW, Los Angeles, Ca. 90038. \$1.00



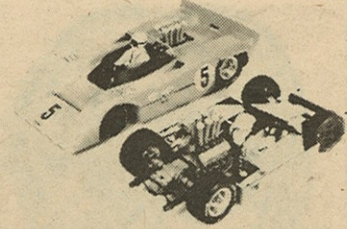
# CHRISTMAS GIFT BUYERS GUIDE

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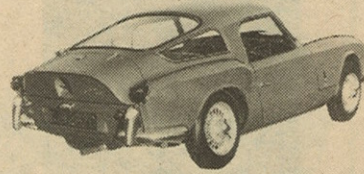
### RACING'S MY BAG

This helmet bag will be cherished on those hectic race weekends. Holds full driving suit, helmet, shoes; Inside pocket for important papers. Hand crafted black vinyl, heavy zipper with a LOCK. \$11.95. Car emblems optional (state make) \$1.95. Chassis Engineering Co., 705 W. 13th, National City, Calif. 92050.



### MINIATURE CAN-AM

Authentic 1/18 scale models of the three most famous Group 7 cars. Monocoque chassis construction; removable body panels expose superbly detailed suspension components, engine & transaxle, complete interior features. Steerable wheels have semi pneumatic tires. Three models: McLaren M8A (pictured); New Lola T-160; Nissan Group 7. Auto World, Dept. AW70, 701 N. Keyser Ave., Scranton, Pa. 18508. \$6.98 ea.



### ASHLEY GT TOP

Turn your sports roadster into a GT for cool weather driving with an Ashley top. MGB - \$345; MG Midget & Sprite - \$245; TR Spitfire - \$275; Send for literature now. K.W. Trading Co., 278 East Blackwell St., Dover, New Jersey 07801; (201) 366-4884.



SCONA THE RACING ORIENTATED COMPANY  
113 S. HAZEL ST., DANVILLE, ILLINOIS 61832  
PHONE 781-444-0511  
COURTESY PHOTO BY SCONA RACING

### SEE SCONA'S...

... new 1970 Catalog, only \$1.00, lists such great buys as: 2-pc. Nomex Driving Suit, blue, natural stripes: \$65.00; 2-pc. Nomex Driving Suit, natural, blue stripes: \$59.25; Nomex Turtle-neck Underwear: \$19.95; Nomex Hood: \$12.95; Nomex face Bandana: \$2.95; Nomex Athletic Sox: \$5.95; Complete Nomex Package: \$87.00; Blue Nomex Package: add \$5.00; Bellstar Helmets (70 stickers): \$59.50. SCONA, 113 S. Hazel St., Danville, Ill. 61832; (217) 446-0551.



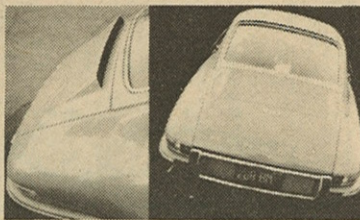
### CATALOG

D & E's new 1970-71 catalog has just returned from the printers. Special competition sections for BMC, Triumph & Formula Fords. Plus many other racing accessories & hard to get items. Help us update our mailing lists by writing for your FREE copy now. D & E COMPETITION, 53rd Haverford Ave., Philadelphia, Penn. 19139; (215) GR4-0243.



### SHIFTER FOR TOYOTA

A new shifter for Toyota from Hurst Performance offers the precision of competition linkage with the smoothness required on the street. Features a brushed copper stick and wood knob. Easy to install. See it at speed shops or write Hurst Performance, Inc., Warminster, Pa. 18974.



### PORSCHE AIR SCOOP

Cools engine temperature up to 35 degrees. Sturdy fiberglass with smooth finish. Recommended for all 900 series Porsches - A must for those with air condition. Easy mounting instructions. Only \$39.95. Cashiers check or money order. California residents 5 1/2% tax. PORSCHE PIT STOP, 4640 Van Nuys Blvd., Sherman Oaks, California 91403; (213) 784-5197.



### PASS HOLDER

The answer to the eternal problem is the AUTOWEEK "Pit Pass Protector." No more lost passes! The protector is accomplished in durable clear vinyl with the AUTOWEEK insignia silkscreened over ochre border. Perfect for any race spectator. Only \$1. Write: AUTOWEEK Originals, Autoweek Bldg., Lafayette, Calif. 94549. (Calif. residents add 5% tax.)



### FENDER FLAIRS

Fiberglass Corvette fender flairs. Complete stock from 1963-1967. Accommodating up to 14" tires. Set of four \$150. Dealers inquiries invited. Manufactured and designed exclusively by BAY VIEW PLASTIC, INC., 418 Front St., Toledo, Ohio 43605; (419) 691-9573.



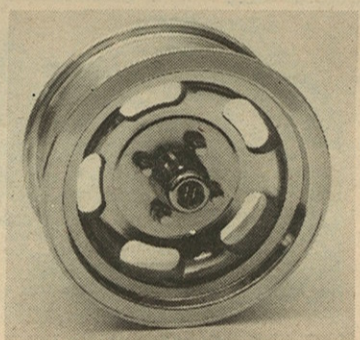
### PORTABLE GARAGE

The only way to effectively protect your car's finish from the sun, rain, dust and grit, is with an Auto World Car Cover. Available in three different materials. Over 1300 patterns; available for almost every car made from Stutz to Boss 329. Most covers in stock for immediate delivery. Auto World, Dept. AW70, 701 N. Keyser Ave., Scranton, Pa. 18508.



### PARNELLI OFFERS

Parnelli Jones Racing Team offers jacket patches (Turbine, Firestone, Botany 500), \$1.50; Indy 500 photos, autographed by P.J., 50 cents ea. or 3 for \$1; P.J. Decals, \$1; P.J. racing jackets, \$12.95, fleece-lined, \$19.95; Kids racing uniforms with emblems, \$15.95. Parnelli Jones Racing Team, P.O. Box 307, Redondo Beach, CA 90277.



### NEW FOUR BOLT MAGS

Sprite, Midget, Cortina, Datsun, 850 & 124 Fiat, Opel, Toyota, Spitfire, 13" x 15 1/2". \$149.50 set of four. Immediate shipment anywhere continental U.S.A. Freight collect. Calif. residents add 5% sales tax. WESCO TRACK AND TIRE, 8441 Sepulveda Blvd., Sepulveda, Calif. 91343.



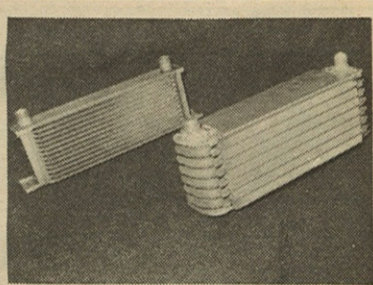
### TOTAL ENVIRONMENT \$49.95

Compare at \$119.95... Save 60%.  
\* Premium Quilted Upholstery  
\* 2-inch Sponge Cushioning  
\* Highest Quality Fiberglass  
\* Mounting Instructions & Hardware  
Satisfaction Guaranteed; Pre-paid orders only (5% Calif.) F.O.B. Leslie Enterprises, Livingston, Calif. 95334; (209) 374-7219.



### "MOLYKOTE A"

REVOLUTIONARY ADDITIVE FOR ENGINES AND GEAR BOXES. Dispersion of high impact solid lubricants micro particles which can absorb 500,000 psi. Deposits super protective film on vital metal surfaces to provide lubrication even after your oil is squeezed out from cold starts or high performance. Gives: More power, Better mileage, Longer engine and gear life, 1/2 of oil protection. Protect your engine \$1.60/can 3 for \$4.25. BECKER & ASSOCIATES, Box 3070 Madison, Wis. 53714.



### OIL COOLERS

Our coolers are made from aircraft material, heli-arc throughout. Come with American AN fittings and are pressure tested and scientifically cleaned. Compare our coolers with skinny British units. Standard size: 4" x 13" x 5" high to 12" high on special order. From \$39.95 plus installation kit. Speed Sport Automotive, 3508 Osborne Rd., Greensboro, N.C. 27407; (919) 294-2263.



### SWAMI CAR

... Cosmetic Kit, is the ideal gift for every car owner. Glove compartment sized kit contains 1 - 18 x 36 car polisher cloth... cleans without water; 5 windshield cleaner and anti-fogger, cleans windshield and leaves an anti-fog film; 4 exterior spot-out. Cleans stubborn spots, tar, bird droppings, tree sap; 3 interior spot-out. Cleans spots and stains (candy, coke, mustard, etc.) from auto plastic and cloth interiors; 1 wet wipes... a paper product formulated to give the qualities of a chamomile; 1 Auto whisk broom. Complete kit shipped prepaid \$4.95. J.A. Valenti Associates, Box 5215, Seven Oaks Station, Detroit, Mich. 48235.



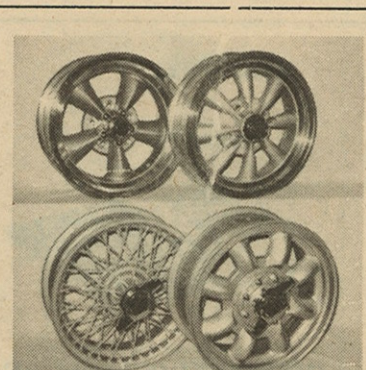
### 1971 GRAND PRIX

... Calendar 13 full color action photographs taken by Rainer Schlegelmilch. Includes Bruce McLaren, Graham Hill, Porsche 908; Denis Hulme, Jacky Ickx, Alfa Romeo P33. \$6.95 ppd. Send to: PAUL OXMAN ENTERPRISES, 10670B La Cienega Blvd., Inglewood, Calif. 90304; (213) 677-1919.



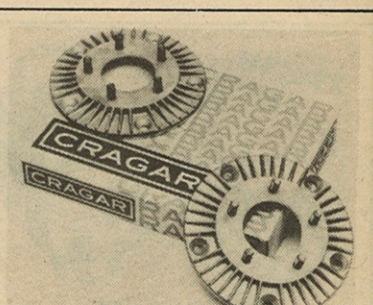
### TRY TRACKSTAR

... for the best in driving suits and accessories. Trackstar Nomex Suit (1 or 2 pieces): \$75.00; Underwear: \$22.50; Gloves: \$15.95; Mask: \$5.00; Hood: \$13.95; Socks: \$5.00. Send \$1.00 for all new Trackstar Products catalog and name of nearest distributor. Racing Safety Equipment, Inc., P.O. Box 314, Floral Park, N.Y. 11002; (516) 437-7877.



### LATEST NEW MAGS

... to fit almost any car. We have 'em! Cosmic Mark II; Appliance Plating; American Spirit; GT Mark I and II, plus others. 13 x 5, 10 x 5 - \$28; 13 x 5 1/2, 13 x 6 - \$34; 14 x 6 - \$42; 15 x 6 - \$50. Western Ohio Wheels, 205 Bethel Road, Centerville, Ohio 45459; (513) 885-7511.

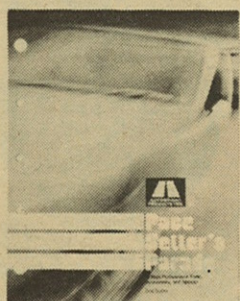


### FOR BUG FANS

Volkswagen owners can fit custom wheels to their "bugs" with unique Cragar Wheel Adapters for the unusual VW bolt pattern. Lightweight, die-cast aluminum that fits the popular 4-3/4" (Chevrolet) bolt circle wheels. Quick and easy installation on most models, through 1966. Kit includes two adapters with instruction: \$14.95 the pair. See your speed shop or auto accessories store for Cragar Wheel Adapters.

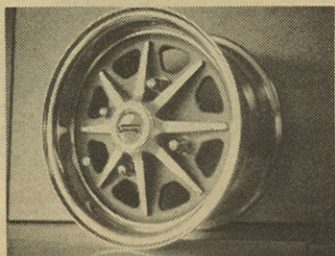
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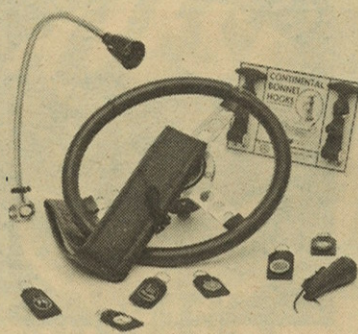
### SHELBY CATALOG

Owners of Fords and Ford-powered vehicles will find a variety of Christmas suggestions in a new color catalog of performance products, apparel and personal accessories carrying the famous Shelby name. Copies of Pace-Setter's Parade are available for \$1.00 from Autosport Products, Inc., Box 747, Livonia, Mich. 48151.



### MAG WHEELS

New Pos-A-Traction Mag-Type Wheels for Honda and Mini-Cooper. Cast from special aluminum alloy, precision machined to a "chrome-like" luster. Ideal for SCCA approved 5.00/7.00-10 Bridgestone racing tires. Set of 4 wheels (includes legs and caps)... \$139.50. F.O.B. Inglewood, California. POS-A-TRACTION TIRES, INC., Dept. AWC, 1105 East Redondo Blvd., Inglewood, Calif. 90302.



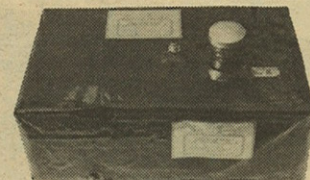
### CLASSIC GIFTS

13" dia. leather covered wheels. Sprite, MGB, Spitfire and Mini—\$35.00; Lace on wheel gloves—\$3.75; Flexible rally lites—\$7.50; Lace one leather covers for BMC size gear shift knobs—\$2.50; Leather key fobs—\$1.50. Cash with order please. CLASSICS INTERNATIONAL, 577 Centralia Crt., Sunnyvale, Calif. 94087; (408) 739-1788.



### TRAIN AND RACE

... in the new Lotus Ford at Willow Springs Raceway. Distributor for new and used Formula Ford racing cars. A great gift certificate for under the tree! Write or call for brochure. Jim Russell International Racing Drivers School, P.O. Box 911, Rosamond, Calif. 93560; (805) 256-2715.



### A.T.L. SPORTS CELL

This new low-priced fuel cell has an 8-gallon capacity and is SCCA approved. It comes complete with safety foam, AN fittings and breather check valve. TransAm and formula car cells also available. End-of-season special for only \$99.90. AERO TEC LABS, Fuel Cell Systems Division, 20 Belden Pl., Dept. CPA, Norwood, N.J. 07648.



### PRESSURE GAUGE

The finest, most accurate tire pressure gauge on the market is now available from Carroll Shelby. For further information, write or call: Shelby International, Inc., 1042 Princeton Dr., Venice, Calif. 90291; (213) 823-7961 or Carroll Shelby Enterprises, Inc., 10936 La Cienega Blvd., Inglewood, Calif. 90304; (213) 641-0940.



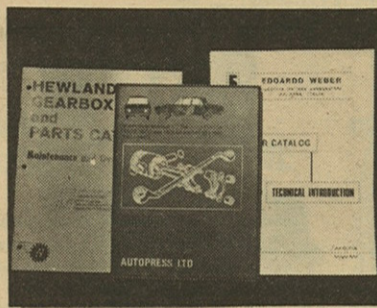
### EMERGENCY KIT

Essential for roadside emergencies. Includes first aid kit, flat tire inflator and sealer, auto fire extinguisher, SOS emergency flag for antenna, 2 way flashlight, first aid book and warning blinker. Saddle stitched case serves as reflector and stand for warning blinker. \$14.95 prepaid. J.A. Valenti Associates, Box 5215, Seven Oaks Station, Detroit, Mich. 48235.



### HURST VW SHIFTER

Shifters precise enough for competition and smooth enough for city traffic are available for VW Bugs, Squarebacks, Wagons and Transporters from Hurst Performance. Ten-minute installation requires only a half-inch wrench. See it at your dealer or write Hurst Performance, Inc., Warminster, Pa. 18974.



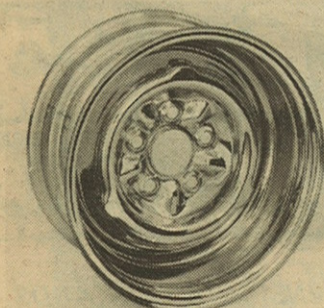
### FIRST AID SECTION

Why take a chance? Here are three of the most important books you can own in Formula, Sports, and Sedan racing. The Hewland manual Mk4 through LG600, \$5.00. Ford Cortina manual from pushrod to twincam, \$8.95. Weber Catalog, rare. Shows all. \$4.95. All three for \$15.95. Gold Star Enterprises, 1140 Old County Road, Belmont, Calif. 94002; (415) 592-8360 or 592-3648.



### ALUMINUM FLYWHEELS

Race tested. Machined from 7075 T-6 alloy. Heat treated. Blow-up proof. Balanced. Available most production cars. CHRISTMAS SPECIAL \$99.00. Avg. delivery 3 weeks. Custom ground racing cams. \$55.00. RACER'S SUPPLY, P.O. Box 123, Whitehall, Penn. 18052; (215) 258-2233 or (215) 437-9551.



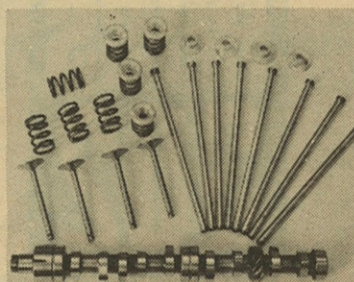
### SHELBY CHROME WHEEL

Also from Carroll Shelby, a Chrome Wheel that cannot be compared to any other. The line is now complete with the availability of Shelby Mag Locks, Goodyear High Performance Tires and Koni Shocks from Shelby International, Inc., 1042 Princeton Dr., Venice, Calif. 90291; (213) 823-7961.



### NOMEX RACING SHOE

Model 601, Nomex Lined-Asbestos inner sole. Specifications: Lightweight one piece calf outers with one piece full soles and extra heel padding. The interior is lined with Nomex twill and stitching is Nomex on soles and inner lining. Between the sole and inner sole is a layer of woven asbestos for extra heat protection. Upped edges are lined with heavily padded foam urethane covered in calf. Sizes 7 1/2 thru 11. \$26.95 pair. MG MITTEN, P.O. Box 4156, Catalina Station, 36 South Chester Ave., Pasadena, Calif. 91106; (213) 681-5681.



### HORSEPOWER TO WIN!

Hottest cams for street or track. Nobody makes a faster cam. Sprite, Datsun, Alfa, MG's, TR's, etc. Write for catalog. Mention make & model. Enclose 25 cent stamp. Ravesi Racing Cams, Wyman Rd., Billerica, Mass. 01821; (617) 663-3733.



### TOTAL COMFORT \$34.95

- Premium Quilted Upholstery
- 2-inch Sponge Cushioning
- Highest Quality Fiberglass
- Mounting Instructions & Hardware

Satisfaction guaranteed. Pre-paid orders only (5% Calif.) Leslie Enterprises, Livingston, Calif. 95334; (209) 394-7219.



### PIT BOARD

A professional racing pit board at amateur racing prices! Large (29 1/2 x 21 1/2) board is all metal with rolled edges—weighs only six pounds. Free pad of Lap Scoring charts included. Why pay \$40.00 or \$50.00 when you can get the best for only \$19.95. Auto World, Dept. AW70, 701 N. Keyser Ave., Scranton, Pa. 18508.



### F.A.B. MAG WHEELS

These beautifully finished wheels are injection dye cast of a magnesium alloy and far exceed all safety requirements in all types of service. They have been used on the Continent for several years in rallye and high speed driving with no failure. Available in 5 1/2" x 13" sizes for all FIAT models, BMW, OPEL and other foreign makes. \$49.95 complete with chrome plated lugs F.O.B. per wheel. BREMEN AUTOMOTIVE, LTD., Importer & Distributor, 1107 Route 23, P.O. Box 264, Wayne, New Jersey 07470; (201) 696-6060.



### LEATHER RACE SHOES

Send \$1.00 for all new Trackstar Products catalog and name of nearest distributor. Racing Safety Equipment, Inc., P.O. Box 314, Floral Park, N.Y. 11002; (516) 437-7877.



### 240-Z SPOILERS

Now from BRE, the Datsun specialists, maximum aerodynamic downforce with simple bolt-on design. Rear spoiler in prime \$60.00. Front "Spook" \$32.00 in red, yellow, black or blue. Send 25 cents for "Z" car Bulletin. BRE Dept. "A", 137 Oregon St., El Segundo, Calif. 90245.



### A LOSER

If you're prone to lose your car keys, you should have AutoweeK's registered key chain. Beautiful bronze AutoweeK emblem carries a special registration number — just for you. If lost, they are mailed to us and we return. The whole service for just \$2.00 from AUTOWEEK Originals, AutoweeK Building, Lafayette, Calif. 94549. Calif. residents add 5%.

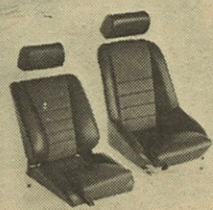


### BITE RITE

Rugby styled racing jackets, fully lined. Black with contrasting white braid & trim, purple and white lettering. Your choice of name on left chest, all sizes 6-50. Regularly a bargain at \$19.95. AUTOWEEK XMAS SPECIAL \$16.95. McCoy Bite Rite Racing Tires, 3333 McHenry Ave., Modesto, Calif. 95350; (209) 529-6824.

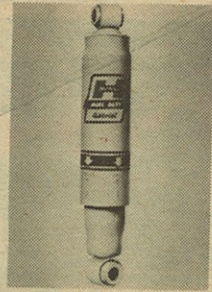
# CHRISTMAS GIFT BUYERS GUIDE

TO RECEIVE GIFTS BY CHRISTMAS ORDER TODAY!



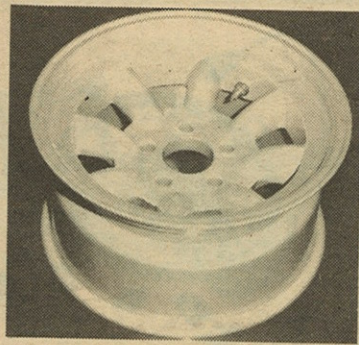
### RECARO SEATS

The best quality seats available anywhere in the world; can be installed in any car with individual front seats. We stock installation kits for most European cars and Ford Mustang and a universal kit for other makes. The high quality of materials and craftsmanship greatly improves the appearance of the interior of the automobile and significantly improves driver's performance and comfort. Brochures and price list from: BREMEN AUTOMOTIVE, LTD., Importer & Distributor, 1107 Route 23, P.O. Box 264, Wayne, New Jersey 07470; (201) 696-6060.



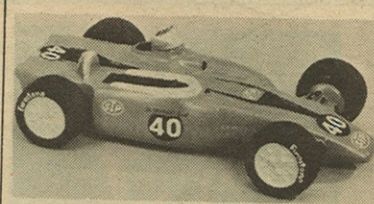
### HURST H-P SHOCKS

Dual-purpose shocks for the VW (and most domestics) are available from Hurst Performance. Offering separate valving for high-performance road use and for competition, the Hurst/Gabriel Dual-Duty shock turns the Bug from Jekyll to Hyde. Available from your dealer or write Hurst Performance, Inc., Warminster, Pa. 18974.



### WHEEL FACTOR

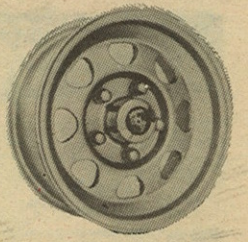
For street or track, the best and safest wheel is the MINILITE Wheel. Its durability and dependability has been proven in Trans Am and SCCA National Championship Races. For Application Data Sheets (free) and price lists, write: HANK THORP, INC., P.O. Box 201, Edison, N.J. 08817.



### BOTTLE REPLICA

An authentic replica of the STP TURBO CAR No. 40 approved by Andy Granatelli, it carries his signature reproduction. The most exciting figurative bottle — ever, created by LIONSTONE and filled with a fifth of LIONSTONE'S famous whisky! Available at liquor outlets everywhere. For information concerning availability, your area: LIONSTONE DISTILLERIES, LTD., 2330 E. 3rd Ave., Denver, Colorado 80206.

Whisky/86 Proof/88 Year Old  
LIONSTONE DISTILLERIES, LTD.  
Lawrenceburg, Kentucky  
JUSA



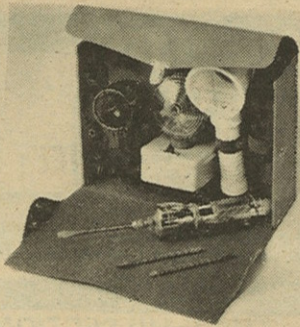
### ALLOY WHEELS

NOW AVAILABLE... The most attractive line of centrifugally cast aluminum alloy wheels to fit late model Porsche, Volkswagen, BMW, Opel, and other foreign models. The wheels are available in 15" and 13" sizes, complete with all mounting hardware. All wheels are manufactured to have a high safety margin of strength engineered into design in order that they may be used for all types of driving conditions without fear of failure. Price complete F.O.B. Burbank, California. \$59.50 for 15", \$55.00 for 13". Jack McAfee Imports, Inc., 1108 Hollywood Way, Burbank, California 91505; (213) 845-8525.



### NOMEX SUIT

This is the best Nomex suit made. No extra charge for embroidered name, logo or marquee emblem on suit. Choice of striping. Sizes 36 through 46. We pay postage. Nomex blue, int. orange add \$5.00; One-piece Nomex suit — \$70.00; Two-piece Nomex suit — \$75.00; Nomex Knit Underwear — \$18.95; Nomex Socks — \$3.50; Nomex 2 layer Bandana — \$3.95; Nomex Gauntlet Gloves — \$15.95; Special Nomex double layer one- or two-piece suit — \$99.00. VAS ENTERPRISES, P.O. Box 45, Jamaica, N.Y. 11431; (212) 843-6585.



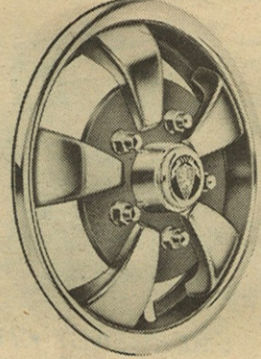
### ELECTRIC CAR KIT

Cordless! Includes lighted, hand vacuum cleaner emergency warning blinker light, illuminated magnifying map reader, combination flashlight, screwdriver with interchangeable blades. Perfect gift kit for any car owner. \$19.95 prepaid. J.A. Valenti Associates, Box 5215, Seven Oaks Station, Detroit, Mich. 48235.



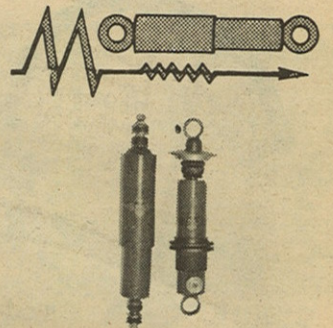
### PORSCHE SCOOPS

Porsche air scoop with adhesive backed model numbers and rear license panel are functional and a great styling touch for your 911 or 912. Scoop or panel \$39.00, numbers \$3.00. Tangerine Performance Products, P.O. Box 1101, Studio City, Calif. 91604; (213) 763-1483.



### GLEAMING CHROME

Designed for deep dished wheels—13", 14", and 15". T-O-U-G-H, high quality finish resists corrosion, road punishment. These wheel covers fit most foreign and American cars. Get 'em now at your dealer. For more information contact Namsco Inc., 333-31st Ave., Bellwood, Ill. 60104.



### THE SHOCK HOUSE

Koni, Monroe, Armstrong and Bilstein shock absorbers, for racing, street use or dragging. One day rebuilding service available. Dealer inquiries invited. Jack McAfee Imports, Inc., 1108 N. Hollywood Way, Burbank, Calif. 91505; (213) 845-8525



### FOR THE LADIES

A beautiful hand finished powder compact (for loose powder). The case made by British craftsmen in baked enamel face, gold finished and tarnish proof. Select your own favorite Marquee in hard fired (1200 degrees) vitreous enamel. Practically all crests available. If not in stock, delivery can be made in approximately two weeks after order is placed. Each compact complete in a flannel lined pochette, and boxed ready for that special lady in your life. Midnight black, transparent blue or ruby red. \$9.95. MG MITTEN, P.O. Box 4156, Catalina Station, 36 South Chester Ave., Pasadena, Calif. 91106; (213) 681-5681.



### GAUNTLET GLOVES

... from Nomex. Used by World's leading drivers, including Jackie Stewart, Mario Andretti, Bobby Unser, etc. Leather palms impervious to fluids. Sizes S, M, L, XL. Available in two styles. Double layer, extra long. \$25.95 pair. Shown: double layer on back only, \$15.95 pair. Send \$1 for new Trackstar Products catalog, name of nearest distributor. Racing Safety Equipment, Inc., P.O. Box 314, Floral Park, N.Y. 11002; (516) 437-7877.

## BOSS 302

### SANTA SPECIAL

Boss 302 Racing Pistons (Venolia). List \$300—\$178 per set. Titanium Racing valves set of 16—\$198.50. Needle Rocker Fulcrums set of 16—\$88. Assembled 2 1/2" competition rear brake drum kits. Kit includes metallic race lining special backing plates, wheel cylinders & springs—\$98.50 per set. Will fit 1965 thru 1970 Mustangs. Maier Racing will introduce its all new Ford Performance & Racing catalog within 30 days. Freight charges not included. All orders certified check or money order. MAIER RACING ENTERPRISES, 16966 Meekland Ave., Hayward, Calif. 94541; (415) 537-4434, 278-9481.



### SHELBY CATALOG

Owners of Fords and Ford-powered vehicles will find a variety of Christmas suggestions in a new color catalog of performance products, apparel and personal accessories carrying the famous Shelby name. Copies of Pace-Setter's Parade are available for \$1.00 from Autosport Products, Inc., Box 747, Livonia, Mich. 48151.



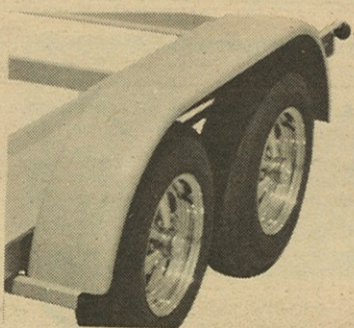
### INSIGNIA TANKARDS

14oz. mug with see-through glass bottom for: Abarth, Alfa, Austin, Austin-Healey, Bentley, BMW, BSA, Bultaco, Camaro, Cobra, Corvette, Cougar, Datsun, Ferrari, Fiat, Firebird, Ford, GTO, Harley, Honda, Indianapolis, Jaguar, LeMans, Lotus, Maserati, Maverick, Mercedes, MG, Monza, Mustang, NASCAR, Nurburgring, Opel, Porsche, Rolls Royce, Saab, Sprite, TR, Triumph (cycle), Volvo, Watkins Glen, Wolfsburg, Yamaha, Peace. \$2.95 each, 6 for \$15.95 from Wilco, Box 1128, Rochester, N.Y. 14603.



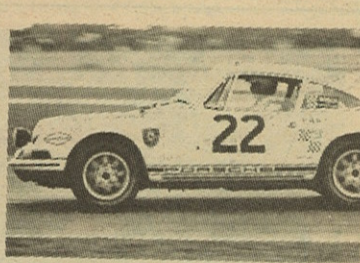
### NOMEX CHRISTMAS

The first Nomex suit designed by racing drivers for racing drivers, Pete Revson says... Logo and corresponding striping. Sizes 36" thru 44", add \$2.00 for your name beautifully satin stitched on your suit. 1-Piece suit 5 oz. Nomex, \$70.00; 2-Piece suit 5 oz. Nomex, \$75.00. B & B Motors Ltd., Dept. CP, Burnt Hills, N.Y. 12027; (518) 399-1161.



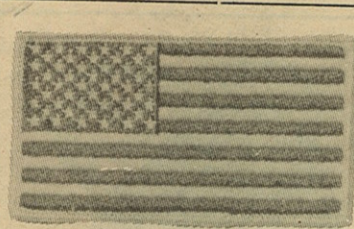
### FENDERS

Dress up your trailer with these good lookin' steel fenders. Won't crack from vibrations. Weld together kits include skirts plus bracing. Single axle — \$39.80. Tandem axle — \$49.80. Complete Trailer Accessory Catalog — \$1. INT'L RACING DESIGNS, 1441 West 190th St., Gardena, Calif. 90247.



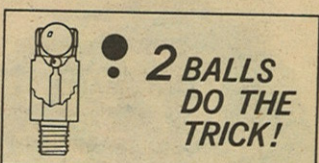
### PORSCHE STRIPE

Duplicate of the Factory original... This pressure sensitive decal is a product of the Scheaffer Chemical Co. Guaranteed for 5 years. Will not rub out or come off; will remain clear and distinctive. Available for 900 series as well as the 356. In black or white \$17.50 per set. B & B MOTORS, LTD., Dept. CP, Burnt Hills, N.Y. 12027.



### FLAG EMBLEM

Whether you're in the heat of international competition or just a fan, mount this flag on your shoulder and let others know whom to cheer for. The 4" x 2 1/4" patch is in full color, is solid-stitched on completely washable cotton twill fabric and features a ravel-proof edge. Only \$1. Write: The ALAMO Co., Box 333, Dept. AW, Alamo, Calif. 94507. (Calif. res. add 5% tax.)



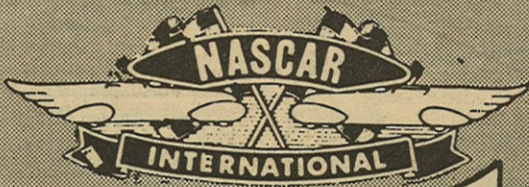
### GROSE-JET

Carburetor needle and seat replacement. Perfect at all speeds for Quadrajet, AFB, AVS, Thermal Qual and Holly 4 bbl. Carbs. Many sizes for all makes American and foreign cars. Perfect performance at idle, high and low speeds! Grose-Jet not affected by G-forces of fast starts or stops or high-speed cornering. Will make carburetor better than new. You will be amazed at change in over-all performance from idle to top speed. Factory reps and dealers invited; fair pricing system for all concerned. D & G VALVE MFG. CO. INC., 8 Mt. Vernon St., Stoneham, Mass. 02180. (617) 438-1773 or 1789.

# AMERICA'S GREATEST RACES



13th Annual



## 1971 SPEEDWEEKS EVENTS

Friday, Jan. 29  
**FORMULA VEES**

Brundage Trophy International Championship Formula Vee Race. 250 miles over 3.81 mile course. Admission \$5.00 (Grandstand or infield)

Saturday, Jan. 30  
Start of the  
**24 HOURS OF DAYTONA**

over 3.81 mile course. America's outstanding long distance race. Admission: Grandstands \$7; Infield \$10; Paddock \$15

Sunday, Feb. 7  
1:00 p.m. Eighth Annual  
**ARCA LATE MODEL STOCK CAR RACE**

For Automobile Racing Club of America cars. Admission: \$5.00 infield; \$6.00 Grandstand.

Feb. 11  
1:00 p.m. Two 125-mile  
**NASCAR - FIA GRAND NATIONALS**  
to determine starting positions for Daytona 500 other than pole spots. Admission: Infield \$5; Grandstands \$8.

Friday, Feb. 12  
1:00 p.m.  
**FLORIDA CITRUS 250**

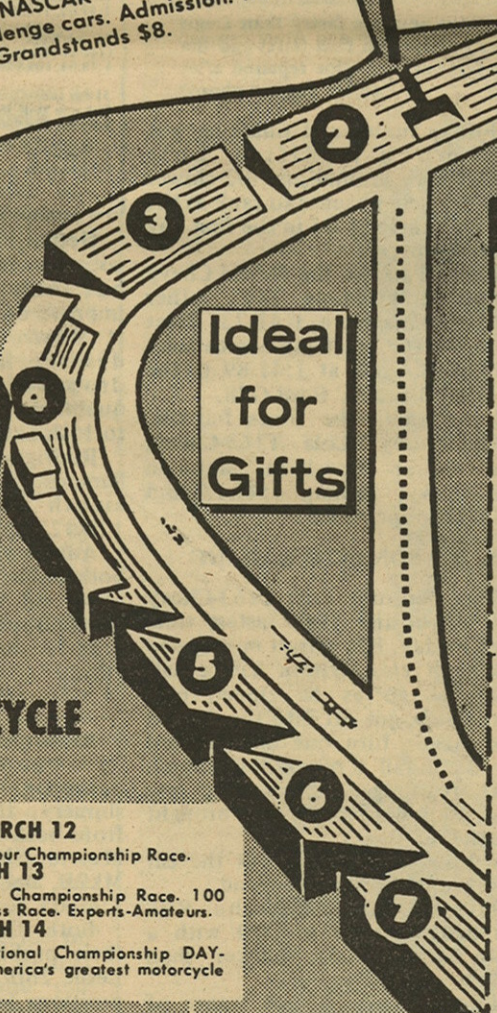
For NASCAR Grand American Challenge cars. Admission: Infield \$5; Grandstands \$8.

Saturday, Feb. 13  
1:00 p.m. Seventh Annual  
**DAYTONA PERMATEX 300**

for NASCAR late model Sportsman cars. Admission Infield \$5; Reserved seats \$6, \$10, \$15 (see ticket form)

Sunday, Feb. 14  
12:30 p.m.  
Thirteenth Annual  
**DAYTONA 500**  
NASCAR - FIA Late Model Stock Car Race. Admission: Infield \$6; Reserved Grandstand Seats \$8, \$10, \$15, \$20, \$25 (see ticket form)

July 4  
**FIRECRACKER 400**  
Get your tickets now for this outstanding Summer Racing Event. See Ticket Form for prices and location.



Ideal for Gifts

### AMA MOTORCYCLE RACES

**FRIDAY, MARCH 12**  
100 mile Amateur Championship Race.  
**SAT., MARCH 13**  
76-mile Novice Championship Race. 100 mile 250cc Class Race. Experts-Amateurs.  
**SUN., MARCH 14**  
2:00 p.m. National Championship DAYTONA 200 "America's greatest motorcycle classic"

#### ORDER YOUR RESERVED SEAT TICKETS NOW FOR THE 1971 DAYTONA RACES

DAYTONA INTERNATIONAL SPEEDWAY, Drawer 5, Daytona Beach, Fla. 32015 Date \_\_\_\_\_  
I am enclosing (cashier's check—money order) for \_\_\_\_\_, including 25¢ service charge, for reserved seat tickets for Daytona International Speedway events as checked below. (Check number of tickets, grandstand, section and row on form.) Make checks payable to DAYTONA INTERNATIONAL SPEEDWAY CORP. Orders accompanied by personal checks will be held two weeks before mailing.  
NOTE: If substitution is necessary, state preference: Sec. \_\_\_\_\_ Row \_\_\_\_\_ On form below list number of tickets and position preferred.

Grandstand No. GRANDSTAND	Check Grandstand	PERMATEX 300 Feb. 13, 1971	DAYTONA 500 Feb. 14, 1971		FIRECRACKER 400 July 4, 1971	
			No. Tickets	No. Tickets	No. Tickets	No. Tickets
(4) CAMPBELL	Rows 8 thru 14—Box Chair Seats	\$15.00	Sec. _____	Row _____	Sec. _____	Row _____
(4) CAMPBELL	Rows 4 thru 7—Box Chair Seats	10.00				
(4) CAMPBELL	Rows 1 thru 3—Box Chair Seats	10.00				
(3) JOE WEATHERLY	Rows 1 thru 11—Box Seats	10.00				
(3) JOE WEATHERLY	Rows 12 thru 22—Box Seats	15.00				
(5) FIREBALL ROBERTS	Rows 1 thru 11—Box Seats	10.00				
(5) FIREBALL ROBERTS	Rows 12 thru 22—Box Seats	15.00				
(1) OLDFIELD	1 thru 15	6.00				
(1) OLDFIELD	16 thru 25—Box Seats	10.00				
(2) DE PALMA	1 thru 15	6.00				
(2) DE PALMA	16 thru 25—Box Seats	10.00				
(6) SEGRAVE	1 thru 15	6.00				
(6) SEGRAVE	16 thru 25—Box Seats	10.00				
(7) KEECH	1 thru 15	6.00				
(7) KEECH	16 thru 25—Box Seats	(Unreserved)				
INFIELD (Tickets on sale race day only.)		5.00				
UNRESERVED BLEACHERS.						

THURSDAY, FEB. 11, 1971—1:00 P.M.  
Two 125-Mile NASCAR Grand Nationals  
FRIDAY, FEB. 12, 1971—1:00 P.M.  
Florida Citrus 250 Grand American Challenge Series Race  
ALL GRANDSTAND SEATS \$8.00 (Unreserved)  
INFIELD \$5.00 — Both Days

24 HOURS OF DAYTONA—Starting 3 p.m., Sat., Jan. 30 and ending 3 p.m., Sun., Jan. 31. Limited number of PADDOCK TAGS sold in advance—\$15.00. Enclosed \$\_\_\_\_\_ for \_\_\_\_\_ 24 HOURS OF DAYTONA Paddock tags.

ALL UNRESERVED SEAT TICKETS ON SALE RACE DAYS ONLY. No reservations held unless accompanied by Cashier's Check or Money Order. \$1.00 car admission to infield for all cars, including VW, Ford, Dodge, Chevrolet and GM Station Buses. Campers admitted to infield \$15.00, plus general admission ticket. No scaffolds or platforms. Regardless of age, children must have tickets for reserved or box seats.

NAME \_\_\_\_\_ P. O. BOX OR STREET \_\_\_\_\_  
CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_ TELEPHONE \_\_\_\_\_  
TICKET OFFICE TELEPHONE (904) 255-5301



DAYTONA BEACH

# DAYTONA International SPEEDWAY

"WORLD'S FINEST SPEEDWAY"



FLORIDA, U. S. A.

More on:

# Oliver, Ti22 Follow Hulme's McLaren From Flag To Flag

(Continued from page 1)  
2-cycle engine developed to end the Chaparral's day as well as any real action that might have developed. Twenty-nine cars answered the call to the grid. Although Hulme blew an engine in this morning's warm-up, an 11th hour change was completed 15 minutes before race time and his McLaren was pushed to the front of the grid beside the Chaparral. David Hobbs' T/G McLaren broke a rocker arm in the warmup session—a minor repair

problem—but the piece that fell off the rocker arm disappeared into the bowels of the Chevrolet powerplant and the entry was scratched.

### GEORGE, ED MISSING

George Eaton and Ed Leslie, both holding grid positions, failed to make the start. Eaton's BRM broke a suspension component and Leslie's McLaren Special blew its engine in qualifying. Both cars were parked for the weekend.

At the flag, Hulme out-dragged

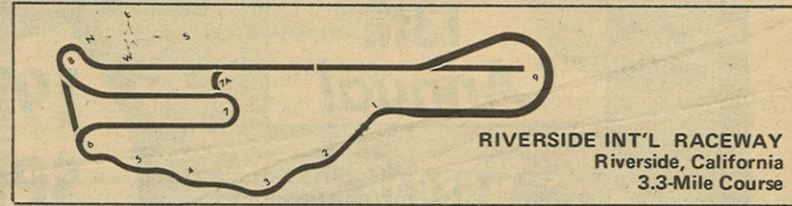
Elford into turn one, Oliver then nipped the already ailing Chaparral, Peter Revson followed in the L&M Lola T220, Peter Gethin, in the second Team McLaren entry, moved from his seventh starting position into fourth and Amon put the March into fifth. As the pack disappeared around turn two and into the esses, Elford and the 2J continued to fall off the pace.

As Hulme drove into the banked turn nine before start-finish he was trailed, already two seconds back,

by Oliver who had Revson on his tail with Gethin, in fourth, leading Amon.

After the first lap, the large field was already stringing out and it was

obvious traffic would develop into a problem. Three cars, Jerry Smith's McKee, Stan Burnett's Burnett and the McLaren of Chuck McConnell had been dropped from



## Hulme Two Seconds Slower

# Chaparral 2J Cleans Up In Riverside Qualifying

By Tony Swan  
Special Features Editor

RIVERSIDE, Oct. 31 — The vacuum cleaner cleaned up again in qualifying today and yesterday for the Times Grand Prix CanAm finale.

Vic Elford gave the Jim Hall Chaparral 2J its second-straight CanAm pole spot, third in four appearances, with a 1:32.49, 128.446mph swoop around the nine turns of Riverside's 3.3-mile course.

### SMASHES DENNY'S MARK

The circuit was a considerable improvement on the previous qualifying mark, 1:34.03, set last year by Denis Hulme.

Elford established the pole time on Friday, as did the next four qualifiers—Hulme, Peter Revson, Jackie Oliver and Chris Amon—Saturday's slippery track conditions and heavy traffic slowing almost everyone.

Elford's Friday efforts brought the usual ooohs and ahhs from the handful of faithful gathered to view the proceedings, and in the pits brought the usual assortment of growls and grumblings from the other entrants.

The controversy over the 2J's ground effects system reached a new degree of intensity during qualifying as SCCA's competition board, meeting at the Ramada Inn near here, heard arguments from both sides.

### 'FAR TOO EXPENSIVE'

The forces arrayed against vacuum traction, headed by Team McLaren's Teddy Mayer and Lola's Eric Broadley, contend the 2J doesn't meet the spirit of that section of the rules which deals

with movable aerodynamic devices (the fans) and is far too expensive and complex for the independent entrant to purchase and maintain.

The forces of the vacuum—largely Jim Hall and his henchmen—say they'll build a ground effects system for anyone who can cough up the four grand, adding that this is supposed to be an unlimited class, isn't it, and anyway we cleared the design with SCCA before we ever built the car.

SCCA, for its part, wasn't saying much of anything, being far too busy listening. A decision will be made on the matter shortly. The bulk of the pit speculation, meanwhile, has the Chaparral going the way of Andy Granatelli turbines—to the museum.

For this weekend, though, the 2J was left to vacuum Riverside's turns as much as Elford cared to. And that turned out to be not much.

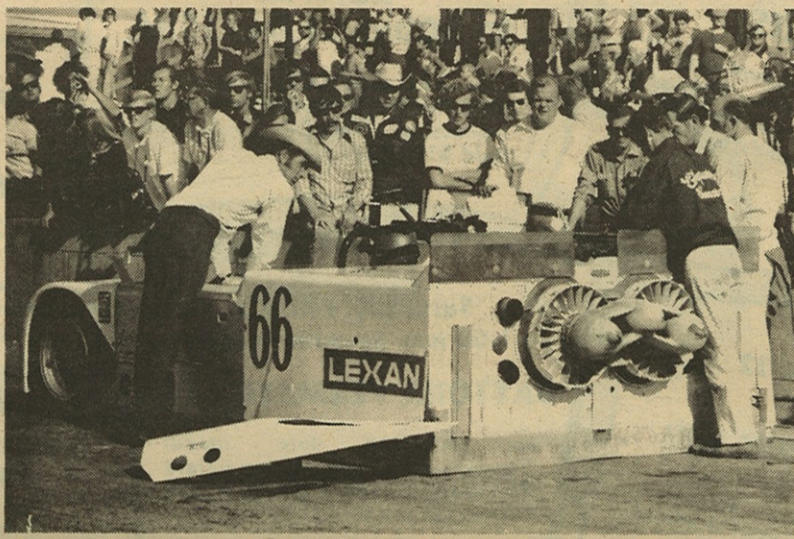
Elford was down into the 1:33s very early Friday, cutting his time on almost every lap. As at Laguna Seca two weeks ago, the Chaparral's advantage in the turns was painfully apparent, the car cornering as though on rails.

Riverside's 180-degree turn nine alone was worth at least a second per lap to Elford.

With almost an hour left in Friday's session Elford got the car round with the 1:32.49 and called it a day.

That left the field to the others, none of whom had exactly covered themselves with glory in light of the 2J show. Revson, Oliver and Amon were arrayed behind the Chaparral, none of them under 1:35.

Revson's Lola T220-Chevy was the quickest of this trio, putting up a lap of 1:35.10, 124.921mph, with



Although the Chaparral qualified more than two seconds faster than Denis Hulme to win the pole, its race was over early. Here Jim Hall (left) and the Chaparral crew try unsuccessfully to get the fan-driving engine repaired after the 2J pitted on the second lap. (Fritz Taggart photo)

Oliver's Norris Ti22 .42 slower than that and Amon's STP March 707 another .40 behind the Titanium car.

Peter Gethin held top spot for Team McLaren at that point with a 1:36.28, just ahead of teammate and 1970 series champion Hulme, who was slowed in Friday's early going by a variety of minor chores, one of them picking up hitch-hikers on the course—Hulme came upon George Eaton strolling sadly away from his parked BRM and gave him a lift back to the pits. Eaton had recorded a 1:37.18, ultimately good enough for seventh on the grid, before a rear suspension member broke, sidelining the car for the weekend.

### BRM SUSPENSION

Eaton's teammate Pedro Rodriguez also suffered a suspension failure—a problem which has regularly plagued the BRM cars this season—and had to settle for a 1:44.07 Friday, 21st fastest time of the day. Unlike Eaton's car, however, the broken part was replaceable.

With Eaton safely back in the pits, Hulme returned to the track to lend what little drama there was to qualifying in this CanAm. Hulme flirted with the 1:35 mark for five laps and on his last lap got round in 1:34.69, 125.462mph, an effort which stood up for a front row spot.

Eighth fastest Friday was Tony Adamowicz, again impressive in Lothar Motschenbacher's McLaren M12-Chevy at 1:39.08, 119.983mph. Bob Brown's battered McLeagle-Chevy was .68 slower than Adamowicz, Jim Adams' Ferrari 612 another .10 back, David Hobbs' T/G McLaren M12-Chevy .13 more, and Motschenbacher 12th fastest at 1:40.42 in his M12. Bob Bondurant, who spent much

of Friday tuning and tinkering, got his much-modified Lola T160-Chevy around just .02 slower than Motschenbacher to rank as the last man under 1:41 in the first day of qualifying.

Chuck Parsons, the 465cid Chevy engine in his Lola T163 rather rancid, managed a 1:41.73, Peter Gregg's T165 .11 behind with John Cannon pressing at 1:41.89 in the Agapiou Brothers' Ford G78.

From there the times fell off, Dave Causey, Lola T163-Chevy, and Oscar Koveleski, McLaren M8C-Chevy, turning 1:44.13 and 1:44.82, respectively.

### WILSON INTO RAILING

Gary Wilson's Lola T163-Chevy held down the 19th fastest time after Friday, but wasn't in shape to do much else. Wilson had a half shaft let go as he zipped past start-finish, got off into the dirt on the outside turn one and fetched the guard rail a resounding thump that rearranged the Lola's rear suspension extensively and brought out the red flag.

Wilson was unhurt, but the car was through for the weekend.

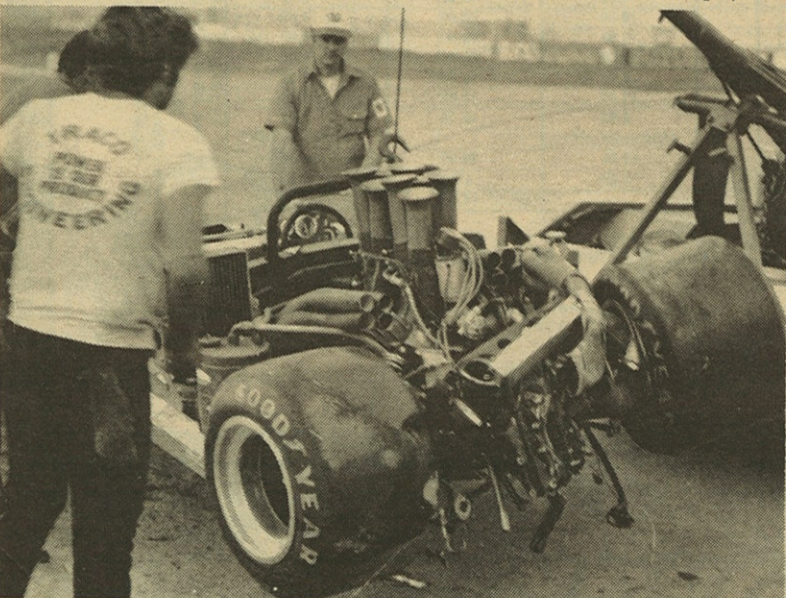
Tony Dean's Porsche 908 rounded out the top 20 with a 1:46.05, just .01 quicker than Rodriguez.

There were some items of interest in the eight cars behind Rodriguez. Lou Sell, the 1968 Continental champion, was on hand with Harvey Lassiter's Lola T70-Ford, 1:46.73, just .05 quicker than Roger McCaig's McLaren M8C-Chevy, and Continental F/B campaigner Skeeter McKitterick showed up in the Len Terry T10-Chevy, a hybrid which had previously failed to make a CanAm grid.

McKitterick made it around in 1:50.11 Friday.

### TIMES GRAND PRIX GRID

No. 66-Vic Elford Chaparral 2J-494 Chevy 1:32.49, 128.446mph (F)	No. 5-Denis Hulme McLaren M8D-467 Chevy 1:34.69, 125.462 (G)
26-Peter Revson Lola T220-465 Chevy 1:35.10, 124.921 (G)	22-Jackie Oliver TRC T122-465 Chevy 1:35.52, 124.371 (G)
77-Chris Amon March 707-494 Chevy 1:35.92, 123.840 (F)	7-Peter Gethin McLaren M8D-465 Chevy 1:36.28, 123.262 (G)
1-Pedro Rodriguez BRM T154-465 Chevy 1:38.57, 120.523 (G)	12-Tony Adamowicz McLaren M12-465 Chevy 1:38.59, 120.499 (G)
11-Lothar Motschenbacher McLaren M8B-494 Chevy 1:38.78, 120.267 (G)	3-Bob Brown McLaren M6B-494 Chevy 1:39.68, 119.181 (F)
76-Jim Adams Ferrari 512-302 Ferrari 1:39.78, 119.061 (F)	21-Bob Bondurant Lola T160-494 Chevy 1:40.05, 118.740 (G)
10-Chuck Parsons Lola T163-465 Chevy 1:40.47, 117.709 (G)	59-Peter Gregg Lola T165-465 Chevy 1:41.84, 116.653 (F)
15-John Cannon Ford G7B-429 Ford 1:41.89, 116.596 (G)	51-Dave Causey Lola T163-427 Chevy 1:42.94, 115.407 (F)
54-Oscar Koveleski McLaren M8B-427 Chevy 1:44.82, 113.337 (G)	8-Tony Dean Porsche 908-183 Porsche 1:45.04, 113.099 (F)
55-Roger McCaig McLaren M8C-428 Chevy 1:46.29, 111.559 (G)	32-Dick Goldstrand Lola T70-440 Chevy 1:45.78, 112.308 (G)
14-Graeme Lawrence McLaren M12-427 Chevy 1:47.07, 110.542 (G)	42-Lou Sell Lola T70-427 Ford 1:46.73, 111.308 (F)
74-Dick Smith McLaren-427 Ford 1:47.69, 110.316 (G)	58-Monte Shelton McLaren Mk2B-454 Chevy 1:47.52, 110.491 (F)
24-Bob Nagel Lola T70 Mk3B-427 Ford 1:48.04, 109.959 (G)	9-Roy Woods Lola T160-426 Dodge 1:47.75, 110.255 (G)
31-Jay Hills McLaren M6B-365 Chevy 1:49.01, 108.980 (G)	45-Skeeter McKitterick Terry T10-365 Chevy 1:48.69, 109.301 (G)
F - Firestone G - Goodyear	18-Jerry Rosbach Lola T70 Mk3B-430 Chevy 1:50.92, 107.104 (G)



The remains of Gary Wilson's demolished Lola after a half shaft broke in Friday qualifications. Wilson loaned David Causey the radiator, allowing Causey to race to an eighth-place finish and fourth in the final point standings. (Autoweek photo)

Gethin, Revson and Parsons all got new engines during the night, but only Parsons was able to improve on his Friday time, cutting it down to 1:40.47. However, despite his improvement he dropped one spot among the qualifiers, falling from 14th Friday to 15th Saturday afternoon.

Rodriguez was responsible for Parsons' dislocation, jumping up to eighth fastest with a 1:38.57, 120.523mph lap.

Adamowicz and Motschenbacher both improved, Tony getting down to 1:38.59 for ninth fastest, Motschenbacher making it at 1:38.78 to jump from 12th to 10th.

### OIL ON COURSE

Brown, Adams and Hobbs failed to improve their times as the campaigners found the going slippery, thanks to oil droppings from both Ed Leslie's McLaren and Monte Shelton's older McLaren Mk2B, and Bondurant got down to 1:40.05 to stay ahead of Parsons.

Both the oil offenders cured their problems to make the grid, Leslie 26th at 1:46.98, Shelton two positions down at 1:47.52.

From Dean's spot on down there were few significant position changes. Graeme Lawrence, bothered by fuel feed problems Friday, won the 27th spot for his Spirit of Edmonton McLaren M12-Chevy with a 1:47.07; Bob Nagel got the Thermo Special Lola on the grid at 1:48.04; Jay Hills ground his McLaren M6B-Chevy around in 1:49.01 for 33rd; and Jerry Smith's old McKee-Chevy rounded out the 35 qualifiers with a 1:53.92, 104.283mph time.

# In Season's Last CanAm

the grid as too slow, but still the tailend of the pack was a great deal slower than the front runners—Jerry Smith, starting last, had turned in a best qualifying time some 21mph a lap slower than Hulme.

## ELFORD PITS

At the end of the second circuit, with the order basically unchanged, Elford brought the Chaparral in with fan trouble.

"I could hear the fan engine running on the parade lap," Hulme said afterwards (Elford wasn't available for comment), "and I figured we were going to have a race.

But the vacuum system wasn't working as the race got underway, and the Chaparral, set up to run with the car sucked down on the suspension, wouldn't handle properly with the fan off.

Although Elford went back out after a lengthy pit stop and seemed to be in good shape, he soon came back in to stay and what excitement there might have been in this ho-hum finale came in with him.

## REVSON PARKS IT

Revson, running in third, came in on the third lap via a shortcut past the paddock that eliminated the bother of driving all the way around turn nine to get to his pit, and the Carl Haas crew went to work on the Lola. Although Revson went back out, the car was parked for good on Hulme's 22nd lap with cooling problems.

That moved Gethin into third and Amon up to fourth. Adamowicz was running strongly in fifth, followed by Rodriguez and Brown.

The transplanted engine in Hulme's McLaren—it had been run in Friday practice and was a known quantity—was more than up to the task, and the New Zealander was lapping around the 1:38 (120mph) mark, fast enough to pull out a comfortable 11-second lead over Oliver with the race only minutes old. Gethin was 18 seconds behind the leader at this point with a nice cushion of five seconds back to Amon, and so they went through the first 15 laps, that McLaren CanAm script apparently the order of the day.

## HOT BATTLE ERUPTS

The only racing was going on between Peter Gregg, Lola T163, and Jim Adams, Ferrari 612, and the battle soon developed into a flaming set-to involving two other cars.

Although accounts vary somewhat, a deflating tire apparently caused Gregg's Lola to swerve in front of the Ferrari just as Adams was putting a pass on the slower car in turn seven. Adams pranged the Lola and pieces of the Ferrari's red bodywork started flying, the nose section sailing over Hulme's head as he lapped the incident.

Dick Smith, McLaren, came on the scene in a rush, swerved to miss the foundering Lola and put himself into position to be T-boned by John Cannon's Ford G7B. Smith and Cannon slithered off the track, and the McLaren burst into flames. Both drivers climbed out unhurt.

Gregg and Adams limped on around to the pits—Adams to retire and Gregg to get an inflated tire to replace the offending member that had created the havoc.

By this time Hulme had lapped all but the first nine cars and the order stood Hulme, Oliver, Gethin, Amon, Adamowicz, Rodriguez,

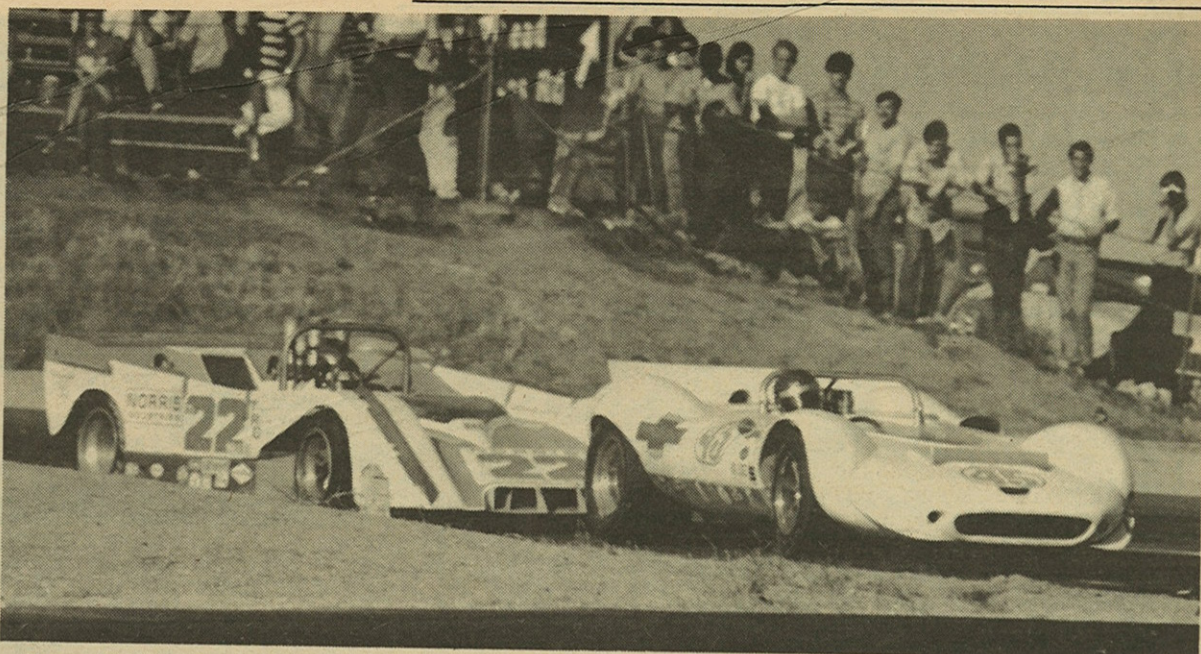
Brown, Motschenbacher, Dave Causey and Gregg.

For the next five laps the order remained unchanged, but on the 22nd circuit Gethin's Chevy powerplant historied itself going into turn two—all move up one space.

While Hulme had been leading the parade, 12 cars had retired for various mechanical reasons (although boredom was not officially discounted, it was probably not a reason) which relieved some of the traffic problem.

However, the backmarkers were giving the fleeing Hulme some difficulty. As the race passed the

(Continued on page 22)



Skeeter McKitterick's Len Terry-designed T10-Chevy gets a bit of pressure from Jackie Oliver's Ti22 as Oliver tries to get around in his chase of winner Denis Hulme. (Fritz Taggart photo)

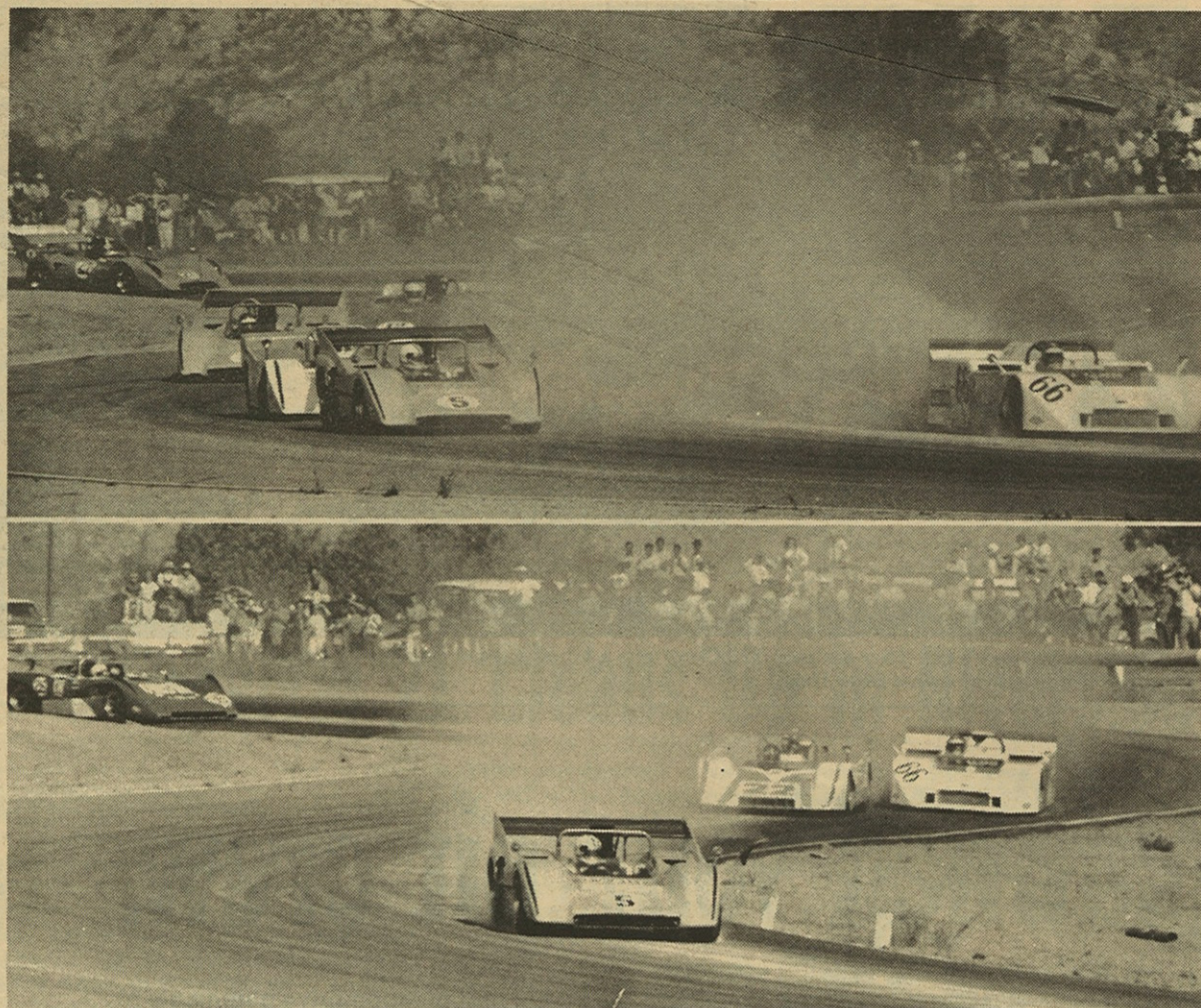
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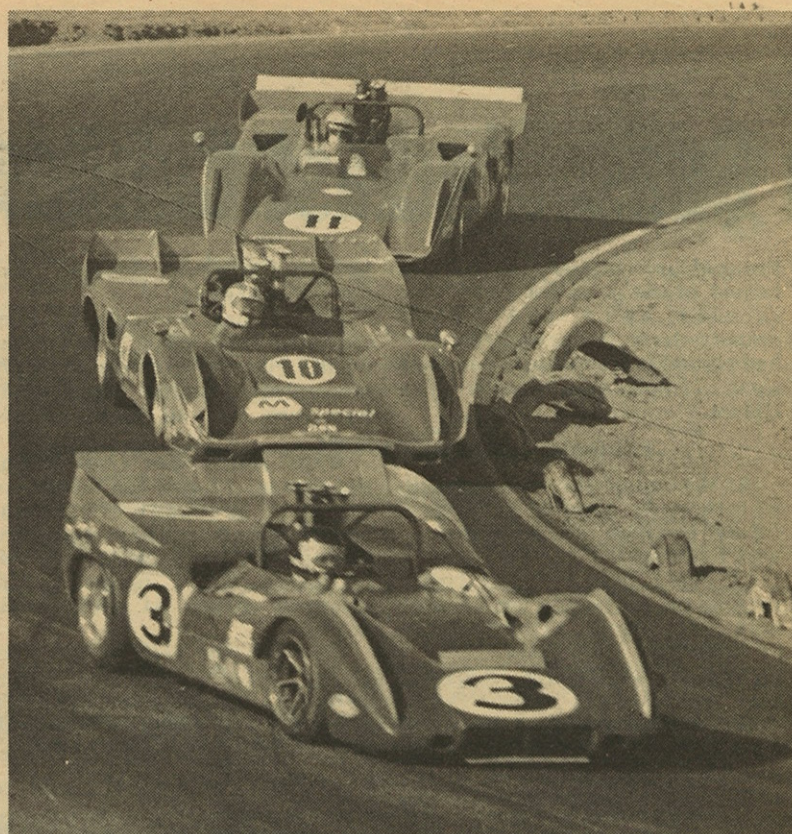
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Vic Elford makes sure the course is clean as he scoops up oil-absorbing compound as the pole-winning Chaparral 2J brings the field around on the pace lap (top). But already in trouble with a failing JLO engine (bottom), the 2J falls behind Denis Hulme's McLaren and Jackie Oliver's Ti22. (Robin Robin & Ed Ingalls photos)



Bob Brown's McLeagle, Chuck Parsons' Lola and Lothar Motschenbacher's McLaren freight-train through Riverside's turn seven. (Joe Cali photo)

More on:

# Hulme 'Plays' With Oliver At Riverside

(Continued from page 21)

half-way point, Hulme's lap times were fluctuating from a low of 1:37 to a high of 1:40, but Oliver seemed less bothered and banged off steady 1:38s.

This differential allowed Oliver to pull to within four seconds at one time and a nose-to-tail chase to the flag as at Laguna Seca two weeks ago looked in the making. But as at Laguna, Hulme carefully picked his passing spots and managed to maintain his advantage.


Oliver was to say afterwards, "I was getting mad as hell. I would come around and the pit board would say I was eight seconds back.

The next time it would say five seconds and I would figure I was catching him. The next time around, it would say 10 seconds. There was nothing I could do. It was really a traffic race from start to finish. Very frustrating."

Amon's March, with every right to be fast, wasn't. Maintaining third at what could best be described as a deliberate pace, the New Zealander found countryman Hulme filling his mirrors about lap 42 and straightaway found himself a lap down.

Rodriguez slipped by Adamowicz on a twisty stretch and (Continued on page 23)

**ANOTHER**



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Chuck Parsons isn't asking Pedro Rodriguez to join in a pre-race benediction. The pair are just discussing a point during a qualification session. (Ed Ingalls photo)

Wow, Bobby, you really did it this time!

Bob Brown finished sixth in the final CanAm race at Riverside, November 1. Not bad, considering he's an independent, unsponsored driver — a David among all those Goliaths. Of course, he's not only a great driver — he had our great engine, too.

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More on:

# Pedro Distant Third At CanAm

(Continued from page 22)

had the BRM firmly in fourth, but was another half-lap behind. Adamowicz, running in fifth for the first 20 circuits or so, then relinquished his sixth spot to Motschenbacher after fighting problems that would have sidelined a lesser pilot.

Back about lap eight the throttle on Adamowicz' McLaren had stuck open, sending him into the dirt in turn seven. He got back on the track but found the throttle would back off no further than a healthy 6500rpm. He managed to maintain a quick pace by feathering the clutch and using the braking power

of the front wheels.

Although Brown passed the ailing McLaren on the last circuit to finish in sixth, Adamowicz was pleased with his performance. "I cooked the brakes and I cooked the clutch (it blew on the cool-off lap), but I finished."

### LOTHAR AT EASE

That put the contest at about the 40-lap mark with nothing left for anyone to do but hang in there till Denny finished. Motschenbacher went into the Riverside race only one point ahead of Gethin in the points standings, but with Gethin out of the activity, that little drama was concluded.

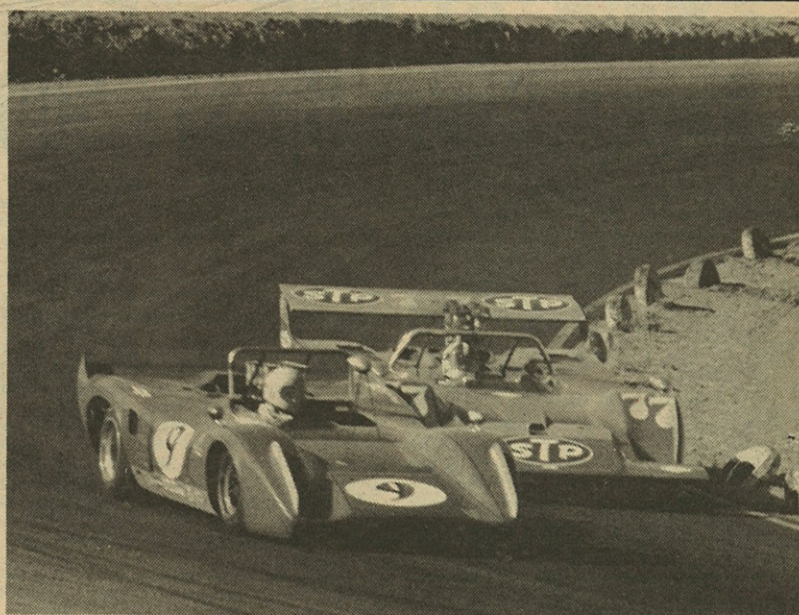
A final bit of drama, however, occurred three laps from the finish. Amon came by the pits gesturing to the right side of his car. Out came a

can of gas and a tire to cover two possibilities. Amon pulled in the next time around needing a slosh of fuel in the worst way. By this time Rodriguez' BRM could be seen on the straight before turn nine and the race was on to get Amon back out before the BRM passed him.

But a slosh for a CanAm car is no simple matter and Amon could but watch as Rodriguez motored into third. Asked how much gas was put in the car, a March crewman said, "Five gallons. Four in the car and one on Chris."

Three laps later Hulme took the flag 8.2 seconds ahead of Oliver, Rodriguez followed in the BRM and a damp Amon followed for fourth.

More than 46,000 fans watched Hulme add the last race of the 1970 (Continued on page 24)



The March 707 of Chris Amon noses inside Roy Woods' Dodge-powered Lola T160. Amon finished fourth, but Woods' engine launched a spark plug through the bodywork to end its run late in the race. (Lionel Birnbaum photo)

## Future Of 2J Now In Hands Of Pro Board

RIVERSIDE, Calif., Nov. 1 — The fate of the Chaparral 2J and any other ground effects CanAm cars is now in the hands of the Sports Car Club of America's Pro Competition Board.

Meeting in a special closed session here last night after the regular monthly meeting, the pro board heard "testimony" from CanAm car manufacturers on the pros and cons of ground effects systems.

The testimony, according to an SCCA spokesman, will now be compiled, studied and a decision reached within the month on the legality of ground effects systems in the 1971 CanAm.

Invited to speak to the board were Jim Hall, constructor of the Chaparral; Teddy Mayer, Team McLaren manager; Carl Haas, owner of the CanAm L&M Lola and representing Lola designer Eric Broadley; and Roger Penske, now rumored to be contemplating a CanAm entry for next year.

Although the Chaparral's ground effects system violates FIA Group 7 rules restricting the use of moveable aerodynamic devices (the system's fans) supplementary rules penned by SCCA to the FIA rules for the 1970 CanAm made the car legal for this year's competition. The same could be done next year, if the board decides in favor of the system.

In a form of public rebuttable to the "anti" views expressed by many, Chaparral Cars yesterday called a press conference at Riverside International Raceway, with Chaparral Cars' chief engineer Don Gates representing the company.

Gates repeated the company's statement that the CanAm is a "free" formula encouraging innovation of any type and that the series will be "pretty damn dull without the 2J."

To counter charges that the system would be too expensive for most teams to incorporate for next year, Gates said Chaparral will install this year's ground effects system on any chassis shipped to their shops in Midland, Tex., for "\$3000 to \$4000."

"Innovation and engineering excellence should be fostered in at least one U.S. series," Gates said.

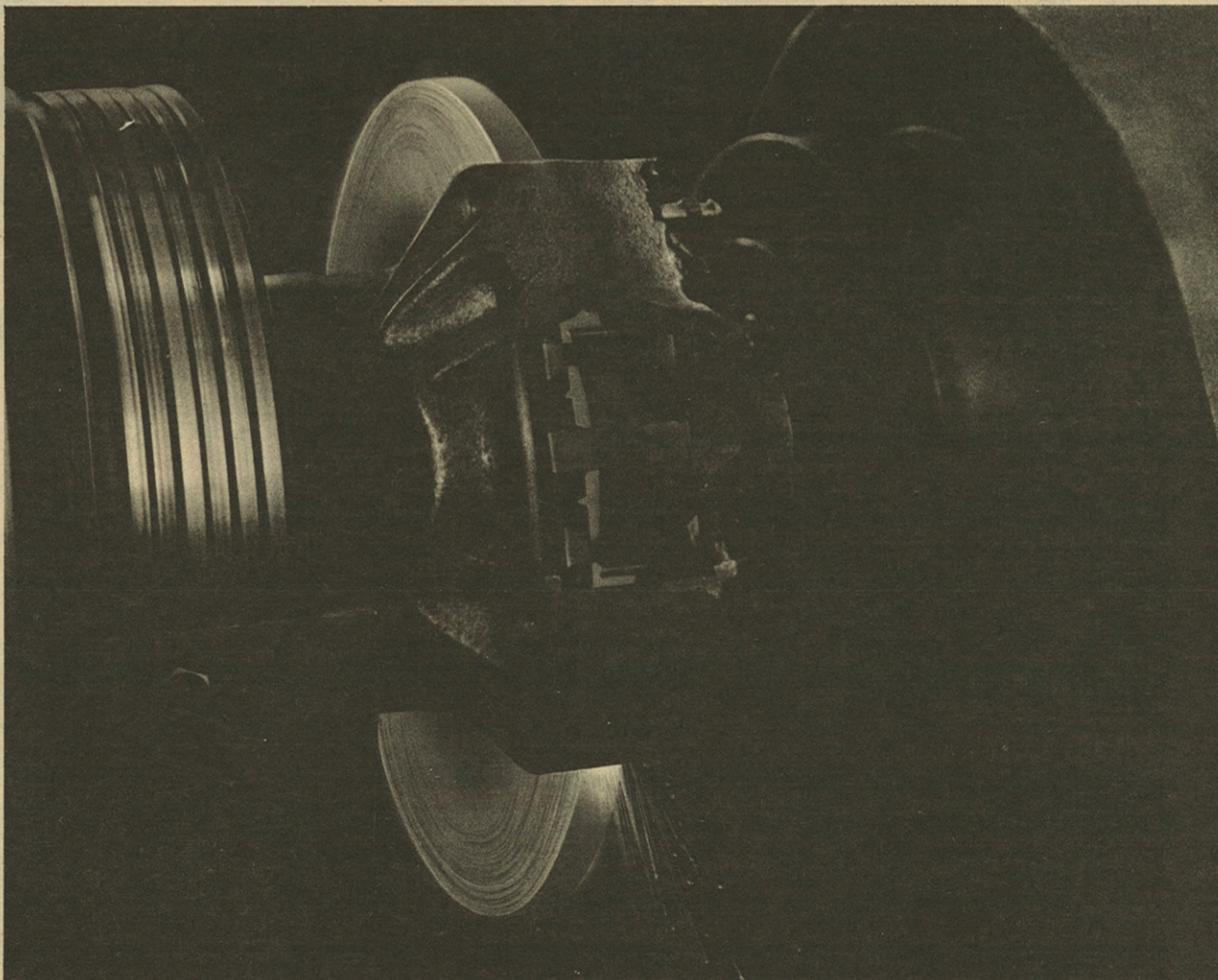
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More on:

# Denny Picks Up \$17,500 At Times GP

(Continued from page 23)

CanAm series to his toll this year (six victories) in 1:40:27.4 at an average speed of 120.284mph, and may well be asking themselves if the Chaparral doesn't run next year, what will we have—more of the same?

Team McLaren hopes so.  
LOS ANGELES TIMES GRAND PRIX CANADIAN-AMERICAN CHALLENGE CUP RACE, RIVERSIDE INTERNATIONAL RACEWAY, RIVERSIDE, CALIF., NOV. 1  
FINISHERS: 1 - Denis Hulme, McLaren M8D-467cid Chev, 61 laps or 201.3 miles in 1:40:27.4 for an average speed of 120.284mph, \$17,500; 2 - Jackie Oliver, TRC Ti22-494 Chev, 61

laps, \$11,350; 3 - Pedro Rodriguez, BRM T154-465 Chev, 59, \$6700; 4 - Chris Amon, March 707-494 Chev, 59, \$5350; 5 - Lothar Motschenbacher, McLaren M8B-494 Chev, 59, \$4050; 6 - Bob Brown, McLaren M6B-494 Chev, 57, \$3500; 7 - Tony Adamowicz, McLaren M12-465 Chev, 57, \$3000; 8 - Dave Causey, Lola T163-427 Chev, 56, \$2500; 9 - Tony Dean, Porsche 908-183 Porsche, 56, \$2000; 10 - Roger McCaig, McLaren M8C-428 Chev, 56, \$1500; 11 - Jay Hills, McLaren M6B-365 Chev, 55, \$1300; 12 - Dick Guldstrand, Lola T70-440 Chev, 55, \$1100; 13 - Peter Gregg, Lola T165-465 Chev, 54, \$1000; 14 - Skeeter McKitterick, Terry T10-365 Chev, 54, \$900; 15 - Monte Shelton, McLaren Mk2B-454 Chev, 53, \$800.

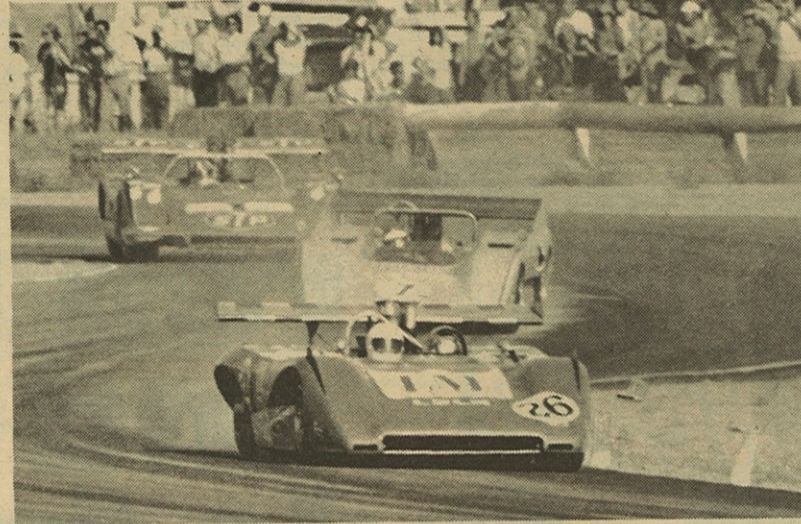
DNF: 16 - Roy Woods, Lola T70-426 Dodge, 43, water leak, \$700; 17 - Bob

Nagel, Lola T70-427 Ford, 23, overheating, \$650; 18 - Lou Sell, Lola T70-427 Ford, 22, mechanical, \$600; 19 - Peter Gethin, McLaren M8D-465 Chev, 21, blown engine, \$550; 20 - Oscar Koveleski, McLaren M8B-427 Chev, 18, engine failure, \$500; 21 - Jim Adams, Ferrari 612-302 Ferrari, 15, accident, \$450; 22 - John Cannon, Ford G7B-429 Ford, 14, accident, \$400; 23 - Dick Smith, McLaren-427 Ford, 13, accident, \$375; 24 - Chuck Parsons, Lola T163-465 Chev, 10, clutch failure, \$320; 25 - Graeme Lawrence, McLaren M12-427 Chev, 10, accident, \$300; 26 - Peter Revson, Lola T220-465 Chev, 8, overheating; 27 - Jerry Rosbach, Lola T70-430 Chev, 7, suspension failure; 28 - Bob Bondurant, Lola T160-494 Chev, 6, clutch failure; 29 - Vic Elford, Chaparral 2J-494 Chev, 5, JLO engine failure, \$250.

## Johnson Wax Parcels Out Points Money

RIVERSIDE, Calif., Nov. 1 - The 1970 Canadian-American Challenge Cup series pie was cut here tonight with Team McLaren taking the biggest slice of the \$200,000 Johnson Wax championship points fund awards. Denis Hulme, 1970 CanAm champion, accepted the \$50,000 winner's share from S.C. Johnson Co. vice president Thomas Martin. Hulme also received the Johnson Wax "floatile" sculptured trophy, awarded annually since the inception of the series in 1966.

The McLaren Team's total points fund payday was increased to



Action in the esses with Peter Revson's Lola T220 leading Peter Gethin in the second Team McLaren M8D and Chris Amons' March 707. Revson and Gethin failed to last the distance, but Amon motored home fourth. (Robin Robin photos)

\$76,000 when third-place Peter Gethin accepted his \$26,000 reward.

Lothar Motschenbacher, who split Team McLaren's assault on the CanAm's top prizes by finishing one point ahead of Gethin in the final standings, accepted a paycheck for \$35,000.

Following Gethin in fourth, Carmel, Ind.'s Dave Causey was presented with his reward of \$21,000 for a consistent list of finishes throughout the series.

Jackie Oliver, returning for the final two CanAm races after the original Ti22 was demolished early in the season, scored three second-place finishes to capture fifth in the standings, worth \$17,000.

Sixth in the points was Road Atlanta winner, Tony Dean, who pocketed \$14,000 for his effort in the lone Porsche entry in the 1970 CanAm.

Team McLaren's earnings were further increased when team manager Teddy Mayer accepted an additional \$12,000 for Dan Gurney's seventh place in the final CanAm standings.

Although unable to score points in the final race of the series here today, Peter Revson finished eighth in the year-end totals and brought the L&M Lola team a reward of \$10,000.

Ninth in the series, Huntington, N.Y., Chevrolet dealer Bob Brown scored a sixth-place finish in the final race today to nip Canadian Roger McCaig for the \$8000 payoff.

McCaig, only one point behind Brown in the standings, received \$7000 of the point fund for his series effort.

In addition to the \$50,000 points fund winnings, Hulme earned a total of \$105,000 in CanAm purse awards, capturing six events in the 10-race series, while placing third in the opener at Mosport Park.

Motschenbacher's purse awards reached \$42,600 with a second, three thirds and a sixth, for total CanAm earnings of \$77,600.

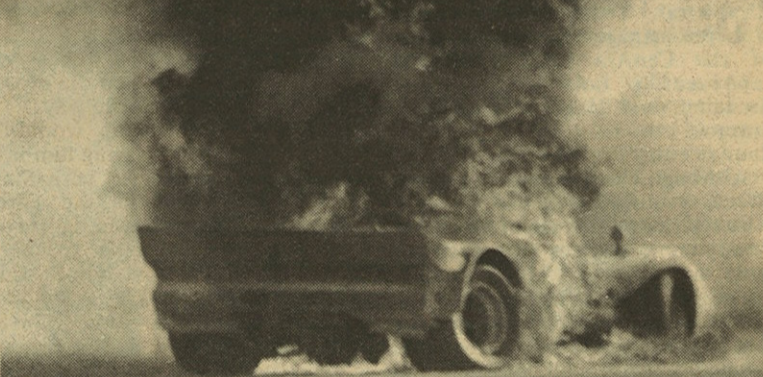
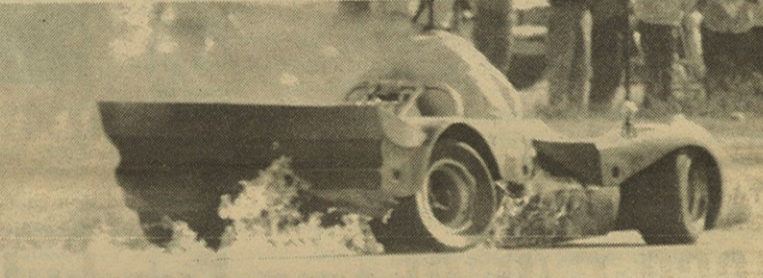
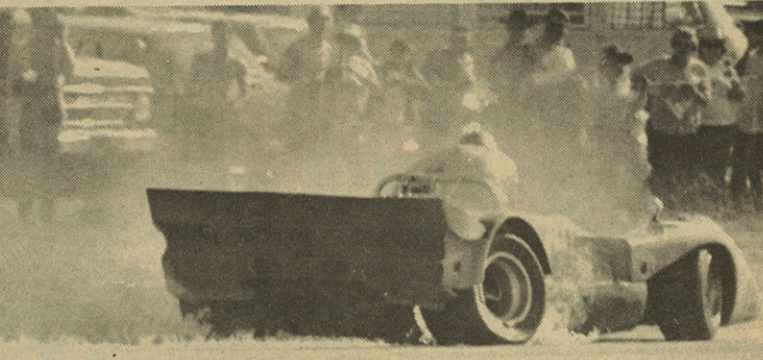
Gethin tallied \$42,900 in purse money for one victory, two seconds, a seventh and ninth-place finish for a total earnings of \$68,900.

Including Gurney's awards of \$43,000, Team McLaren's total 1970 CanAm earnings reached \$266,950.

## Final 1970 Canadian-American Challenge Cup

	Bowmanville, Ont., June 14	Mt. Tremblant, June 28	Watkins Glen, N.Y., July 12	Edmonton, Alta., July 26	Lexington, Ohio, Aug. 23	Elkhart Lake, Wis., Aug. 30	Gainesville, Ga., Sept. 13	Brainerd, Minn., Sept. 27	Monterey, Calif., Oct. 18	Riverside, Calif., Nov. 1	CHAMPIONSHIP TOTAL
1-Denis Hulme, McLaren M8D	12	20	20	20	20	20	20	20	20	20	132
2-L. Motschenbacher, McLaren M8B	15	12	12	12	12	6	6	6	6	6	65
3-Peter Gethin, McLaren M8D	15	15	2	20	4	15	15	15	15	15	56
4-Dave Causey, Lola T163	4	2	8	12	15	3	2	3	3	3	47
5-Jackie Oliver, TRC Ti22	15	15	15	15	15	15	15	15	15	15	45
6-Tony Dean, Porsche 908	10	10	10	10	10	10	10	10	10	10	44
7-Dan Gurney, McLaren M8D	20	20	2	2	2	2	2	2	2	2	42
8-Peter Revson, Lola T220	10	10	10	10	10	10	10	10	10	10	39
9-Bob Brown, McLaren M6B	10	3	10	6	6	6	6	6	6	6	35
10-Roger McCaig, McLaren M8C	8	8	3	6	8	8	8	8	8	8	34
11-Chris Amon, March 707	10	10	10	10	10	10	10	10	10	10	28
12-Gary Wilson, Lola T163	10	10	10	10	10	10	10	10	10	10	27
13-Pedro Rodriguez, Ferrari 512/BRM	10	10	10	10	10	10	10	10	10	10	26
14-Chuck Parsons, Lola T163	3	10	10	10	10	10	10	10	10	10	19
15-Vic Elford, Porsche 917/Chaparral	10	10	10	10	10	10	10	10	10	10	16
Oscar Koveleski, McLaren M8B	6	6	6	6	6	6	6	6	6	6	16
17-Jo Siffert, Porsche 917	15	15	15	15	15	15	15	15	15	15	15
Bob Bondurant, Lola T160	15	15	15	15	15	15	15	15	15	15	15
19-Jim Adams, Ferrari 512	12	12	12	12	12	12	12	12	12	12	14
20-George Eaton, BRM T154	12	12	12	12	12	12	12	12	12	12	12
Richard Attwood, Porsche 917	12	12	12	12	12	12	12	12	12	12	12
Dick Durant, Lola T163	3	3	3	3	3	3	3	3	3	3	12

(Total points were determined on the basis of the best four finishes in the first five races and the best four finishes in the last five races.)



Dick Smith's McLaren burst into flames after being T-boned by John Cannon's Ford G7B. In the two upper photos Smith is climbing out of his burning car. Center, the fire is well under way, and bottom, the fire crew goes into action, not particularly well dressed for the task at hand.

## Chaparral System For Formula 1?

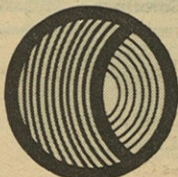
RIVERSIDE, Calif., Oct. 31 - Don Gates, chief engineer for Chaparral Cars, said here today that a ground effects system could be installed on a Formula 1 machine under the existing FIA rules governing that series.

He went on to say that since under the rules the displacement of a separate engine to run the fan system would have to be included in the 3-liter maximum engine size, "It is possible to run the fan system without using a separate engine."

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# Cannon Is Recurring Theme In Continental 'How-To' Book

By Tony Swan  
Special Features Editor

LAFAYETTE, Calif., Nov. 3 — The Continental Championship, edition 1970, was a How-To book in several sections, each of them presenting combinations with winning potential.

Some of the early chapters, for example, would tell you to put your money behind Ron Grable, Lola and Goodyear. Those parts of the book are titled Edmonton, May 24; Laguna Seca, June 14; and Sears Point, June 28. Grable was a factor in the series

at its outset (Riverside, April 19). After a moderately successful Tasman effort in a McLaren M10A-Chevy, Williams Racing purchased the ex-Mark Donohue Lola T190 from Carl Haas' Chicago organization and set its sights on the 1970 Continental title.

The team entered the series sponsorless, figuring a sponsor would materialize if Grable and the car made a respectable showing.

The respectability was there. Grable diced for the lead at Riverside before a crash sidlined the Lola midway through. Then, in the next four races (Edmonton; Kent, June 7; Sears Point; and Dallas, July 5), the lime green Lola sat on the pole.

Grable won Edmonton and Laguna going away. At Sears he was well ahead until he ran out of gas a lap away from victory, thanks to an extra circuit prior to the green flag. At Dallas a spin in the early going relegated Grable to a sixth-place finish.

And so the sun sank on the still sponsorless Williams Racing effort. Although Grable went on to respectable finishes at Elkhart (fifth), St. Jovite (third), Lime Rock (eighth, in a borrowed car), and Mid-Ohio (eighth), the infusion of cash needed to keep the Lola up to date failed to materialize.

## HUTCH AND BRABHAM

Sears Point may have been a particularly bitter episode in the life of Grable and Co., but it was also the opening chapter in the Gus Hutchison-Brabham BT26-Goodyear portion of the 1970 Continental handbook.

Hutchison, a jaunty Texas pharmacist making his first Continental appearance since winning the series in 1967, when it was all Formula B, was the man who buzzed past Grable's outtagas Lola for the Sears Point checkered.

Hutchison qualified the Formula 1 car fourth at Sears Point, moved into a very distant second as retirements slimmed the field, then inherited the victory. Hutch was also fourth fastest qualifier at Dallas two weeks later, and won



another war of attrition.

Spurred by the two successive victories, Hutchison and Champlin Racing decided to discard their 3-liter F/1 machine for the greater power of a Chevy-engined F/A Lola T190, at which point their luck promptly deserted them. Hutchison went on to win the pole at Donnybrooke, but finished no higher than third the rest of the season.

Besides being the brightest of the Hutchison chapters, Dallas was also a hint of the next section of the book. David Hobbs, exponent of the Hobbs-Surtees TS5A-Firestone method of 1969, when that combination won four races late in the year, made his 1970 Continental debut at Dallas, leading briefly before a broken engine made him give way to Hutchison.

Hobbs went on to run fastest lap in his next two outings—Elkhart Lake (July 18), where he was second, and San Jovite (Aug. 1), where he was seventh.

Not content with this, Hobbs went on to win the next two races, Donnybrooke's two-heat affair (Aug. 16) and Lime Rock's one-day quickie (Sept. 7).

## FOLLMER'S LOTUS

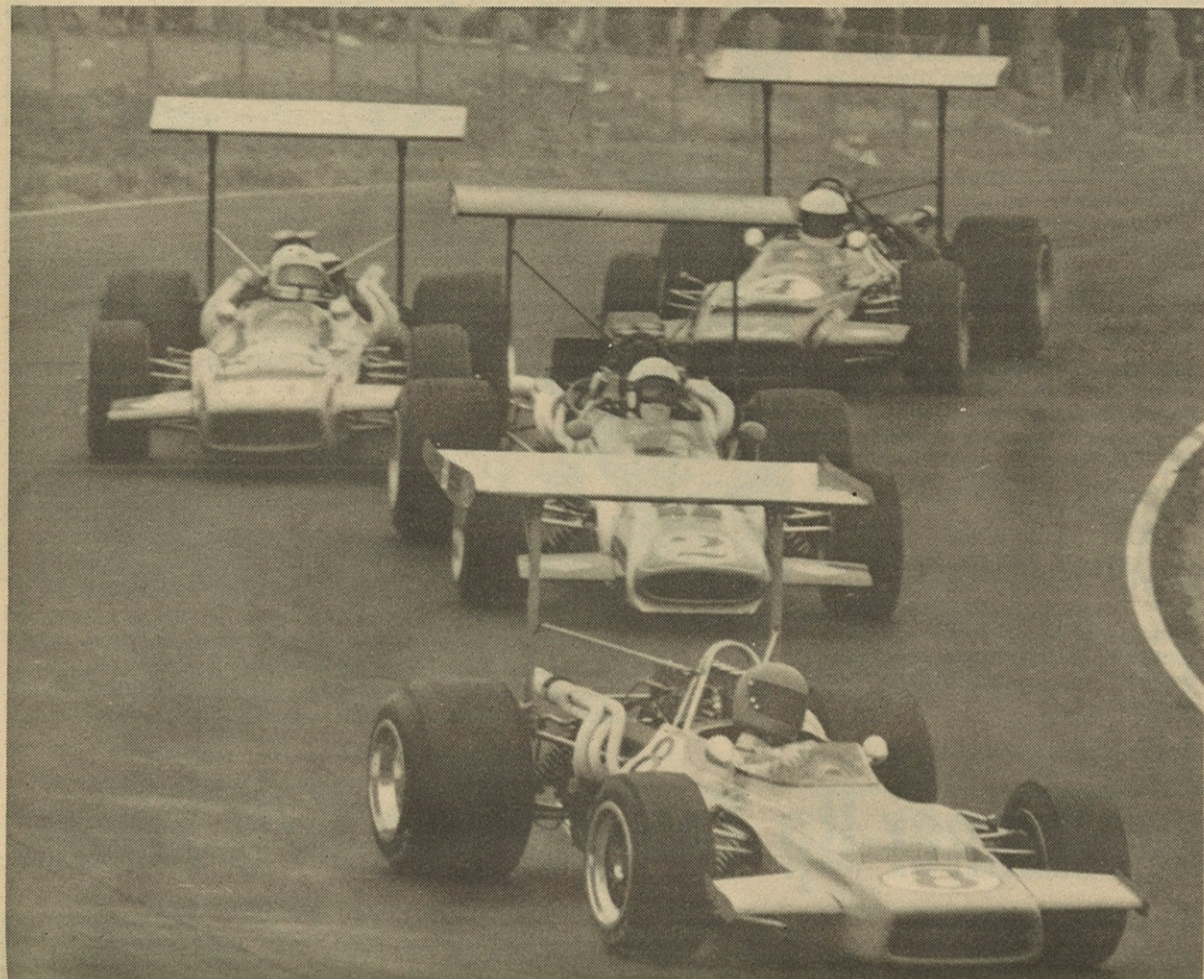
Concurrent with the Hobbs chapters was the emergence of yet another Continental approach, the George Follmer-Lotus 70-Falconer & Dunn Boss 302-Firestone gambit.

Follmer first appeared with the Falconer car at Elkhart Lake, where dry sump problems kept anyone from taking him as seriously as they should have. He finished a distant third.

But in his next outing, St. Jovite, Follmer left nothing to the imagination, winning easily. Falconer & Dunn pronounced its development program complete, and Brian O'Neil Racing picked up the car's sponsorship and driver Follmer along with it.

After placing second behind Hobbs at Lime Rock and seventh in the Sept. 13 downpour at Bowmanville, Ont., Follmer pulled it all together for another runaway at Mid-Ohio, bettering the best

(Continued on page 28)



Eric Haga (8) keeps one eye on the mirrors as John Cannon (2) and Ron Grable (4) move up past Chuck Parsons in the 1970 Continental opener at Riverside. Grable crashed and Cannon went on to win the race and the title. (Bob Mangram photo)

# 1969 F/B Champ Eyerly Is Whole Show In 1970

LAFAYETTE, Calif., Nov. 3 — It's fair to say Mike Eyerly was a power in the 1969 Continental Championship for Formula B and C cars. After all, he was the series winner.

But if Eyerly was a power in 1969, he was the whole show in 1970.

In 1969, the 32-year-old Salem, Ore., driver placed second in his first outing, ran off a string of five straight victories, then had a fourth, another win and another second. He called it a year at that point and didn't figure in the last four events, his 69-point total dwarfing the efforts of runner-up Fred Stevenson, who had 34.

It was, generally speaking, a record with little room for improvement. But Eyerly went ahead and stacked improvements on it anyway, utterly dominating the 1970 series.

Eyerly traded his 1969 series-winning Brabham for a Chevron B17b with a Brian Hart-tuned Ford engine.

It was a good choice. The Chevron carried Eyerly to victory in the April 19 opener at Riverside, some 10 seconds up on Mike Hiss' Brabham, and he just kept on winning—at Edmonton, May 24; at Kent, June 7; at Laguna Seca, June 14; at Sears Point, June 28; and at Dallas, July 5.

By the time the tour reached Elkhart Lake, July 18, the talk no longer turned on possible champions for 1970. People wondered simply whether Eyerly planned to win them all.

That was Eyerly's plan, of course, but Jacques Couture, fifth-place finisher in the 1969 points totals, had other plans. Couture put his Jim Russell Lotus

69B-Ford, one of two in the series, on the pole and led all the way.

Eyerly's Ford engine wouldn't pull over 7800rpm, leaving him in a wheel-knocking struggle with Skip Walther's Chevron in the early going. Despite the power shortage, Eyerly set fastest lap in the race and followed Couture home some five seconds in arrears.

Couture did it to him again at Mt. Tremblant, Aug. 1. In trying to match the pace of the French Canadian, Eyerly stuck his Chevron through a fence for his only DNF of the season.

It was Couture's turn to crash the next time out, Donnybrooke, Aug. 16, Eyerly coming home second with dodgy throttle linkage.

Donnybrooke ended what was, for Eyerly, a bad run of luck as he won at Lime Rock, Sept. 7, and again at Mid-Ohio, Sept. 27, with

Brian Nelson's brand new works Crossle 18F-Ford pulling an ambush in the Sebring finale, Oct. 25.

But Eyerly could afford to be philosophical about the last race of the season. Since only the best 10 of 1970's 13 finishes counted toward the championship, Nelson's upset made Eyerly's record just slightly less perfect—eight victories and two second places.

As if Eyerly's own considerable ability wasn't enough to meet all comers in one of SCCA's most fiercely competitive series, he had help.

Allan Lader, an Oregon motorcycle accessories dealer, teamed with Eyerly in the 1970 campaign, first under Fred Opert's management and later under the Bonphil Racing banner.

Only Eyerly kept Lader from winning the series himself. After

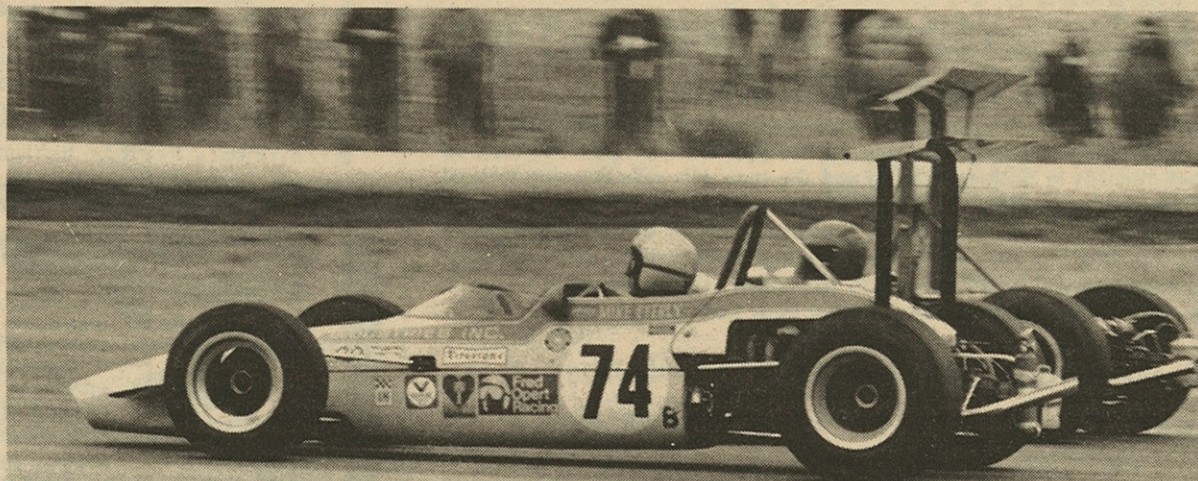
crashing at Riverside, Lader reeled off a string of three straight second-place finishes. He had two thirds and an engine breakdown in his next three outings, then came in second again at Mt. Tremblant.

Then it was Donnybrooke, Lader struggling with Eyerly for half the race before finally breaking Eyerly's draft and running away from his teammate.

Perhaps an even more memorable driving effort for Lader was his performance in the rain at Mosport, Sept. 27. As front row starters Eyerly and Couture gambled on dry tires, Lader showed up properly shod with wets and won handily. Eyerly ended in fifth place, Couture in 14th.

Prior to Mosport Lader had recorded a second-place finish at Lime Rock. He wound up second at Mid-Ohio and third at Sebring.

(Continued on page 26)



Mike Eyerly and Chevron B17b-Ford made the unbeatable combination in the F/B and C Continental series. Eyerly had six straight wins at the start of the season and wound up with eight total. (Autoweek photo)

## L & M Continental Championship Points Fund

John Cannon	\$10,000
Gus Hutchison	7200
David Hobbs	5600
Eppie Wietzes	4000
Ron Grable	3200
George Follmer	2800
John Gunn	2400
Mark Donohue	2000
Dick Smothers	1600
Bill Brack	1200

## Special F/B Awards

Mike Eyerly	\$500
Allan Lader	300
Jacques Couture	200

# 1970 Continental Championship: New Dimension In L&M Marketing Strategy

NEW YORK, Nov. 2 — Cigarette firms, like L&M, have enjoyed a fruitful association with the sports world through the years.

Late last year, L&M cigarettes decided to review its past associations with the sporting world, and at the same time, institute a search for something different, something new, something that would position the brand with a sport of the '70s.

A number of sports were researched by L&M marketing executives before it was decided to test the potential of auto racing in general and road racing in particular.

Road racing provided L&M with an almost perfect marketing profile to work against. Research showed that the bulk of road racing audiences are between the ages of 18 and 40; they are primarily college graduates; and are above the median income range.

While the sport is male-dominated, it attracts an almost equal number of men and women as spectators, which is of prime importance to a product like L&M cigarettes.

Road racing is still in its infancy in this country, and, according to L&M research findings, is definitely in the best growth position of all auto racing.

## SEBRING ONE-SHOT

Last year L&M decided to sponsor the finale of the 1969 SCCA Continental Championship series at Sebring, Fla., as strictly a one-shot test to find out a little more about the four-wheeled sport. What the company found out it liked immediately. In fact, the excitement and charisma generated at Sebring confirmed what the marketing and research reports indicated on paper.

Of course, once L&M's involvement became a matter of record, many people had ideas on how to go racing. L&M officials listened, asked questions and did some more homework. When the time came to make a decision L&M cast its entire motor racing budget

into two of the SCCA's series—the Continental Championship as the major series sponsor, and the CanAm with the L&M Lola.

"SCCA, as the major sanctioning body of road racing, provided us with the best opportunities that met the needs of the L&M brand within a specific budget," says Cope Robinson, the company's director of advertising services and head of the motor racing program.

"The Formula A circuit is the newest of the road racing series, and we felt it offered us the greatest growth potential and promotability in conjunction with our own sales activities," Robinson continues.

"In the Continental, we had two distinct programs: one called the L&M Winner's Circle, which applied direct cash support to the guaranteed purses and promotional funds to help build local attendance; and second, the \$40,000 L&M Championship trophy fund, which provided us with a vehicle that spanned all 13 races.

"The L&M Winner's Circle concept has helped us build a solid

relationship not only with the drivers but with the individual promoters. It has also provided us with a strong local vehicle for our sales department to work against. Our salesmen have used road racing as an effective selling tool and conversation piece throughout the year.

"We didn't stop with just the sponsorship of the series. We developed special display material that tied L&M cigarettes to the racing picture. We've also become a main source of news to the press on the F/A series. We are quite pleased with the exposure L&M continues to receive from the press," said Robinson, "and we are extremely happy knowing that F/A racing is beginning to take its rightful place on the sports pages of daily newspapers and on television and radio sports shows.

"Much of 1970 was devoted to the continual learning process, and to the development of close relationships with the drivers, promoters, the press and of course, the all-important race-going public. On all four counts, we've been successful."

## More on:

# Lader Strong Runner-Up To Eyerly In F/B Series



ALLAN LADER  
... there but for fortune

(Continued from page 25)

Although Eyerly, Lader and Couture were usually the men to beat in each Continental outing, competition was heavy in numbers and high in quality, despite the small payoff for non-winners—of the \$77,000 total prize money, Eyerly (\$15,500), Lader (\$10,800) and Couture (\$4750) accounted for \$31,050.

Nick Crow wound up fourth in the standings, finishing all but one race, seven times in the top six. Matt Spitzley ended to graduate first to the Tasman Series and then to F/A and USAC's road.

Sandy Shepard was sixth in the standings, despite having his season

end prematurely thanks to a collarbone fracture in a Donnybrooke shunt with Couture. Shepard had one second-place finish and was in the top six in four of his five finishes.

Mike Hiss grabbed two second-place finishes. They were also his only finishes as the pressure of his role in the Charlie Hayes organization limited him to three appearances in the early season and he ended up ninth in the standings.

Crow, Spitzley, Shepard and Hiss all campaigned the Brabham BT29.

The next Chevron in the standings, seventh place, wore the Bonphil colors, Doug Brenner at the helm. Brenner had much more bad luck than his teammates, with problems of one sort or another giving him five DNFs and a 23rd in 10 starts. But when he had things sorted, he was a contender, finishing in the top six in the other four races.

The series produced a veritable host of entries, 131 different drivers participating at some point with a turn-away throng of 60 cars vying for 35 grid positions at Riverside.

Of the 131, 70 were one-shots. Only three drivers—Eyerly, Lader, and Crow—started every one of the 13 races. Two others—Evan Noyes (Brabham BT29-Ford), and Spitzley—showed up for 12 starts, and two more—Skip Adrian, Winkelmann-Ford, and Graham Baker, Brabham BT29-Ford—made it to 11.

Although Chevron bolted



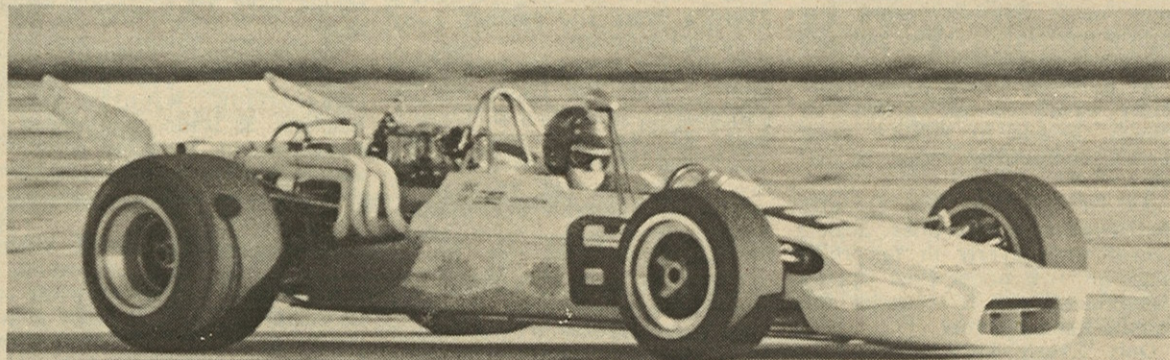
MIKE EYERLY  
... how sweet it was

together the winning car, it was a profitable year for the Brabham organization. Of the 131 entries, 57 were aboard Brabhams of one vintage or another, the majority of them the 1970 BT29 model.

And next year? It's anybody's guess. With Eyerly planning to graduate first to the Tasman and then to F/A and USAC's road racing series in a brand new Bonphil Surtees TS8, there will definitely be a new champion.

Lader has to figure as one of the favorites, with Bonphil set to back him in a new Brabham. But other names will be back again, including Nelson, the Crossle-mounted Irishman.

One thing is certain. There won't be any laughers.



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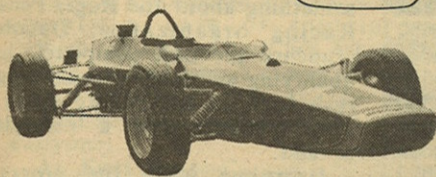
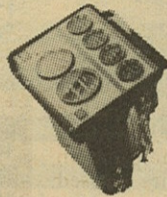
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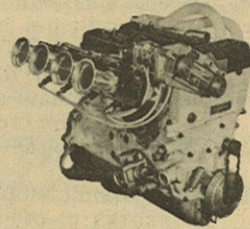
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Go-Power Dyno With the Go-Power Dynamometer to compliment our other equipment, we can find those extra pounds of torque that can make the difference. Using the exclusively patented "Hayes Dyno Adaptor", we can even test your engine under load while still in your car for as little as \$50.



The 1971 Lola line has filled out to seven winning models, including the new Formula B and Super Vee. We will also be offering Formula A, Formula Ford, Group 7, USAC Championship, and B/SR models. If this isn't tempting enough, we will now accept a 25% down payment with terms on all cars. California drivers, you could be on the grid next month in a F/F for as little as \$1250 down. Call us for details.

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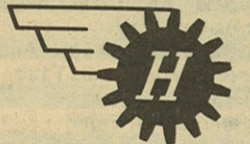
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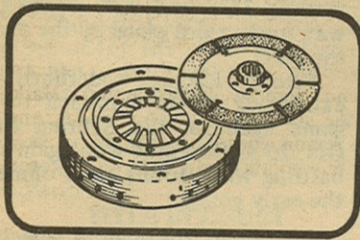
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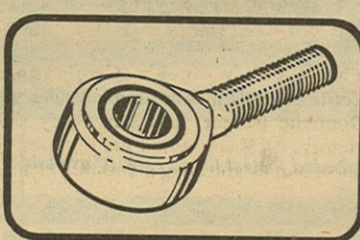


### CARS

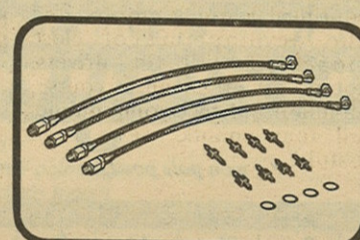
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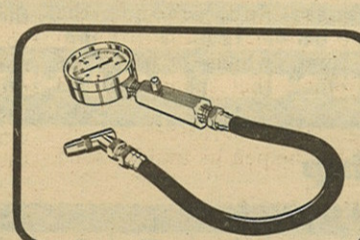
Borg and Beck Clutches. Triple plate (5 or 7 liter) \$395; twin plate (FB or 2 liter) \$235; single plate (FC or 1.5 liter) \$170; disc, single, or twin (splined) \$45.



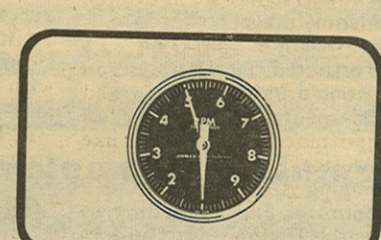
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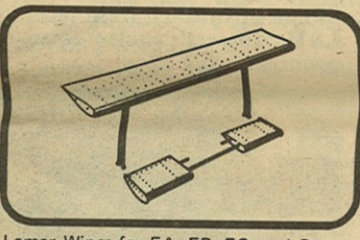
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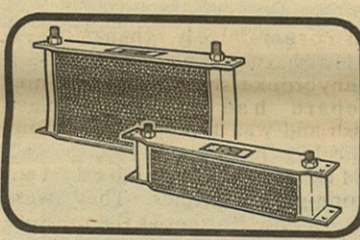
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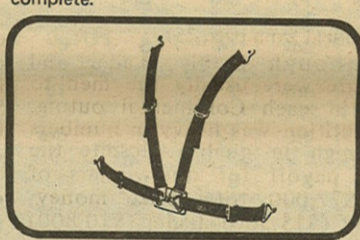
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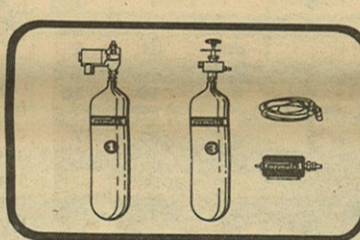
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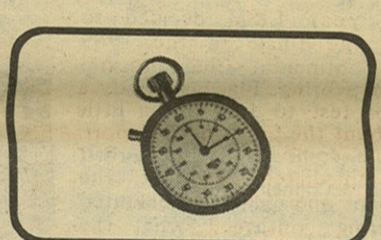
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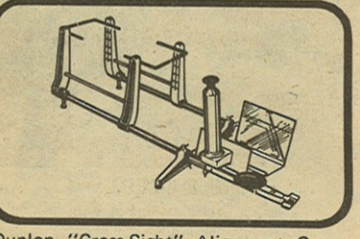
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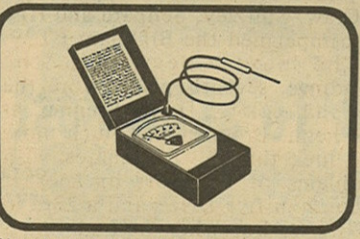
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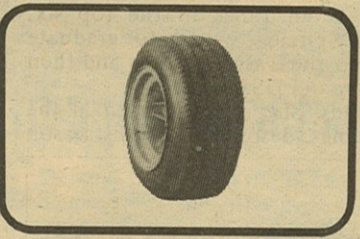
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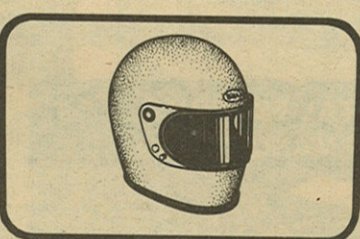
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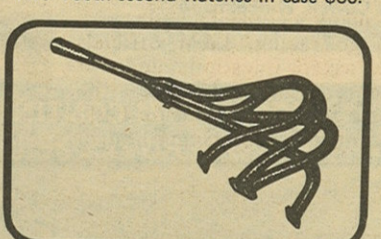
New inexpensive tire pyrometer lets you set up chassis from tire temps for maximum cornering power \$138.



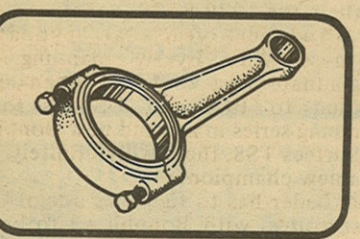
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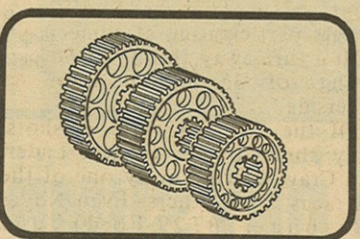
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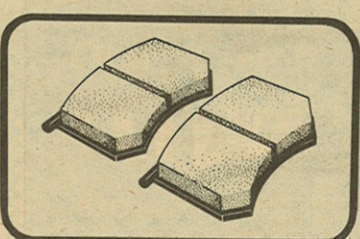
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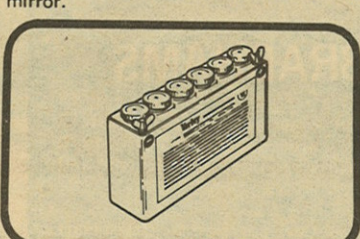
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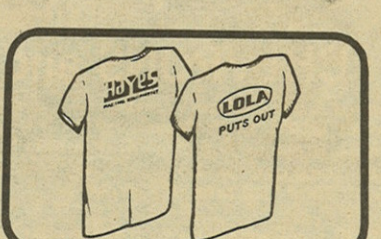
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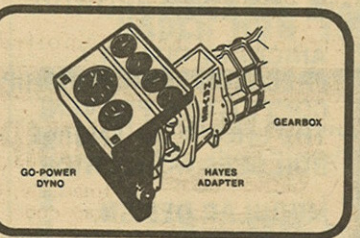
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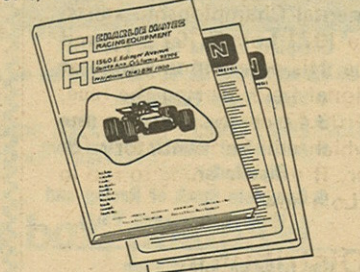
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# Follmer Dominate Late Season Continental Races

The recurring theme in this season's Continental story is John Cannon-McLaren M10B-Goodyear. Cannon ran away with the Riverside opener, sat out the Edmonton race while Chuck Parsons piloted the Hogan-Starr car to a problem-plagued 15th, then won again at Kent and later at Elkhart.

With second place finishes at St. Jovite, Donnybrooke and Mid-Ohio he secured the championship.

Cannon's car was brand new at the outset of the season, Al Bartz handling preparations of its Chevrolet engines.

The car was backed in part by Malcolm Starr, Cannon's 1969 sponsor, a veteran of SCCA racing himself; and in part by Carl Hogan Motor Leasing in St. Louis.

Cannon's Riverside opener was simply a case of superior preparation making itself felt. When Grable crashed about one-third of the way along, Cannon found himself all alone well in advance of everyone.

At Kent Cannon's competition was Grable's No. 4 Lola once again, the Cupertino driver winning pole position for the start. But Cannon got the jump into the first turn, fended off Grable's rushes for 19 laps, then sailed home all alone once again when Grable pitted for several laps to dig a stone out of his radiator.

## TITLE IN DOUBT

With a fourth place at Laguna, a DNF at Sears Point and a 12th place at Dallas, Cannon's championship potential appeared in doubt going into Road America July 18. He needed a victory badly. And that's what he got.

Cannon won the pole, trailed front row companion Hobbs for several laps until the Goodyear-shod McLaren got its tires properly warmed up, then rushed past Hobbs to lead the rest of the way, even though Hobbs got very close at the end thanks to a spectacular piece of late braking.

Besides his ability as a driver, Cannon had two big pluses going for him this season: the first rate financing and organization of Hogan/Starr and Bartz engines.

As Hobbs put it at Elkhart: "He just motored right by me. There wasn't a thing I could do about it."

And as Starr assessed his team: "It takes three things to win a racing series—money, driving talent and hard work. We think we've got all three.

Several of 1970's Continental entries were missing one or the other of Starr's essential ingredients.

It was money in the case of the twin Echlin Ignition Lotus 70-Chevys of George Wintersteen and Dick Smothers, one of the season's bigger disappointments. Considerably underfinanced for a two-car team, the best the cars managed was a second (Wintersteen at Laguna) and two thirds (Wintersteen at Edmonton and Smothers at Laguna).

John Gunn was another who was short of cash, but still managed a remarkable record in his Crane Cams Surtees TS5A-Chevy. Gunn ran the first 10 races without a DNF, a record which included second-place finishes at Sears Point and Dallas, and wound up seventh in the points totals.

Eppie Wietzes, the Canadian F/A champion, was the best of the Continental newcomers, winding up fourth in the final standings after a nine-race campaign which included second-place finishes at Edmonton and Mosport.

Wietzes' car was a McLaren M10B with a Canadian-built Chevy engine that was competitive with all the Bartz and Traco preparations on the circuit.

With one big exception, innovations didn't play much part in the 1970 Continental. There was a lot of excitement about the 180-degree or "flat crank" Bartz Chevys, but not much in the way of results. Cannon, Smothers and Wintersteen all tried the 180 at one time or another in competition, its best showing occurring at Laguna when Cannon won the pole and finished fourth.

"We're trying to steer people away from them next year," said Bartz. "We feel the difference in power is significant and the engine is actually smoother than the 90-degree between 7000 and 8000rpm.

"But there have been chassis problems with the engine—a lot of vibration, rivets coming loose and so on. Formula A hasn't been that much of a banzai series, so we're

going to concentrate on the 90-degree engine."

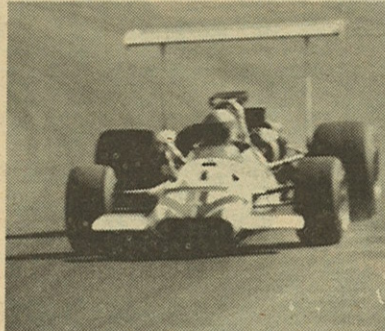
The big innovative exception in the 1970 campaign was the introduction of Ford's Boss 302 engine into the fray. Falconer & Dunn whopped a 302 into race

trim and won with it their second time out.

Falconer and Dunn will be building more engines next year, and Bartz also has one in the works.

Next year seems to be another step up for the Continental, which has been coming slowly but surely since its inception as a 5-liter driver's championship series in 1968.

Lotus has committed itself to the series for 1971, Penske Racing is certainly ready to go (the low-winged Sebring-winning Lola T192 was essentially a 1971 car with its 10-inch longer wheelbase), Carl Hogan and John Cannon feel a commitment to the campaign and most of the other 1970 competitors feel it is one of the few series in which a relatively low budget team can be competitive with the works squadrons.



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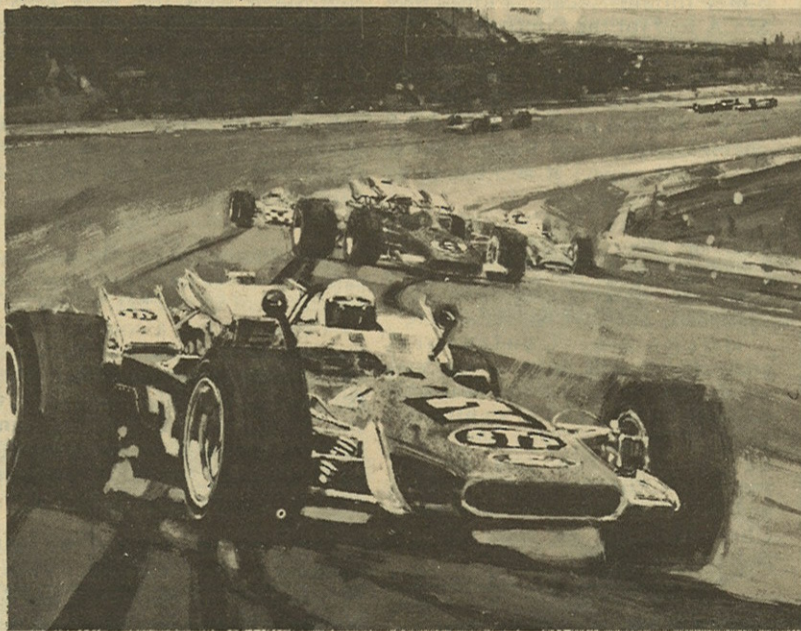
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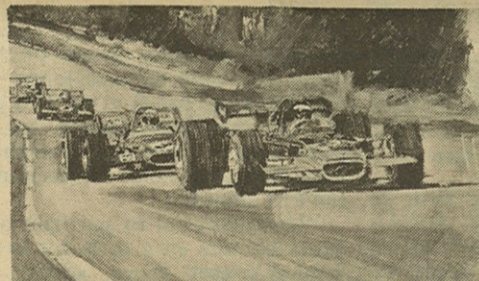


The most successful combination in USAC history. Mario Andretti pilots the STP Brawner-Hawk Championship car at Indianapolis.

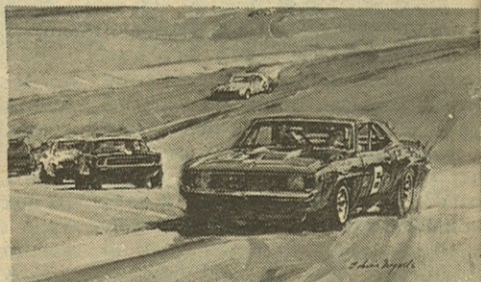
The immortal Ford GT40 at speed through the Sebring esses in a colorful sunset painting.



The Formula 1 Lotus dices with newcomer Matra in the hard fought United States Grand Prix.



Mark Donohue in the Sunoco Camaro pulls away from Parnelli Jones' Mustang in the deciding battle of the TransAm series.



David Pearson's dreaded blue and gold No. 17 leads the pack out of Daytona's high bank in a classic NASCAR Grand National duel.



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## But It's Still SCCA's 'Problem Child'

# Continental Improved Series In 1970

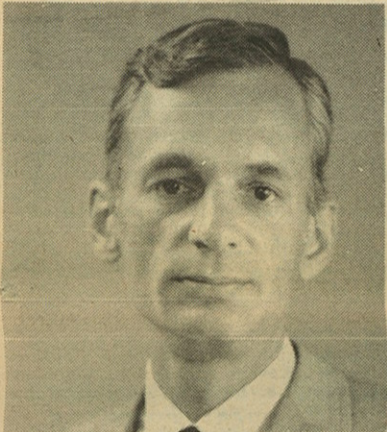
WESTPORT, Conn., Nov. 3 — Prize money was up, fields were bigger, and the quality of competition was better, but the Continental Championship continued to be Sports Car Club of America's problem child in 1970.

Despite the improvements, the three-year-old series was still a distant third at the gate behind SCCA's other professional series, the TransAm and CanAm.

And so, with attendance off 9000 from last year at 11,692 per race, according to SCCA figures, the club is studying methods of improving the appeal of its product.

One of the most obvious routes to an improved series, in terms of attracting quality competition and media attention, is bigger purses. Continental purses this year were \$25,000, \$20,000 the responsibility of the promoter, \$5000 coming from L&M, the series' sponsor (F/A's total share was \$19,000 per race).

The total F/A payoff for the season was \$252,200, \$61,600 of that going to the series' top three finishers, John Cannon (\$25,600), Gus Hutchison (\$18,050) and David Hobbs (\$18,550).

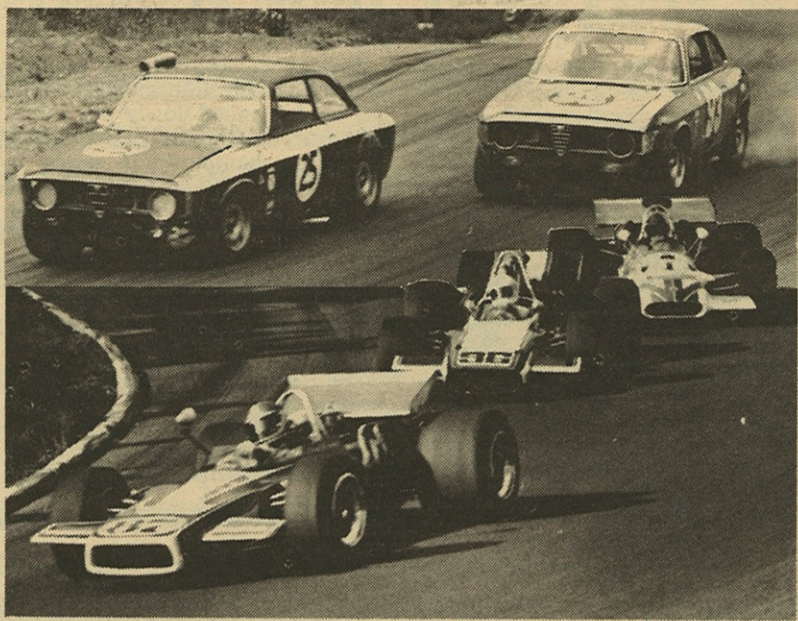


**JIM KASER**  
... growth potential's there

"We haven't anything firm in that area yet," said SCCA's outgoing director of professional racing, Jim Kaser, "but we definitely want to upgrade the purses for next season. We're working on various ways of doing it and although we can't say how much at this point, I think it's fair to say you can definitely look for an increase of some sort next year."

Kaser added there isn't likely to be an increase in F/B purses, \$6000 per race this year, where competition is so plentiful (the smallest fields were 21 cars at Edmonton, May 24, and Sebring, Oct. 25).

So much for the obvious. But the



F/A cars, such as Mike Brockman's Lola T190-Chevy (87), Crockey Peterson's Lola T190 (96) and David Hobbs' Surtees T55A may find themselves with a new companion series next summer in the under-2-liter sedans, like the Alfas of Bert Everett (25) and Lee Midgley. (Hal Crocker photos)

club is considering other gambits—television, for example. "It's a possibility," said Kaser. "Again, there's nothing set, but we've had a couple of feelers."

The club also feels a sportier title wouldn't hurt one or the other of the categories.

"We're considering a name change," said Kaser. "Having both the A and B cars running under the same banner hasn't distinguished them enough. So we're thinking about new names for one of the series, and the other will still be called the Continental."

It may be that Kaser and SCCA have more than one way of giving the F/B cars some glamor of their own. The club is considering the possibility of running the F/B cars as the companion series to the over-2-liter TransAm campaign, with the under-2-liter sedans joining the F/A shows.

"It would tend to spotlight both kinds of cars in a little bit better fashion," said Kaser, adding the club will sample participant reaction to this plan in the near future.

As is the case with its other professional series, SCCA is planning to tighten its Continental schedule for next season.

"We're thinking of cutting back from 13 (this year's total) to about 10 next year," said Kaser. "We just want to do a certain amount of weeding out."

How about the doubleheaders—TransAm and Continental races at the same track on one weekend?

"We ran two of them this year (Elkhart Lake and Mt. Tremblant)," said Kaser, "and they were both very successful. Both tracks were very pleased with the results. It's hard to make a determination which half of such a show contributes more success of the whole."

"But I don't know if we'll be able to schedule more than two this year. It's very difficult to work out."

An even more difficult thing to work out will be the incorporation of the U.S. F/A championship into the great scheme of international 5-liter formula racing, a long-range SCCA goal for the Continental.

"We've thought about a post-season series of races for the best from both the Continental and the European F/5000 championship," said Kaser. "But as you might expect it still has to be considered nebulous."

"And you can't forget the Tasman group, or South Africa. Ideally, we'd like to come in with a sort of world championship approach—but that will take time."

Meantime, Continental competitors will have a minimal number of rule changes to deal with before the 1971 campaign opens. Formula 1-type wings will be required, F/B cars will be required to install safety fuel tanks and the Holden engine—Australia's Chevrolet—will be legal in the series.

"We have pretty good demand for dates next year," said Kaser. "We're not overrun, but there are more requests than we have dates to grant. So we look forward to another improved season."

"This series is still in its youngest growth stage. Having L&M involved has been a big help, and things look very good in that area for next year."

"We think the racing is good and the growth potential is there."

## Behind The Wheel

### Fun, Money, Gray Hair, But Let's Do It Again



By Ron Grable

The businessman sitting next to me on the plane asked, "What do you do for a living, son?"

Says I, "I'm a professional race car driver."

Says he, "That must be a very lucrative business. I read where the purses for those races are \$20,000. If you win a couple of those you will be earning good money for the year. How much do the cars cost—a couple thousand? How much?...hmmmm. How much are your expenses for the year? Is that right? How many races are there each year? That's strange, it seems you can't earn as much as it will cost you. Why do you do it?"

Stupid businessmen, what do they know anyway.

The 1970 Continental series ground to a close at Sebring on Oct. 25 with Mark Donohue winning the last race followed by David Hobbs and the rest of the people who have struggled through the season.

The win for Mark was his second and was indicative of the way the season went. The only person able to win more than two races was John Cannon and he won the series. Lots of people won two races: Hobbs, George Follmer, Gus Hutchison and I. If you're interested in percentages, Mark has to be the most successful on a basis of number of races entered with two for three for 67 percent. Follmer's 33 percent is next, Hobbs had 25 percent, Cannon 23 percent, I had 17 percent and Hutch had 15 percent. This, of course, counts only the wins, but as someone once said, "Coming in second is like kissing your sister; who needs it?"

### DO EARNINGS MEET EXPENSES?

The most interesting statistic (to my mind) would be the ratio of money earned to expenses for the same group. In other words, is it possible to even come close to earning your expenses in the series? I seriously doubt it and would certainly like to see some answers to this question from some of the people who were serious competitors this year.

I'm particularly interested because of the way these same costs affected our team. We were in financial trouble early in the season but somehow managed to keep going to the races until we were just overcome by the amount of money necessary to campaign the series. We finally had to pack it in and stay home for the last race, standing third in points at the time. Very discouraging!

The reasons behind the high costs are well known by all the competitors and I won't elaborate on them here. But I will stick my neck out and suggest some possible alternatives to the way it is now and see if anyone agrees with me.

The two major areas of cost are the race car itself and traveling expenses. Let's start with the car and limit it to carburetion instead of the costly and complex fuel injection systems. The next suggestion will probably get me stoned (you know—rocks thrown at me) at the annual car constructors convention but I think some method should be devised to prevent this "car of the month" thing. At the Mosport race we were confronted with the 1971 Lola T192. We were just getting the T190 organized and here was a car which outdates the one we had, and a lot of others too. How about making these races claiming races? Just think about it awhile before you decide I have lost control.

The other high cost area, traveling expenses, can perhaps be relieved somewhat by better scheduling of the race dates. If possible it certainly would be an advantage to the racers if the series could move across the country in a geographic progression. Eliminating all the doubling back would help reduce the expense.

### A LOOK AT THE GOOD SIDE

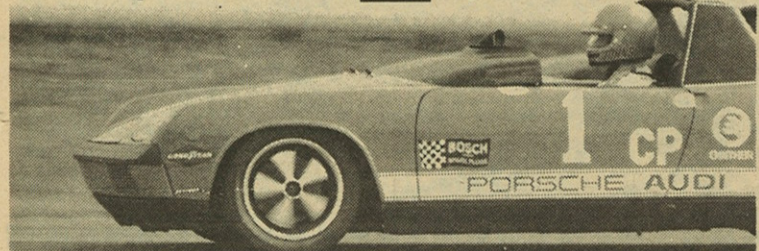
Enough already for the down side of the series, let's look at the good side. We raced all year long (around 1300 miles of racing) without a fatality, and to the best of my knowledge not even a serious injury in the F/A cars. We had a couple of serious crashes with cars destroyed, but no one was hurt badly and that's the most important thing as far as I'm concerned. I can remember when this series was first started people (supposed knowledgeable types) were saying things like "F/A will be like the chariot races in Ben Hur" and "we can't possibly let ex-club racers drive in cars like that" and so on. Obviously, they weren't as knowledgeable as they thought and a very good series developed. The cost is less than any other SCCA professional series, and the competition is fierce.

This year also marked the first year a major corporation has become involved in the Continental series. L&M cigarettes sponsored the series to the tune of an additional \$5000 each race and a points fund for the series. As far as I am able to determine L&M is happy with the results and will return for the 1971 season, which is very significant and will help the series.

When a company like L&M has a stake in a series such as this they employ professional promotional methods which in turn helps everyone involved. L&M deserves a great deal of credit for jumping into a series which is given less attention than some of the others in this country. They spent their money and got involved and all the Continental series racers owe them a thank you.

Anyway, it was fun, cost a lot of money, added a few gray hairs, took us to a lot of new places and if possible I sure would like to do it again next year.

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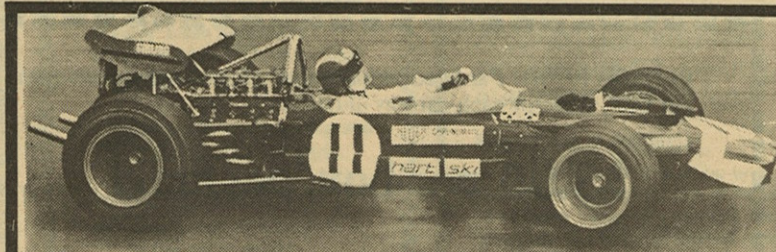
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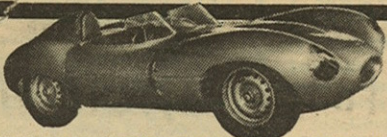
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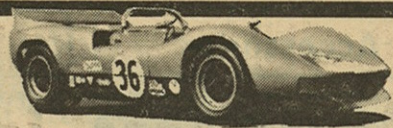
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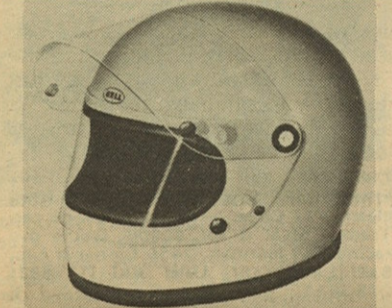
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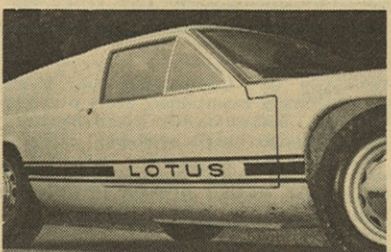


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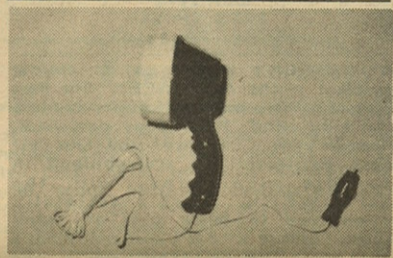
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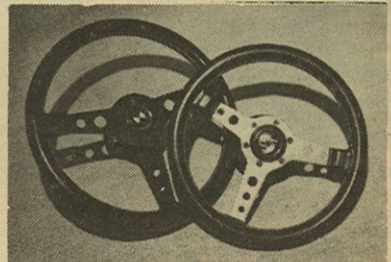
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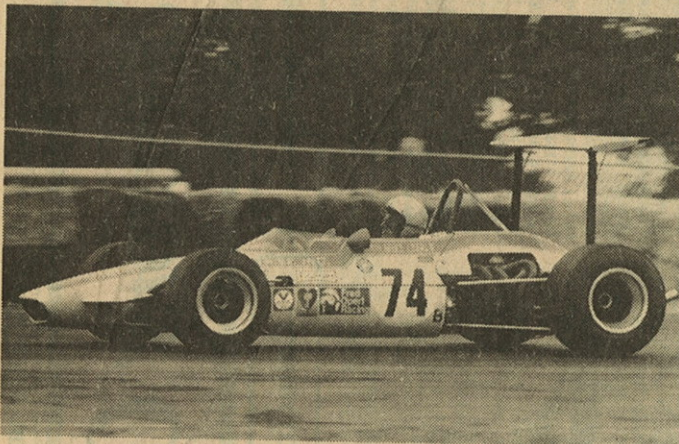
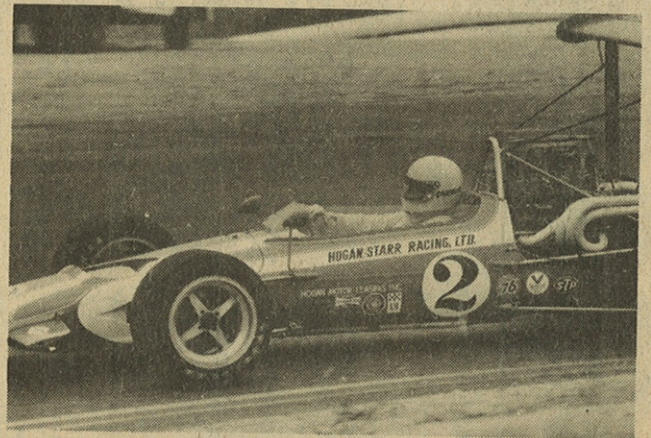




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