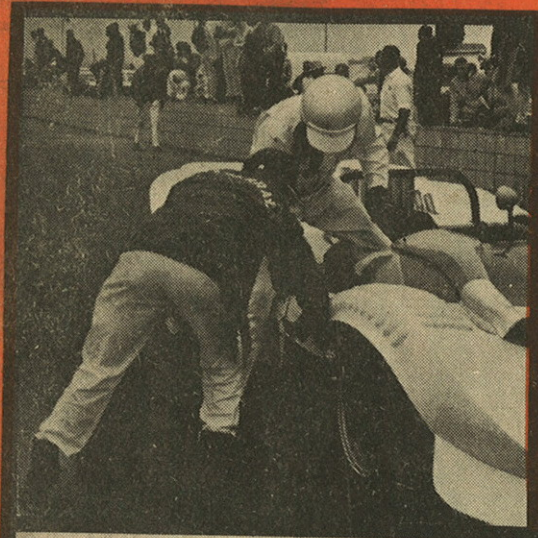
COMPETITION PRESS &
# AUTOWEEK
DECEMBER 11, 1965 25 CENTS



## Hall Runs Out of Gas, Hap Sharp Takes Vegas

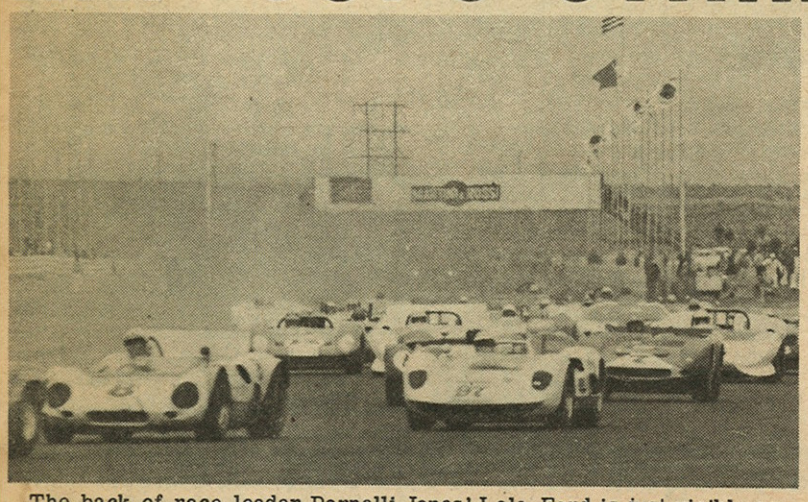
## Big Field Eyes SCCA Runoffs at Daytona



## South Africa Race Series Opens

JAN HIBBERT
895 SINGING WOOD DR.
ARCADIA, CALIF.

# HAP COPS STARDUST, TAKES CP&A TITLE



The back of race leader Parnelli Jones' Lola-Ford is just visible as Jerry Grant, Lotus-Chevy no. 8, and Charlie Hayes, McLaren-Elva Chevy, go through turn one at the start of the Stardust GP Nov. 14. (Bob Franks photo)

By Cam Warren
Area Editor

LAS VEGAS, Nev., Nov. 14 — For a while, it looked like a tie shaping up for the Autoweek Championship, and then on lap 63 of the First Annual Stardust Grand Prix, Jim Hall coasted into the pits out of gas, and a surprised Hap Sharp became the winner of the race and the series.

The Chaparral driver had averaged 106.96mph for the 65-lap, 195-mi event, and collected $9,000 in prize money for the hour-and-fifty-minute tour.

The speed was the fastest ever recorded for a major sports car race in this country.

Teammate Hall had grabbed the lead on the 10th lap, and the men from Midland circulated in one-two formation around the 10-turn, 3-mi track like two white ducks in a shooting gallery. Trouble was, however, nobody could get close enough to draw a bead on them, not even Walt Hansgen in the ex-Jackie Stewart Lola. Then came Jim's unscheduled pit-stop and its attendant consternation, and Sharp gained nine more points for a hands-down win of the Autoweek pro-series crown.

Hall became runner up, and placed third officially in the race here.

LOOKED TOUGH

Although this was Sharp's second straight win, and the Chaparral team has been going strong all season, it didn't look all that easy at green flag time. Jim was on the pole on the three-two grid, but right beside him were Parnelli Jones in the finely-tuned Zerex spl. Lola, and Jerry Grant in the Harris Lotus-Chev. Charlie Hayes was right behind him, and Sharp to Hayes' right. Mike Goth, Chuck Parsons, and Ronkie Bucknum shared the third row, and every member of this whole heavyfooted crowd figured to be first into turn one.

Parnelli had the quickest reflexes, or anticipated correctly, and was first off the line. Grant was taken by surprise, but out-accelerated everything but the Lola into the first corner, a right hand bend. Hayes was right on his tail, driving the Nickey McLaren like he was late for lunch, then Chuck Parsons' Genie, and Augie Pabst in the Scarab, all the way up from row five on the grid. Then Jim and Hap in the two Chaparrals, both incidentally the older model.

Due to threatening weather (which kept the crowd down to around 13,000 paid), several of the drivers had fitted rain tires before the race, including Parsons, Peter Revson, Dick Macon, Jerry Titus and Scooter Patrick. Had the storm that fell that night arrived sooner, there might have been a noticeable change in the final results, since all of the front runners had gambled on dry conditions.

On lap two, the order was Jones, Grant, Hayes, Hall, Sharp, Pabst, Mike Goth, and Walt Hansgen, who had started in 21st position. Then came Ronnie Bucknum, also Lola mounted, Dave Ridenour and John Cannon, both in Genies. Parsons was running about 12th in his Genie, would later get up as far as fifth, only to drop way back due to fuel feed problems.

Then Jones pitted on lap six with troubles in the shift linkage. Grant shot happily into the lead, only to coast by one lap later with great gnashing noises in the rear axle. Then it was Charlie Hayes' turn to lead, but his moment of glory was equally brief, for Jim Hall squirmed past in turn two on lap nine, and Hap Sharp followed suit shortly thereafter. On lap 11, Hall even turned a record 110.20mph.

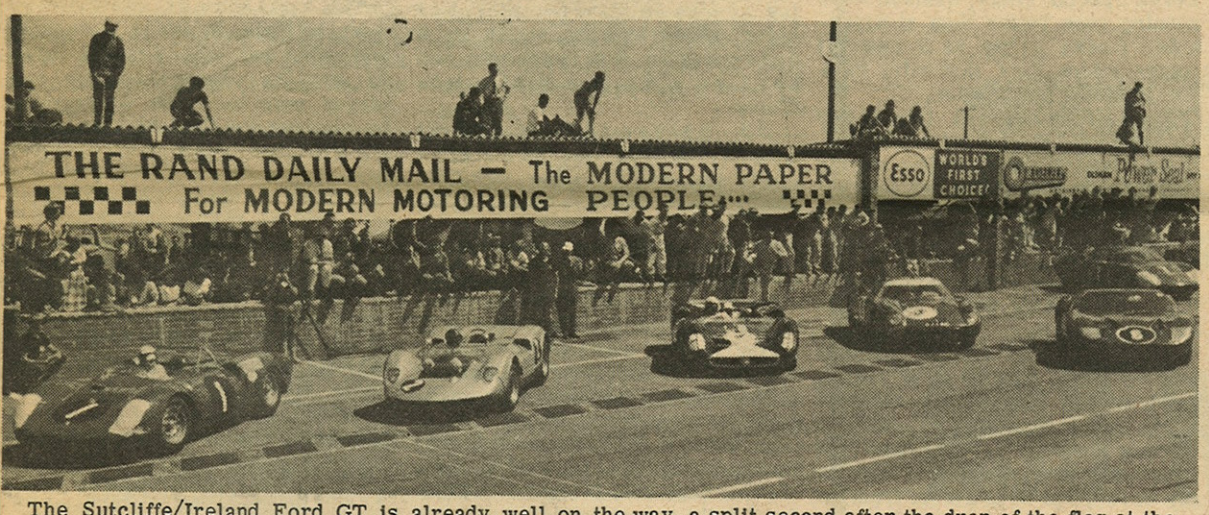
For the next 30 or so revolutions

(Continued on page 2)

COMPETITION PRESS & AUTOWEEK

Vol. 15, No. 48 — Entered as second class mail at San Francisco, Calif. — Dec. 11, 1965

# Pitwork Fails Ford, Ferrari Endures 9-Hr.




The Sutcliffe/Ireland Ford GT is already well on the way, a split second after the drop of the flag at the Kyalami 9-Hour race in South Africa Nov. 11. The other cars (from left): Ferrari 365P2, McLaren-Elva Ford, Lola T70-Ford and a Ferrari 250LM. (Len Konings photo)

By Cedric Wright
Contributing Editor

CAPE TOWN, Union of South Africa, Nov. 7 — The world clash between Ford and Ferrari moved to the gold-mining city of Johannesburg this weekend, with results every bit as dramatic as were yielded at Le Mans and Daytona.

The South African Nine-Hour Endurance Race, sponsored by the Rand Daily Mail newspaper and held at the Kyalami (which is Zulu for "My Home") grand prix circuit Nov. 6, resulted in a last-minute victory for a Ferrari 365P2 driven by David Piper and Richard Attwood of Britain, which averaged 85.6mph to cover 770.953 mi.

Limping home in second place were Peter Sutcliffe and Innes Ireland in the latest Ford GT LeMans, at 85.4mph. They had been tailing the Piper Ferrari throughout the afternoon and evening, and took the lead at the seven-hour mark when the Ferrari made a lengthy pit stop to have a loose headlamp adjusted.

By the time the Ferrari got back on the circuit, the Ford GT had made a quick stop to refuel and change wheels, and still had a three-lap lead. The Ford seemed certain of victory, but with 20 min to go it suddenly slowed, with queer noises coming from the direction of the left front wheel.

Sutcliffe, who was driving, thought a wheel bearing was failing, but actually it was the spokes of the wheel which were collapsing. He still had a two-lap lead, but poor signal service from his pits resulted in a failure to give him the information he needed — that there was easily time for a stop and wheelchange. So he limped on, and two laps from the end the Ferrari had got past to take the race.

The winning Ferrari nearly didn't make it either — another few miles and one of its tires would have failed. It was worn to the breaker.

The race, which featured a field of 47 GT and saloon cars, ran its last four hours in the warm darkness of a moonlit African night.

The field was the strongest ever.

Besides the 365P2, British owner David Piper had entered a Ferrari 275 LM, driven by Mike Spence and South African F/1 champion John Love.

Other international teams were represented by a McLaren Elva-Ford driven by David Prophet and South African saloon car champion Bob Olthoff, a Lola T70-Ford piloted by Roy Pierpoint and Doug Serrurier, and a Ferrari 250 LM with

(Continued on Page 7)

## LATE NEWS

- CP&A's trip to Le Mans will cover four races: Indianapolis, the 1000 km of Nurburgring, the Belgian GP and Le Mans.
- The separate championship for group 9 sports/racing cars is in. To be called the International Manufacturer's Championship for Sports/Prototypes, series dates await a meeting between the SCCA and the RAC.
- The CSI homologation meeting in Detroit has resulted in the approval of the Shelby Mustang GT350 for GT500, the 427 Cobra for Sports 50, the standard Mustang in Touring 5000 and the Barracuda in Touring 1000.
- The new ACCUS safety committee meets for the first time Nov. 22 at Phoenix, where AvSer, the firm that has been conducting crash tests of DC7s and the like, will consult with the new group.
- It is rumored Porsche will send a full team for the newly 24-houred Daytona Continental.
- BRM's new three liter is said to be giving a "guaranteed 400bhp."
- Colotti-Francis (GSD) is readying a V8 engine-5-speed transmission package for F/1 to sell to private entries. The engine is derived from the ATS GT 2-1/2 liter sohc flat cranked carburettored unit.

# CP Editors Call Results At Daytona

By L. Mandel

DAYTONA BEACH, Fla., Nov. 16 — If the SCCA's board of governors just this month recognized that November's Daytona Runoff winners should be entitled to call themselves champions, the contenders themselves long since came to just that conclusion.

The 220-plus entry list reads — as it should — like an all-star team, and when the Nov. 24-28 series is all over, class winners are going to be entitled to think of themselves as the best in the nation.

Last year, the Pacific Division took the overall crown, but the race was at Riverside, and Pac-Div drivers were there in overwhelming numbers.

THIS YEAR-NeDiv

This year it's going to be all Northeast with strong challenges from both Pacific and, off last year's record, individually brilliant performances from the other three divisions.

Riverside last season proved that this kind of runoff racing can be the finest road racing competition available to the knowledgeable spectator.

It's that and more for the driver.

Daytona is sure to show again the viability of the amateur road racing community in the U.S. —

(Continued on Page 8)

# Miles Breaks Chasing Lotus In Australia

LAKESIDE, QUEENSLAND, Australia, Nov. 14 — Ken Miles, driving a Shelby American-entered Cobra 427, found himself sidelined and out of it for good after 34 of the 83 laps of the 1965 Australian Tourist Trophy at Lakeside, near Brisbane.

The race was won by Sydney driver Ian Geoghegan, whose 1500cc Lotus 23B led all the way. When the right rear suspension link broke, Miles was 14 sec behind Geoghegan, and 3 sec down on Greg Cusack, whose Lotus 23B finished second.

One of the favorites for the race, the U.K.-based Australian driver Frank Gardner, blew up the engine of his Australian-built Mildren-Maserati on the second lap of a heat.

Gardner and Geoghegan had been the only drivers to break 60 sec for the 1.5-mi lap during practice, Gardner being fastest at 59.2 sec, 91.2mph. The sports car lap record is 58.9 sec, held by Frank Matich, in a Lotus 19B, which has since been totalled. Matich's new Australian-built Elfin-Oldsmobile was not ready in time for the race.

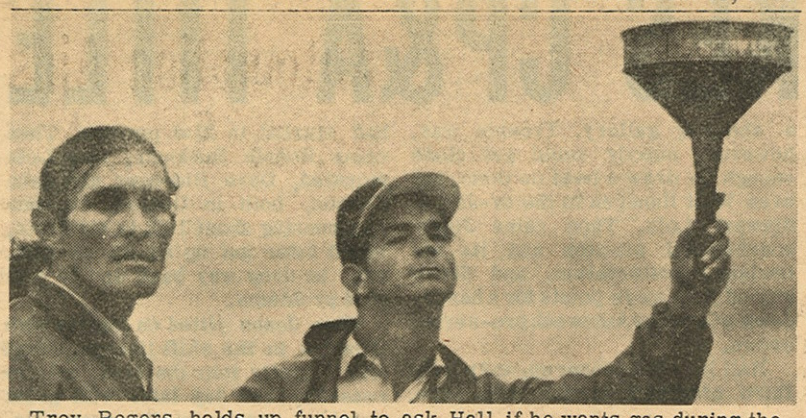
Miles finished second to Geoghegan in the 19-lap heat, the latter leading all but the few yards at the end of the first lap when Gardner passed him before breaking the crankshaft of the 2.89 liter tipo 61 Maserati engine. The engine was a complete write-off, and the replacement seems likely to be an American V8 of some sort.

Roberto Bussinello, the third visiting driver, established a new stock sedan record of 1:10 in Alec Mildren's Alfa TI Super, the same car he used to win last year's Sandown Park 6-hr, but the Alfa blew a tire after leading for 22 laps in one of the preliminary events counting toward the Queensland state title.

**TRIUMPH IN COMPETITION**

Another season is all but over . . . and what a great one for Triumph drivers! They've won a total of 10 Production Class Championships and 1 Modified Class title. A total of 26 Triumphs are eligible to compete at Daytona—8 in DP, 9 in FP, 8 in GP and good-old-Charlie - Gates - in - D - Mod - with - the - TR - 4A. Frankly we're not surprised at all this success . . . we're 'hip' that we just have some of this country's best drivers on the Triumph Team! **Let's do it at Daytona!**

**Competition Department**
**Standard-Triumph**
**Motor Company, Inc.**



Troy Rogers holds up funnel to ask Hall if he wants gas during the Stardust GP. Hall didn't, had to coast in later while in the lead. Beside Rogers is Wes Sweet, chief mechanic on the car Sharp was driving. (Bill Dunne photo)

MORE ON:

# Sharp Wins Autoweek Series

(Continued from Page 1)

the front-running order remained unchanged. Hall, Sharp, Hayes and Hansgen stayed in close company, while pit stops and other diversions occupied the rest of the pack. Lothar Motschenbacher made a record-breaking 15-sec pit stop, only to receive a 30-sec penalty for taking on fuel without leaving the car. Parsons made a similar mistake. John Cannon broke his throttle pedal while running sixth, and limped in working the linkage by hand. Meanwhile Peter Revson was proving there is still life in the under-two-liter class by keeping his Brabham in the top 10.

BLISTERING PACE

The pace was blistering, with lap after lap being turned in excess of 106mph.

Then, coming down the back stretch on lap 51, Charlie Hayes heard a loud bang behind him, felt a spray of hot oil, and had little trouble deducing he was all through for the day. That left only the two Texans and Hansgen on the same lap, with Walt pouring on the coal to try and close the gap.

With only two laps to go, Hall came in well short of his pit, the crew dashed up, dumped in fuel, but to no avail. The car wouldn't restart, and while they worked frantically over it, Hap got the checkered. Hall said later the trouble was apparently in a fuel transfer valve rather than an empty tank, but the result was essentially the same.

And so the crowd cheered a happy Hap, the race queen beamed, darkness fell, the rains came, and everybody went back to the casinos to start work on a big hangover.

Next year, things'll be different. Automatic transmissions and air-brakes, for instance.

FIRST ANNUAL STARDUST GRAND PRIX, LAS VEGAS, NEV., NOV. 14

FINISHERS: 1 - Hap Sharp, Chaparral 2, 1.50:02, 195 mi., 65 laps, 106.68mph; 2 - Walt Hansgen, Lola-Ford; 3 - Jim Hall, Chaparral 2; 4 - Ronnie Bucknum, Lola T70; 5 - Augie Pabst, McLaren-Olds; 6 - Skip Scott, Ford GT; 7 - Dave Ridenour, Genie-Comet; 8 - Peter Revson, Brabham-Climax; 9 - Lothar Motschenbacher, Cooper-Ford; 10 - Ralph Salyer, McLaren-Olds; 11 - Ed Lowther, Cobra 427; 12 - Jerry Entin, McLaren-Olds; 13 - Bud Gates, McLaren-Chev; 14 - Dick Guldstrand, Corvette 396; 15 - Charlie Parsons, Genie-Chev; 16 - Scooter Patrick, Porsche 904; 17 - Denny Harrison, Porsche 904; 18 - Jay Hills, Porsche RS61; 19 - Norm Smith, Porsche 904; 20 - John Cannon, Genie-Rover.

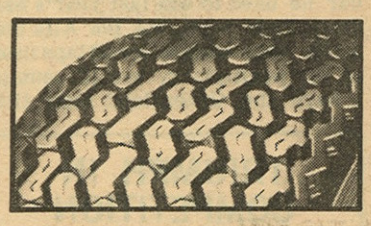
DNF: Charlie Hayes, McLaren-Chev, blown engine; Steve Diulo, Lotus 19B, damaged suspension; Harold Brown, Lotus 23B, shift linkage; Jerry Titus, Elva-Porsche, oiled clutch; John Morton, Lotus-Porsche, mechanical; Parnelli Jones, Lola-Ford, shift linkage; Mike Goth, McLaren-Chev, ring and pinion; Jerry Grant, transaxle; Mak Kronn, blown water hose and engine; Dick Macon, McLaren-Olds, blown engine; Jerry Hansen, Chevette, mechanical.

Fast lap: (tie) Sharp and Hall, Chaparral 2, 1:38,110.204mph.


FROM AUSTRIA. . . THE INCOMPARABLE

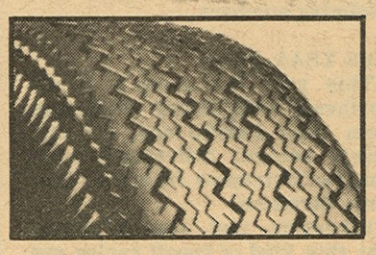
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# Vegas Smart $ Calls It, Hall Nails GP Pole

By Cam Warren
Area Editor

LAS VEGAS, Nev., Nov. 12—The smart money had Jim Hall figured as the odds-on favorite during qualifying for the Stardust GP, and in Las Vegas the smart money hasn't been wrong since the Louisiana Purchase.

Jim dusted off one of the older Chaparrals, rolled out on the track, and before anyone had even learned to spell baccarat the old track record was 18.6 sec. out of style.

Hall traveled around the 10-turn, three-mile course at an average speed of 108 mph (1:39.6), picked up $1,000 for being the fastest, and comfortably ensconced himself in the pole position.

Jim, incidentally, hadn't got the new aluminum bodied 2C model sorted out to his complete satisfaction and was driving the car which carried Hap Sharp to victory at Riverside two weeks ago. It did have all the latest mods, however, meaning the wondrous air brake, which the tall Texan made good use of on this high speed circuit.

Meanwhile, Rufus P. Jones wasn't wasting any time at the slot machines, but was tearing around the track in 1:40.1, two-tenths of a second quicker than Jerry Grant, and good enough for number two spot on the grid and the $400 that went with it.

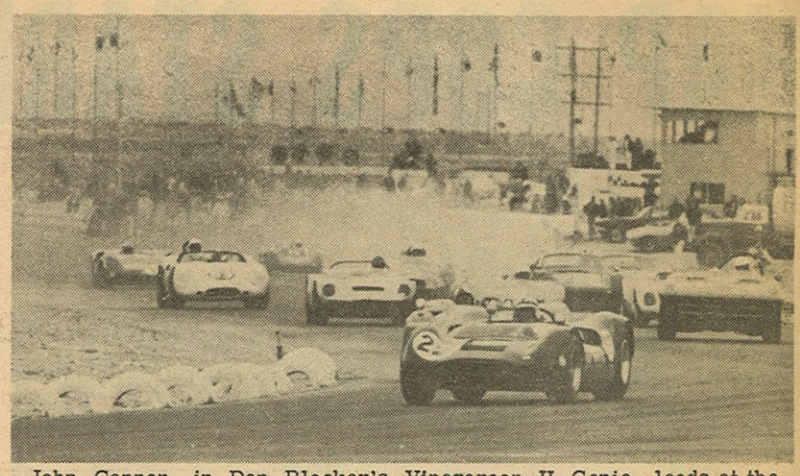
The Jones car, one of Mecom's Zerex Special Lolas, seemed to be running even better than at Riverside, thanks partly to a new oil cooler which kept that vital juice some 100 degrees cooler.

The aforementioned Grant had already done in the old track record during a Wednesday tire testing run, and was planning to sneak out at the very last minute Friday to grab the pole position. To his chagrin, however, he ran out of gas just as he was getting started, so his official time was a 1:40.3 set earlier in the day.

Walt Hansgen, driving another Mecom Lola, turned in a 1:41.3, good enough for sixth on the grid (right after Hap Sharp), and was pouring on the coal to better that time when his luck took a turn for the worse, and he departed from the course in spectacular fashion. According to witnesses, another car had kicked dirt and loose gravel on to the track just past turn one, and Walt motored off into the desert like he was on marbles. He was unhurt, but the car was a shambles, and qualifying was suspended for a considerable time while they picked up all the pieces. The car's engine was salvaged and popped into a spare Lola bought from Jackie Stewart, but Hansgen had to qualify all over again via the consolation race—which he won handsomely.

Others that came on stronger during the following day's practice included Bob Bondurant, from 1:43.0 to 1:41.9, Hap Sharp from 1:40.7 to 1:39.8 after an engine swap, and Jim Hall, down to 1:39 even. These were unofficial however, and did not change the pecking order for the Sunday 3-2 grid.

The under-two-liter crew made a rather dismal showing, with only Peter Revson making the top 20 by turning a 1:47.6 in his Brabham BT8. Jerry Titus was three seconds slower in the Elva-Porsche, and George Follmer looked very uncomfortable with a 1:55.5. Doug Revson neglected to wind the rubber band tight enough in his tri-colored Lotus 23, and garnered the booby prize with a 2:25.1, which barely got him back in time for the big Martini & Rossi cocktail party.



John Cannon, in Dan Blocker's Vinegaroon II Genie, leads at the start of the consolation race. Walt Hansgen came from the back of the grid to win the event, followed by Cannon. (Dave Ross photo)

# Hansgen Win Consoles Mecom

By Ron Hickman

LAS VEGAS, Nev., Nov. 14—Walt Hansgen charged from the back of the grid to the front of the pack in two fast laps, then turned it on to post a 103.25mph average in the first race for group nine sports/racing cars at Las Vegas' Stardust International Raceways.

Hansgen was a late entry in the consolation after writing off his blue Lola in Friday's session and replacing it with a red one from the Mecom warehouse.

John Cannon in the Dan Blocker Vinegaroon 2 tried to stay with Hansgen briefly, then eased off as a minor oil leak dripped onto the gearbox and started smoking, to finish second, half a lap back.

Jerry Titus, in the Vasek Polack Elva-Porsche 1800, was the fastest under-two-liter qualifier, rising as high as third overall before being edged back to fourth by a determined Bud Gates who was herding a 5.4-liter McLaren-Chevy.

U.S. Driver Champion George Follmer worked hard in Saturday's qualifying session to make the front row, and then suffered the tragedy of an engine stall on the grid. He was pushed aside, and the field blasted away without him.

After receiving a booster battery start, the USRRC champ charged off behind the pack half a lap in arrears. Follmer pushed hard, and moved up as high as 13th, nine seconds behind the 10th-place car and seemingly assured himself of a spot in the Grand Prix, whereupon he received a black flag for the battery start.

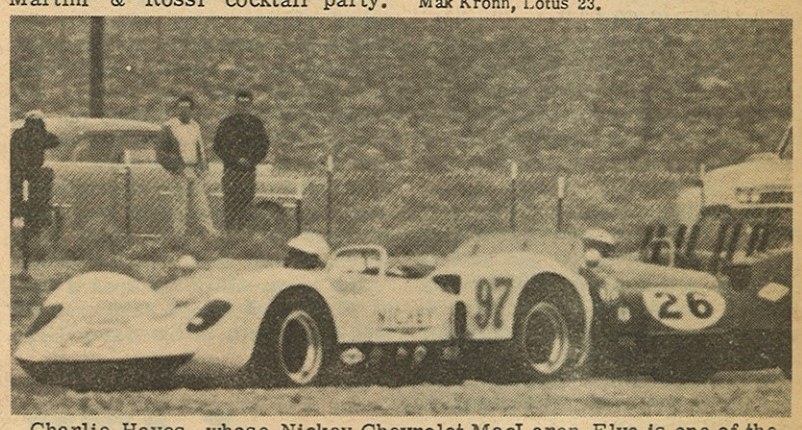
Three cars contested fifth place for the whole 15 laps, with the honor finally going to John Morton, Lotus-Porsche, who spent the race swapping places two and three times a lap with Dick Guldstrand's 396 Corvette roadster. The two were hounded until the late stages by Scooter Patrick in the Porsche 904 roadster, who was hard-pressed to remain ahead of another pair of Porsches, Jay Hills' RS61 and Denny Harrison's 904.

The heartbreak award almost went to Norm Smith in a Porsche 904 who led Mak Kronn's Lotus 23 in 10th place until the late stages only to watch Kronn edge by him for the final position on the GP grid. Smith then received a reprieve and got to start when Bob Bondurant's crew was unable to complete an engine change in time.

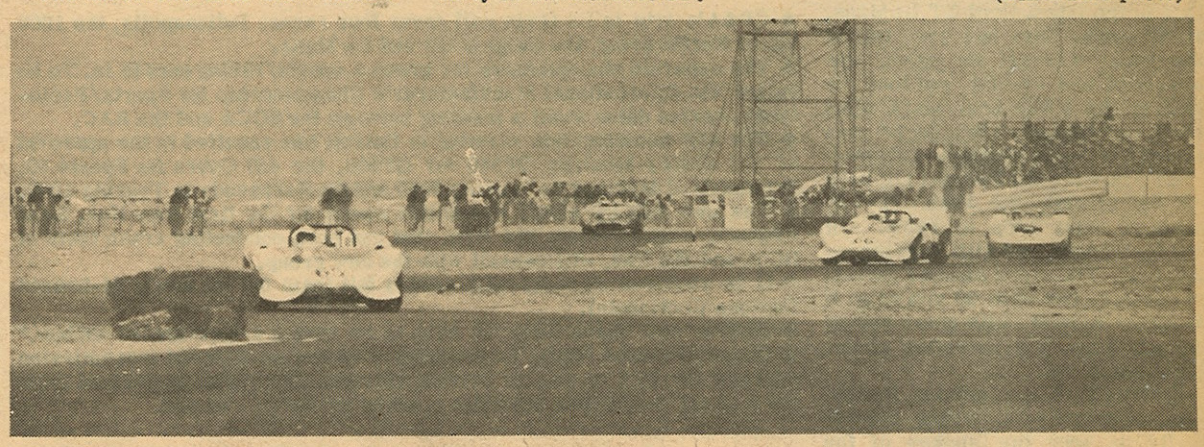
Dan Gurney continued his run of luck. After working all day Saturday and driving all night, the rear suspension problems which have plagued him reappeared and brought his day's activities to an early finish after a few laps of practice.

STARDUST CONSOLATION RACE, LAS VEGAS, NEV., NOV. 14.

TOP TEN: 1 - Walt Hansgen, Lola-Ford; 2 - John Cannon, Vinegaroon-Rover; 3 - Bud Gates, McLaren-Chev; 4 - Jerry Titus, Elva-Porsche; 5 - John Morton, Lotus-Porsche; 6 - Dick Guldstrand, Corvette; 7 - Scooter Patrick, Porsche 904; 8 - Jay Hills, Porsche RS61; 9 - Denny Harrison, Porsche 904; 10 - Mak Kronn, Lotus 23.



Charlie Hayes, whose Nickey Chevrolet MacLaren-Elva is one of the most competitive in the country, passes Ralph Salyer on the inside early in the Stardust GP. (Bill Dunne photo)



Jim Hall goes through a turn at the Stardust GP, followed by teammate Hap Sharp and Jerry Entin, McLaren-Olds. (Bob Franks photo)

# Breedlove Recaptures Speed Mark

BONNEVILLE, Utah, Nov. 15—Craig Breedlove set a two-way average of 600.601mph on the Bonneville, Utah salt flats Nov. 15 to recapture the world land speed record and the undisputed title of Fastest Man on Earth.

Breedlove, who has been building and racing high-speed cars for more than half of his 28 years, bettered by nearly 25mph the 576.553mph clocking of Art Arfons on Nov. 7.

The sleek Goodyear-sponsored Spirit of America sat on the starting line for 20 hrs before weather permitted the record runs. The car was towed to the line the day before and sat there while rain and wind kept Breedlove and his crew huddled in their nearby camp, waiting for a break.

The weather cleared in the morning and Breedlove made the runs without incident, his car performing precisely. On the first run from south to north, the car flashed through the measured mile at 593.178mph and through the measured kilometer at 597.152mph.

The car was quickly turned around, and on the return the J-79 General Electric jet engine propelled the racer through the mile at 608.201mph and the kilometer at 604.740mph.

Computed by USAC on the basis of total elapsed time for the two runs, these speeds gave Breedlove his worlds records of 600.601mph for the mile and 600.841mph for the kilometer.

For a new record to be official, the runs must be made within one hour and the average speed must better the previous mark by 1 per cent.

Thus Breedlove earned his fifth world record since 1963, including his second for 1965. The historic runs also gave the Californian the distinction of being the man to post the first world land speed records over 400mph (1963), 500mph (1964) and 600mph (1965).

"It felt beautiful," Breedlove exclaimed as he was boosted onto the shoulders of his crew and admirers who descended on him after he parked the car. "Everything was perfect.

"All four tires remained on their wheels. We have four tires that are ready to go back to the salt," he said.

"Those are the same tires I used to get my 555.127mph record Nov. 2, and Lee, my wife, set her record running on this same set of tires," Breedlove reported. Mrs. Breedlove, driving her husband's car, captured the women's land speed record Nov. 4 at 308.56mph. The car, troubled with mechanical and streamlining problems when it first went to the salt flats in October, had undergone extensive modifications before Breedlove zipped to the Nov. 2 record.

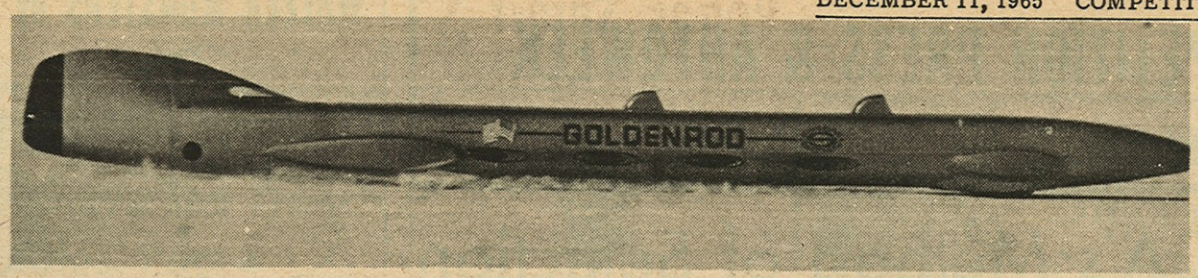
"Now everything is perfect," he said after his latest achievement. He said he made his record runs on minimum afterburner and predicted he could reach speeds "in the high 600s" by extending the afterburner firing time. Breedlove said the Spirit would be taken from the salt to nearby Wendover Air Force Base, where it will be housed in a hangar.

"We're going to clean up the car and park it," he said. "If Arfons comes back from Akron for another try, we're ready."

## Goodyear Appoints Mills

AKRON, Ohio, Nov. 10—Harold E. Mills, 37-year-old tire development expert, has been appointed manager of racing tire development for Goodyear.

Mills succeeds James A. Loulan as manager of racing tire development.




## Summers Brothers Return Record to U.S.A.

Southern California's Summers brothers used the Goldenrod, powered by four injected Chrysler engines, to break the land speed record for piston-engined, wheel-driven cars, at a two-way average of 409.277 mph. Donald Campbell had held the record at 403.1. It was the first American claim on the record since 1928. (Lester Nehamkin photo)

# Richard Petty Takes 1st Race Of New Season

By Bob Glendy
Contributing Editor

AUGUSTA, Ga., Nov. 14—Richard Petty served notice on NASCAR competitors that he was out to get back the grand national point championship he won in 1964 as he finished one half lap in front of the field in the Georgia Cracker 300 over the .5-mi asphalt Augusta International Speedway.

Petty's '65 Plymouth earned him $1,700 in setting a new record of 73.57mph for the 150-mi event, as more than 8000 fans cheered him on.

Petty gained the lead with 37 laps remaining when Tiny Lund broke the distributor cap on his '64 Ford after leading for 156 laps.

Three caution flags slowed the pace for 22 laps. The yellow flag came out when J. T. Putney and Don Tilley blew engines and again when Buddy Baker lost a wheel on lap 198.

The real story of the day was the showing of Bobby Isaac, making his second appearance in Junior Johnson's '65 Ford. The Catawba, N.C. native lost four laps early in the race when he blew a tire and slammed into the wall. When the checkered flag fell, Isaac had made up more than three laps, but it wasn't enough.

Lund started the race in last place but moved into contention near the 100-lap mark and took over the lead on lap 107. He maintained his lead until sidelined with his distributor problems.

The first race of the '66 NASCAR season might indicate that at least four drivers will be campaigning for the point championship next year. Close behind Isaac was '65 point champion Ned Jarrett, who has already indicated he will run in every race in the coming season in quest of his second championship in a row.

Isaac, Petty and David Pearson also could be contenders for the coveted crown which means about $20,000 in appearance money to the winner.

NASCAR 150-MI. GEORGIA CRACKER 300, AUGUSTA INTERNATIONAL SPEEDWAY, AUGUSTA, GEORGIA, NOV. 14.

TOP 10 FINISHERS: 1 - Richard Petty, '65 Plymouth; 2 - Bobby Isaac, '65 Ford; 3 - Ned Jarrett, '65 Ford; 4 - Jim Paschal, '64 Ford; 5 - Roy Mayne, '65 Chevrolet; 6 - David Pearson, '65 Dodge; 7 - Bobby Johns, '65 Pontiac; 8 - Darel Dieringer, '65 Chevrolet; 9 - Cale Yarborough, '65 Ford; 10 - John Sears, '64 Ford.

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# Earl Cooper Dies, First 3-Time King

By Ronnie Allyn

LOS ANGELES, Calif.—America's first three-time national driving champion, Earl Cooper of Los Angeles died Oct. 22 at his home here of a heart attack at the age of 78.

Cooper won the championships in 1913, 1915 and 1917 under the AAA, and still holds the record for the most championship points garnered in a single season.

Named to the auto racing Hall of Fame several years ago, Cooper's record of three national driving titles held until last year, when A. J. Foyt captured his fourth championship. Others to equal Cooper's mark were Louie Meyer, the late Ted Horn and Jimmy Bryan.

Cooper's best finish at Indianapolis was in 1924 when he wheeled his 8-cyl. Studebaker spl. to second place behind Joe Boyer. In 1915 he took fourth in the Stutz that he presented to the Indianapolis Motor Speedway museum in 1963, after he drove it around the track prior to the '63 500-mi. race.

Following his retirement from racing, Cooper worked for the Union Oil Co. as a research engineer.

He leaves his widow, Jane, whom he married in 1924.

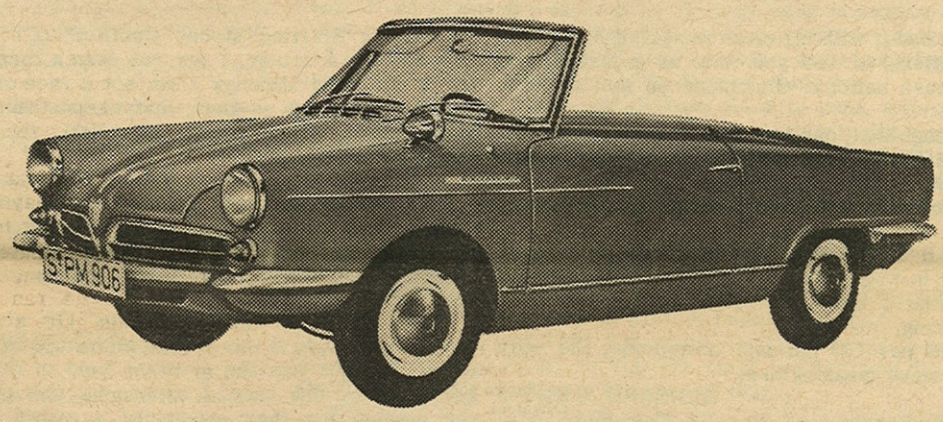
# Automation Aids Driver School

CHICAGO, Ill., Oct. 26—The nation's first multi-media teaching aid for instructing beginning drivers was unveiled today at the National Safety Congress here.

Called the Drivex' AEtna Drivocator system, the revolutionary program employs dual-track magnetic tapes to coordinate movies and film strip in teaching up to 60 students at once in the classroom phase of a driver education program.

The Drivocator system, which uses movies and film strips intermittently, encourages active student participation by requiring students to press mechanical responders to filmed questions and situations. Immediate and cumulative records of individual student and class responses are automatically recorded on instant-reading meters in a central console, giving the instructor a continuing progress report. The 2-track tape provides both the audio portion of the film and an inaudible system that operates 16 mm motion picture and 35 mm film strip projectors, leaving the teacher free to observe student participation.

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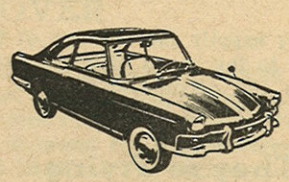
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# Revamp SCCA's Method of Selection

We applauded the SCCA's board of governors on many of their decisions in our last issue, including the one to name only one national champion in each class for 1966 instead of considering the champion in each division to be a national title holder.

The time has now come to consider a change in the method of selecting that champion.

Instead of conducting two separate types of amateur races within each region, we feel that the SCCA should have a runoff within each of its six (soon to be seven) divisions to determine those competitors eligible to compete in the national American Road Race of Champions at the end of the season.

It would work like this:

There would be a common set of ground rules to determine the top five competitors in each region, based on points. These top five would be eligible to compete in a runnoff within each SCCA division, and the first three competitors would be eligible to compete in the national runoff.

The rules for the national runoff would be the same as now. The top three from each division get first chance to compete, with the next three as alternates on the basis of their finishing position.

This system would build the neglected regional races to give them more meaning in the national picture and at the spectator gate. It would also give the national runoffs more sorely needed advance buildup, since drivers would, in effect, compete for the national championship at every SCCA race.

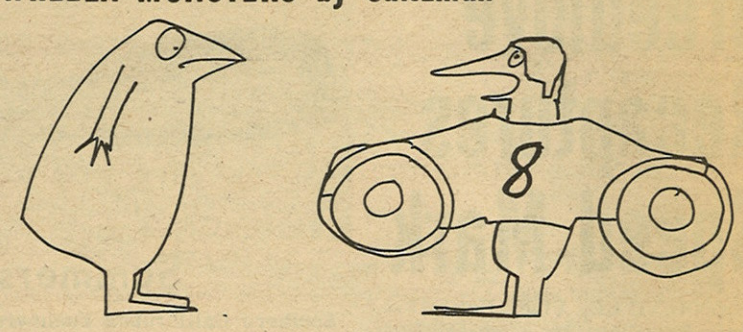
The divisional runoff concept — tested with medium success at Vaca Valley Raceway, Calif., Nov. 5-7 — would get a shot in the arm. The publicity for these events would also serve to strengthen the national runoffs, as well as provide regional sponsors with a bona fide promotion.

Certainly, there are disadvantages. Such an approach gives the competitor only one chance to become a national champion, and he has to take this risk twice. There is an attrition problem, too; divisional runoffs might take a small toll of equipment prior to the national runoff. And the SCCA licensing structure would have to be changed, or a method devised to determine which drivers are eligible to compete in the championship.

Although this last — requiring an overhaul in the licensing structure, might be the single most beneficial aspect of the whole scheme.

These problems notwithstanding, we feel that the advantages of being able to build up to a national runoff on both regional and divisional levels outnumber the disadvantages. Certainly, it will work some individual hardships, but it would be to the benefit of the sport of road racing as a whole.

## WHEELA MONSTERS by Saltzman




"My first mistake was to floor it."



## EXHAUST NOTES

### Racing's Humanitarians Save Obsolete Equipment

By Art Peck
Contributing Editor

This year has been an exciting one for driver and spectator, but there is a poignancy to it with the passing of formulae by the handful.

Cars and engines, old friends to many, will find a place henceforth only on dusty shelves, or in broom closets, or in musty prune jars.

You will agree that this is a sad state of affairs. Complaints have been — and continue to be — voiced from all corners of the globe about the early retirement of top grade equipment. Happily, the big three race-governing bodies in the U.S. are as concerned as the rest of us, and I am delighted to report that action is underway to alleviate an unfortunate situation.

Taking the big groups alphabetically, we have the regal triumvirate: NASCAR (Never Allow Something Chrysler's Anxious to Run), SCCA (Society for Confused Competition Aims), and USAC (Usually Steers Around in Circles.)

These bodies have gotten together — all quite properly I assure you — and have formulated a policy which in turn has been referred to the top, the absolute top, race-governing body in this country, ACCUS (America's Committee for Complicating Unity in the Sport.)

ACCUS represents the U.S. in the world-wide autosport governing body, the CSI (Committee for Sportive Inanities) of the FIA (Financial Interests Approved) and on the matter of planned obsolescence a joint statement was issued as follows:

ROCD-PART ONE-CONCERNING CAR(S):

The competition committee and boards of governors of NASCAR, SCCA and USAC (as hitherto defined) intend to place project ROCD in effect in 1966 by means of a carefully conceived LOVE program.

LOVE, the designation for the phase-out of every conceivable type of race car and engine — with the specific exception of those of Balkan manufacture — is in accordance with previous announcements from all three clubs and stands for Limitless Obsolescence of Various Entities.

Officials have disclosed that the LOVE program will be put into effect as soon as verified sanction-with-seal has been received by the CSI/FIA by way of ACCUS (as hitherto defined.)

Car owners, drivers and backers who are LOVE'd will have an opportunity — before the regulated obsolescence date (to be announced) to obtain other equipment. Excepting that of Balkan manufacture (as hitherto excluded.)

Those who decline to buy newer equipment will be able to request a review of present equipment and methods of bringing that equipment up to standard. This stage of the phase-out is called SCREAM (Special Circumstances Recognized, Extra Attention Mandatory.)

Additionally, one further final opportunity is provided for those who have been LOVE'd and who have SCREAM'd. When the phase-out date has been passed, they may appeal for a final review: RAPE (Retirement Accelerated for Parts and Elements.)

A last note from club officials reminds that owners, drivers and backers who are LOVE'd will be allowed only one additional SCREAM.

As for RAPE, the possibilities are unlimited.

## CP READERS SAY

# Governors Anticipated Sentiment

● I've really had it with all these weaseling types who who write letters to tell you what an unjust thing it would be to base national champions on just a single race.

It's bad enough that, due to the SCCA class structure, there are 18 different classes, each of which is entitled to a champion. But it's ridiculous to have six different guys all claiming to be national champions in the same class.

*Competitors in the Olympics not only* have but a single chance to win, but their chance only comes once every four years. Sure it's rough, but a gold medal means something.

When SCCA has 108 national champions, the word champion becomes meaningless.

GERHARD J. KLOSE
Pasadena, Calif.

(Reader: wait 'till next year. ed.)

### Sedan Types

● Your editorial comment in CP about a possible rejection by the SCCA of sedan classes for next year was certainly well taken.

Perhaps it is time to remind the board of governors that it is this type of treatment of its members that makes an organization such as the International Conference of Northwest Sports Car Clubs so attractive to the amateur racer.

Please continue your fine comments on behalf of the sedan racers.

TOM WHEELER
Decatur, Ga.

(Reader: happily the feelings of the sedan group were relayed to the board of governors in time for them to reverse the recommendation of their national competition board. ed.)

### But They're Trying

● I very strongly hope some action will be taken to change the horrid conditions at Riverside Raceways.

Let me suggest the fans sign a petition as well as write race sponsors to get realistic prices, conditions and races.

Right now, you have to pay at least $7 to get a seat to see a sixth of the race, and that's if the dust doesn't blind you first. Not only that, but you have to drive two hours in traffic from the motel to get to the course, and then try to watch six ridiculous races which seem to be scheduled just to be sure the cars fall apart in the main event.

D. C. MONTANO
Cypress, Calif.

(Reader: whatever is wrong with Riverside, and you've got a selection from which to choose, the best sports car race in the U.S. is held there, as is the best road race for stock cars. Furthermore, Riverside is trying to improve, and in that the management is almost unique. ed.)

### No Free Rides

● I consider myself a good racing fan. I attend as many events as I can, chasing the circuit from Del Mar to Willow Springs to Monterey to Riverside.

Despite my avid interest, I do not fully understand the "Great Starting Money Conflict" (CP Nov. 13.)

I am not a driver. I am not even a race worker. I am a fan. And although I am not a race organizer, I am savvy enough to know that certain name drivers (Jim Clark, A. J. Foyt, Jim Hall, etc.) will sell tickets.

If I were a race organizer and I wanted to sell tickets, I would do what I had to do to get those drivers in my race. If that meant paying them expense money to come over here from England, I would do it if I thought they would sell enough tickets to make it a wise investment.

The organizers of the Times GP at Riverside obviously thought it was a wise investment to assemble what I thought was the greatest field of drivers ever gathered for one race. I apparently was not alone in my opinion for they announced a crowd of 84,000.

Promoters, like anybody else, get what they pay for. There are very few free rides in life.

DARYL HOUSEAL
Santa Ana

### Attention Schaeffer

● It may be of interest to your readers to learn the Sunbeam spl. driven by Bill Mitchell of Lansing, Mich. which recorded the fantastic speed of 135mph at a recent SCCA event at Milwaukee is powered by a Hillman Imp lightweight racing engine supplied and built by this company.

We sold Mitchell this unit last year, and he has been winning with it ever since. The engine is extremely reliable and we have had only one request for replacement parts, those being one set of valves, springs and gaskets.

We are delighted with the performance of these engines, as are our numerous customers in the U.S.

Stan Schaeffer please note.

ROGER NATHAN
London

### Adams Fan Club

● I want to thank you for the item in CP, Nov. 13 about the new SoCal McLaren.

Jim Adams has been so unhappy and disappointed over not being able to drive, when he broke his leg the part that hurt him most was the thought that he'd miss the Times GP. He was especially pleased to see that you had made mention of him and the car.

He gets around (in a way) with a very big cast on his leg and is looking forward to the Spring when he will be as good as new.

B. JAEHR
Los Angeles

(Reader: We join the growing number of Jim Adams fans in hoping he will continue his most promising career as soon as possible. ed.)

### Too Late

● How about a road test on Miss Firebird, Linda Vaugh? She's worth changing brands to get.

DON KELLY
Kent, Ohio

(Reader: Linda just retired undefeated and untied. Sorry. ed.)

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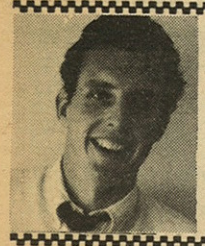
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# CP ABROAD

## Chapman Slays The French Dragon: Lotus, Part 4

By Charles Fox
News Editor

It is interesting to speculate how long it would have taken Chapman to climb to the top without Mike Costin or whether he would have made it at all.

Costin, an engineering wizard and one half of Cosworth, introduced Chapman to the Mk two Costin, brother Frank, a noted aerodynamisist, and starting with the Mk. 8 the three introduced a new look to Lotus.

This new aerodynamic look was carried over to the Lotus 11 with which Chapman renewed his assault on the 8.36-mi. heartbreak circuit at Le Mans.

In '56 nothing seemed to go right, with one major exception. Cliff Allison had been selected by a large French mongrel, which chose to die gloriously on the Mulsanne straight, for its successful suicide attempt, but the Chapman/Fraser 11 ground on for 20 hrs before a main bearing cap bolt broke. The Bicknell/Jopp machine however, came through, doing a fast face saving operation by taking first in the 1100cc class, fourth place in the Index and seventh overall.

Gritting his teeth Chapman led his band back to the 24-hr classic the following year and this time there were no mistakes.

Coventry Climax had developed a special 750cc engine, mainly for industrial use, and Chapman used this in an 11 as his secret weapon for the race. With this frantic bee, Lotus stormed the French in their own specialty, the Index of Performance, and emphasised the point by winning the 1100 class with the second car.

The story goes that the happy group of grimy heroes champaigned themselves to a standstill at the victory banquet, and staggered from the chateaux waving fistfulls of francs and singing some lesser known English version of La Marseilles.

So, with a star firmly stamped on his workshop door, Chapman was graduating to the innermost ranks of the racing world.

Proof of his exalted new status came in '56, when G.A. Vandervell called on the upstart to design a chassis for the Vanwall, and with that accomplished, Peter Berthon summoned him to sort out stability problems in the BRM.

Chapman's star glowed and Chapman's pockets waxed fat. And when Ferodo (the brake lining people) awarded him their highly coveted Gold Trophy, "for services rendered to the industry", Chapman was graced with the title of the Golden Boy of the British Motor Industry, and surveyed a world fast falling at his feet.

(to be continued)



# MIDWEST NOTES

## Eulogy Being Readied For Barely Breathing Lynndale

By Gary Shellman
Area Editor

Lynndale Farms is a fun course as road racing circuits go.

It is well-built and planned with the spectators in mind. It is 30-min. from Milwaukee's metropolitan area of a million, and a bit beyond is Chicago. When it opened in 1963 it had all the qualities of becoming one of the nation's most successful circuits.

But it flopped.

Right now Lynndale is tottering on the brink of disaster. Course owner Jerry Hirsch says if he doesn't get some genuine help, it's likely to become a very racy sub-division. Stories of race courses folding are becoming commonplace. "Let the strong ones survive!" it's been said by some eastern cake-eating fiddle players. But with the disappearance of Greenwood, Meadowdale, and the others in trouble, a closer look at Lynndale will do no harm.

Hirsch felt passionately that road racing would someday become a big-time sport when he disposed of his business interests to single-handedly build a much-needed road course for the Milwaukee/Chicago/Madison area. He had plans of making money (who wouldn't?). And hoped his hobby (motor racing), would also benefit.

With the drivers it was an instant success. The entry lists were enormous. The 12 turns and two hills bordering the natural amphi-theater were enough to give everyone something to rave about at post-race beer blasts. The usual race chatter among amateur drivers was more interesting than it had ever been at Wilmot, Meadowdale or State Fair Park.

But where were the spectators?

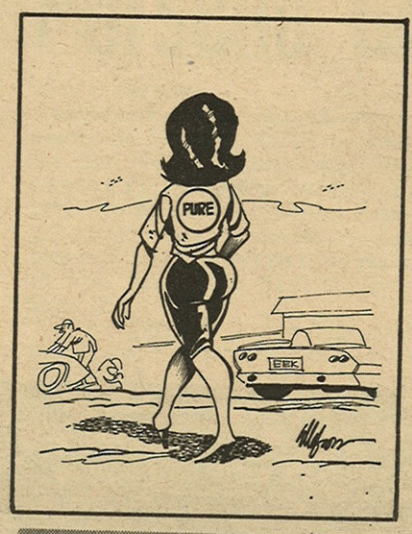
Lynndale's largest crowd in two and one-half seasons was estimated at 4,000 persons, a total achieved by modified stocks every Sunday night during the summer at nearby Slinger.

Atrocious weather was Jerry Hirsch's first problem. His first three open events were meteorological nightmares for a course owner, and the fourth had temperatures in the high 90s. The last two open events held at Lynndale were either in torrential downpours or gusty windstorms during the period of green flag.

Lack of excitement was another problem. When the few fans did show up, they rarely had anything to tell their friends about. Caught in the throes of SCCA's national/divisional pains, most of the races were interesting for the drivers only. Three bucks admission for parade laps disheartens most enthusiasts (who usually find a way to free-load before long anyway). Let's face it, most amateur races don't give the fans the show they paid to see.

There are other problems plaguing Jerry Hirsch. Many more than his real estate business ever gave him you can be sure. His last hope is financial support from those who can afford it. But very few shares of stock (at $250 a throw) have been grabbed up by local "enthusiasts." Lynndale's still breathing, but the eulogies have begun.

With Lynndale's demise, and Wilmot and State Fair Park still in the question mark stage, it looks as if Wisconsin, once a hotbed of amateur racing and potential training ground, will have to be content with two races a year at Road America to keep the sport alive.




# EVENTS

## INTERNATIONAL

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

NOV. 20-21—Flandre-Hainaut Rally, France.
NOV. 21—Sandown Park, Australia.
NOV. 27-28—Covennes rally, France.
* NOV. 27-Dec. 6—Nassau Speed Week, Nassau, Bahamas.
* DEC. 4—Rand Grand Prix, Kyalama, South Africa.
DEC. 10-12—Welsh Rally, England.

## SOUTH

* NOV. 24-28—SCCA Runoffs, Daytona, Fla.
NOV. 27-Dec. 6—Nassau speed week, Nassau, Bahamas.
NOV. 28—BSCC-FWCCSCC event, Sarasota, Fla.
NOV. 28—Equipe Rapide event, Pompano, Fla.
NOV. 28—IRSCC gymkhana, Eau Gallie, Fla.
* DEC. 4—SCCA hillclimb, Chimney Rock, Lake Lure, N.C. CANCELLED
DEC. 5—EVSCC rally, Key West, Fla.
DEC. 12—IRSCC gymkhana, Eau Gallie, Fla.
DEC. 12—TSCC T&D rally, Ft. Lauderdale, Fla.

## MIDWEST

NOV. 27-Dec. 5—Detroit auto show, Detroit, Mich.
NOV. 27—CPRT gimmick rally, Chi. Area.
NOV. 28—RAT Last Leaf rally, Chi. Area.
* DEC. 3-5—Chicago auto show, Chicago, Ill.
DEC. 5—SSMC rally, Chi. Area.
DEC. 11—SCETA End of a Good Time rally, Chi. Area.
DEC. 12—Volvo DC Toys for Tots rally, Chi. area.

## WEST

* NOV. 20—SCCA driver's school, Phoenix, Ariz.
* NOV. 21—SCCA restricted regional, Vaca Valley, Calif.
* NOV. 21—CAR 100, Gardena, Calif.
* NOV. 21—USAC championship stock cars, Phoenix, Ariz.
NOV. 23-28—Imported Automobile show, San Francisco, Calif.
NOV. 23-28—Portland auto show, Portland, Ore.
* NOV. 25—USAC midgets, Thanksgiving Day GP, Gardena, Calif.
* NOV. 27—FRA races, Ascot Park, Gardena, Calif.
* NOV. 28—USAC 200, Hanford, Calif.
* NOV. 28—CAR super-stocks, Ascot Park, Gardena, Calif.
* DEC. 4-5—SCCA regionals, PIR, Phoenix, Ariz.

# J. Stewart Enters VW Race at Nassau

NASSAU, Bahamas Oct. 21—A total of 26 F/Vs have been accepted so far for the 12th Annual international sports car classic Nov. 27 - Dec. 6, the entry limit is 30. Latest to enter is Jackie Stewart of Scotland. Winner of the race (Grand Prix of Volkswagens) Dec. 3 will collect more than $2,500.

Chief timekeeper Paul Shattuck will have a new concrete and steel scoring building from which to work—and other new construction includes—a 1,140-ft. concrete crash wall to protect the pit area. Additionally the hanger roof under which the cars will be housed is being done over while a new Goodyear scoreboard is being built.



# OUR MAN IN INDY

## Offy Due to Make Strong Comeback at Indianapolis

By Bill Marvel
Contributing Editor

Although the 1965 USAC racing season is not yet closed, the annual question "what's new for Indy" already is being asked.

After the successful FoMoCo invasion of the Brickyard the old faithful 4-cyl Offy was all but pronounced dead by racing's oracles.

Louis Meyer, three-time winner of the 500 and the Meyer half of Meyer-Drake, is now with Ford running the Indianapolis headquarters for the Dearborn-based racing engine.

But the other half of the team, Dale Drake, has unveiled something that is just likely to send the engineers at Dearborn back to their black boxes. A respirator for his "dying" Offy in the form of a Roots type supercharger has been fitted by Drake to the 171 cu.in. engine, and it may not only revive the Offy but might just send it to the head of the class in the process.

Another engine, this one of 255 cu.in. with a shortened stroke, was recently tested at Phoenix International Raceway in a Fred Gerhardt chassis and according to Rodger Ward, the new look in Offy has enormous potential.

The big problem with the supercharged engine at Indy is the problem that has faced all such blown engines; keeping the revs built up through the corners.

One car owner who tried the blown Offy route last May, but ran out of time was Gordon Van Liew, the head squeezer of the Vita Fresh Orange Juice Racing Team. The Houston, Tex. racing stable headed by Van Liew is expected to try for next year, but with all the breaks might just be ready for the Phoenix 200 Nov. 21.

On the subject of engines, the newly named American Eagle Racing Team of Dan Gurney and Carroll Shelby will be building several cars for the '66 500 to be powered by the new 12-cyl 3-liter in a preview of 1967.

Nor will chassis development take a back seat to engine design next year. Fred Gerhardt's chassis are in increasing demand in USAC ranks. Veteran race car builder and chief mechanic for the Leader Card team, Jud Phillips, has two Gerhardt cars on order, and rumor has it Gerhardt has a total of 12 orders for the '66 version of his car.

One combination that hasn't been tried to date, a Ford engine in a Gerhardt chassis, could be the potent challenge to the Lotus team that might make Indy '66 a real battle. Gerhardt's sudden surge of popularity is the more remarkable in the light of the fact that his cars have won only one race this year, the 200-miler at Milwaukee taken by Gordon Johncock last August.

But car builders Gerhardt and Chapman could both be in for a surprise if the hopes of a local constructor prove out.

Dick Cecil, whose last year's project ran out of money, is planning for '66 having been rescued by a trio of Indianapolis businessmen. George Deeb, Bob Voight and Dick Summers, the DVS Racing Team, have provided the money, Cecil is now the chief mechanic on the project, and Cecil's close friend, Ronnie Duman will drive.

The DVS spl. is believed to be the first fully monocoque American-built car to prepare to challenge at Indy, preceding the new Huffaker monocoques by about 60 days.

Not a single rivet can be found on the sleek DVS, which started out as a tube of 1/8-in. aluminum rolled by the GEMCO Tank Co. of Indianpolis. After the tube was complete, Cecil cut an opening for the cockpit and another for the engine. The car is set up to take an Offy or Ford, and the Offy is to be tried at Phoenix.

A front plate, welded in place, houses all the pedals. Two 30-gal fuel tanks are mounted on the inside of the tube to the outside walls, one on each side.

The new car is 29 in. to the top of the roll bar, and Duman can sit in the cockpit and place his hands flat on the ground.

Beat that Flash Gordon wherever you are.

## ON THE COVER

(Top) Jim Hall jumps out of his Chaparral while mechanic Troy Rogers prepares to dump in some gas. Hall was leading the Stardust GP Nov. 14 when he coasted into the pits with two laps to go. Teammate Hap Sharp took the checker, followed by Walt Hansgen in a Mecom Lola-Ford. (Bill Dunn photo) (Bottom) The Jackie Epstein/Paul Hawkins Ferrari 250LM in the pits for a tire change at the Kyalami 9-Hour race Nov. 11. David Piper and Richard Attwood drove a Ferrari 365P2 to victory. (Len Konings photo)

## STANDINGS

### AUTOWEEK CHAMPIONSHIP

| Top 10 Drivers | Mont Tremblant | Mosport | Kent, Wash. | Laguna Seca | Riverside | Las Vegas | TOTAL |
|---|---|---|---|---|---|---|---|
| 1. Hap Sharp, Chaparral 2 | - | - | 6 | 6 | 9 | 9 | 30 |
| 2. Jim Hall, Chaparral 2&2C | - | 9 | 9 | - | - | 4 | 22 |
| 3. Walt Hansgen, Lola T70-Ford | - | - | - | 9 | - | 6 | 15 |
| 4. Bruce McLaren, McLaren-Olds | - | 6 | - | - | 4 | - | 10 |
| 5. Charlie Hayes, McLaren-Chevy | - | 3 | 3 | - | 3 | - | 9 |
| John Surtees, Lola T70-Chevy | 9 | - | - | - | - | - | 9 |
| 7. David Piper, Ferrari 365P2 | 6 | 2 | - | - | - | - | 8 |
| 8. Jim Clark, Lotus 40-Ford | - | - | - | - | 6 | - | 6 |
| 9. David Hobbs, Lola T70-Chevy | 4 | - | - | - | - | - | 4 |
| Pedro Rodriguez, Ferrari 365P2 | - | 4 | - | - | - | - | 4 |
| Charlie Parsons, Genie-Chevy | - | - | 4 | - | - | - | 4 |
| Ronnie Bucknum, Lola T70-Ford | - | - | - | - | - | 4 | 4 |

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

**ALABAMA**
Adamson Ford, Inc., Birmingham
**ALASKA**
John Stepp's Friendly Ford, Inc., Anchorage
**ARIZONA**
Paradise Ford Sales, Inc., Scottsdale
**CALIFORNIA**
McCoy Ford, Anaheim
Webster Ford Sales, Carruthers
Hayward Motors, Hayward
Mel Burns, Inc., Long Beach
Hi-Performance Motors, Inc., El Segundo
City Motors, National City
Robert J. Poeschl, Inc., Oxnard
Warren-Anderson Ford, Riverside
Downtown Motors, Inc., Sacramento
Galpin Motors, Inc., San Fernando
S & C Motors, Inc., San Francisco
**COLORADO**
Courtesy Motors, Inc., Englewood
**CONNECTICUT**
Williams Ford, Inc., W. Hartford
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Lynch-Davidson Motors, Inc., Jacksonville
Johnny Bolton Ford Inc., Maitland
J. D. Ball Ford, Inc., Miami
Muldon Motor Co., Pensacola
Bill Currie Ford, Inc., Tampa
**GEORGIA**
Al Means Ford, Decatur
**HAWAII**
Honolulu Auto Center, Inc., Honolulu
**ILLINOIS**
University Ford Sales, Inc., Champaign
Milo Brooke, Inc., Chicago 44
Jack Loftus Ford, Hinsdale
Sexton Ford Sales, Inc., Moline
**INDIANA**
McAnary Ford, Inc., Gary
Jerry Alderman Ford Sales, Inc., Indianapolis 20
Romy-Hammes Corporation, South Bend
**IOWA**
Dick Walters Ford, Inc., W. Des Moines
**KANSAS**
Turner Ford, Inc., Wichita
**LOUISIANA**
Dick Bohn Ford, Inc., Gretna
**MAINE**
Portland Motor Sales, Inc., Portland
Sullivan Ford Sales, Bangor
**MARYLAND**
Archway Motors, Inc., Baltimore 29
***MASSACHUSETTS***
Mutual Ford, Inc., Springfield
West Ford Sales, Inc., Newton
Harr Motor Company, Inc., Worcester
**MICHIGAN**
Gerber-Payne, Inc., Fremont
Borgman Ford Sales, Inc., Grandville
Don Seelye Ford Inc., Kalamazoo
Max Curtis, Inc., Lansing
Walt Hickey Ford, Inc., Southgate
Trudell Ford, Inc., Warren
**MINNESOTA**
Herb Tousley Ford, Inc., White Bear Lake
**MISSOURI**
Riesmeyer Motor Company, Crestwood
Broadway Motors, Inc., Kansas City
**NEBRASKA**
McFaydens Inc., Omaha
**NEW HAMPSHIRE**
John Grappone, Inc., Concord
**NEW JERSEY**
Berry Motors, Inc., Paramus
McCafferty Ford of Trenton, Trenton
**NEW MEXICO**
Richardson Ford Sales Inc., Albuquerque
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**NORTH CAROLINA**
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**NORTH DAKOTA**
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**OHIO**
Fuller Ford, Inc., Cincinnati
The Marshall Motor Co., Mayfield Heights
Brondes Motor Sales, Inc., Toledo
Don Wagner Ford Sales, Inc., Vandalia
**OKLAHOMA**
Dub Richardson Ford, Oklahoma City
**OREGON**
Marv Tonkin Ford, Portland 16
**PENNSYLVANIA**
Gilboy Ford/Mercury, Inc., Allentown
Francis Fords Inc., Harrisburg
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El Paso Auto Center, Inc., El Paso
Republic Ford Sales, Inc., Houston 21
Gene Hamon Ford, Texas City
**UTAH**
Bennett Motor Company, Salt Lake City
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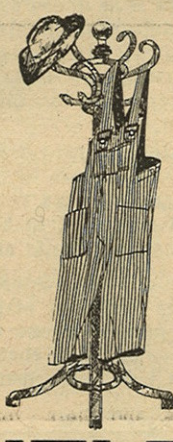



**It's been a long time since bib overalls.**

That farm boy outfit and the big black hat cropped up everywhere from Le Mans to Riverside. On tortuous racing circuits around the world, Carroll Shelby learned what a car should be...power when you need it, handling when you need it. And he proceeded to build America's first true sports car...the 289 Cobra. Laurels are not for resting on. Now, here are the new ones...the sensational 427 Cobra and the road hungry G.T. 350 from Shelby-American.

The Shelby G.T. 350 starts with a Mustang Fastback and there the similarity ends. The high performance Ford 289 has been reworked with an aluminum high rise manifold, four barrel carburetion and tuned exhaust headers. The result? 306 horses. Completely new front suspension geometry, torque controlled rear axle, the close-ratio Borg Warner gear box (high performance automatic optional) front discs and sintered metallic rear linings deliver superlative handling characteristics. Then add the rear quarter panel windows, functional hood and rear brake air scoops, tach, competition seat belts and optional fold-down rear seats. You don't have to go from zero to sixty in 5.7 seconds, but it's nice to know you can.

The Cobra is the perfect sports car. Those are strong words but they can be proven. The 7-litre Ford 427 is fitted out with two four-barrel carbs and delivers 425 horsepower. That's right. 425. The result is an acceleration curve that's as close to vertical as you can get. For instance, Ken Miles did zero to a hundred to zero in 13.8 seconds *with street tires*. The all-new computer-designed frame with independent coil sprung suspension is one of the most sophisticated designs on the road today. Anti-dive and anti-squat characteristics are excellent. And as far as braking is concerned...well, those massive Girling discs will really haul her down from top speeds. If you need roll up windows for perfection, then forget it.



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**WESTERN EDITION**

COMPETITION PRESS & AUTOWEEK

Dec. 11, 1965 PAGE A

# Porsche Gobbles Griffith to Win

By Ron Hickman

LAS VEGAS, Nev., Nov. 13—Norm Smith of Ventura, Calif. became the first winner of Stardust International Raceway's weekend of largesse by a 15-sec margin, placing his Porsche 904 across the line ahead of Tom Lynch's Griffith which in turn just nipped Herb Caplan's Sting Ray.

After trailing Lynch for the first three laps, Caplan caught him on the fourth and seemed sure to follow his previous week's fine showing at Vacaville with another checkered flag. But just when things were going properly, his transmission locked up in fourth gear, and this not inconsiderable inconvenience, coupled with the resultant clutch slippage and burnout caused the slow slide back.

Lynch, who had earlier dueled with Fred Sutherland who was getting used to a Cobra after lo! these many years in a Bp Corvette, saw Caplan in difficulty and just got by him on the drag race to the finish line on the final lap.

With no Bp representation present, Ron Hunter and Woody Adams contested fifth and sixth overall in a pair of Cp Elans. Adams enjoyed the early advantage, but got adrift and lost several positions. Hunter pressed on, treating the fans on turn nine to his usual display of the three-wheeled cornering, as Adams struggled to make up lost ground. There was still a seven-second deficit at the finish, with Adams able only to salvage sixth ahead of Bob Kirby.

Kirby, by the way, elaborated the Ap-Dp thesis presented at Riverside—that a Porsche Ep Speedster can go right out and beat a lot of class C and D cars.

Jo Simmons continued the resurgence of the Jaguar XK120 by hanging on to capture Dp honors after having Adams and Kirby scratch by him.

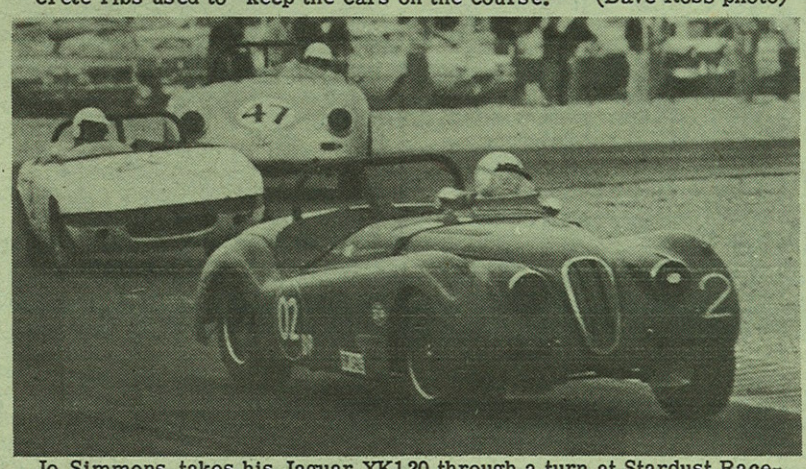
Each class winner went home $150 richer and each second in class was worth $50.

STARDUST RESTRICTED REGIONALS, LAS VEGAS, NEV., NOV. 13.

CLASS WINNERS: Ap - Norm Smith, Porsche 904; Bp - none; Cp - Ron Hunter, Lotus Elan; Dp - Jo Simmons, Jaguar XK120; Ep - Bob Kirby, Porsche Speedster.



Norm Smith, Porsche 904, won the first race at Stardust Raceway Nov. 13, beating Herb Caplan, who was slowed when his Sting Ray locked in fourth gear, and Tom Lynch's Griffith. Caplan, leading when he had the mechanical ills, took third. The Porsche is sailing over concrete ribs used to "keep the cars on the course." (Dave Ross photo)



Jo Simmons takes his Jaguar XK120 through a turn at Stardust Raceway. He won D prod at the amateur races Saturday, Nov. 13. (Dave Ross photo)

# ICNSCC Names Champs

By Bill Sendelback
Area Editor

SEATTLE, Wash. Nov. 6—Competition in the International Conference of Northwest Sports Car Clubs was closer in the 1965 season than ever before with class championships in doubt down to the final race of the year.

At the ICNSCC awards banquet in Seattle, two drivers went home triple class champs while three more captured two first place trophies.

Lee Edwards swept everything in the big-bore category in his Sting Ray with first place in A prod, A-GT and C mod. Edwards picked off Ap by a mere two points over Sting Ray-mounted Joe Naemura after a series of nose-to-tail battles all year. Naemura also trailed Edwards in A-GT but by a more sizable points gap.

Starr Calvert in his Jag-Ford gave Edwards a run in Cm until the car was totaled in the season finale Oct. 3 at Westwood, B.C.

Another triple champ was John Randall who drove his Lotus Super 7 to easy wins in Cp, C-GT and Fm.

Stan Holinaty, XKE, took home two class trophies with overwhelming victories in Bp and B-GT. G.B. Sterne was another double winner in his Morgan SS, copping trophies in Dp and Em.

Charley McKaig, TR4, is Ep champ after an all-season duel with Lloyd Saunders in another TR4. Saunders, however, got revenge in D-GT taking the championship over John Fawell, Austin-Healey, leaving McKaig a distant third.

Bill Gebbie, TR3, just barely outpointed Bob Daly, Porsche, for the Fp championship. Dick Finch, Porsche, ran away with the Gp victory.

Dave Ogilvy also swept two class wins. He drove his MGA to a convincing win again in Hp and then stepped into the ex-Bob McLean Cooper F/Jr. to nab honors over a determined but under-machined Russ Harness in a Lotus 18.

Bob Hasson kept his Sprite well in front of Jim Newman to take the Ip championship. John Lyle swept Dm in his TR spl.

Ken Legg and Al Doyan in Lotus 11s took the Gm race right down to the wire with Legg getting the nod by only 26 points. Mel Joneson swept Hm in his Renault spl.

Tracy Stuart took E-GT in his Austin-Healey well in front of Dick Finch and John Hall in Porsches. Mac Russell, TR3, nabbed F-GT from Bill Gebbie by only 32 points, and Don Crawford brought his Sprite home the winner in G-GT over the Datsuns of Don Lamont and Orren Finley. Ole Hoff had an easy time taking the H-GT trophy in his Fiat 1200.

Mickey McGuire, Mini Cooper S, took class 1 sedan honors with a healthy points buffer. George Bean won class 2 sedan in his Volvo, and Canadian champion Bob McLean took time off from the pro circuits to sweep class 3 in a Comstock Mustang.

Chuck Eyers captured F/Jr/2. in his Lotus 20, and Garth Hopkins held a sizable lead to take the F/V crown.

Mel Joneson, Hm champ, is the new overall points champ with 665. But close behind was Bob Hasson, 655; and G.B. Sterne and Mickey McGuire, both with 650.

Team Cascade took the team championship by only one point over a frustrated Team Tri/Can. Team Cascade members included: Dick Finch, Porsche; Don Crawford, Sprite; Fred Roehr, TR3; and Dewey Harless, Lotus 20.

# Porter Pilots Ford to Flag

By Ronnie Allyn

GARDENA, Calif.—Marvin Porter piloted his '64 Ford to victory in the 100-lap NASCAR late model stock car feature at Ascot Park Nov. 7 before 2,300 spectators.

Porter, 1959 NASCAR national short track champion, led from the 11th round as he lapped the entire field to win by a lap over Jack McCoy of Modesto in a '64 Plymouth. Only nine cars finished on the one-half mile dirt oval.

Following Porter and McCoy to the checkered flag were Cliff Garner in a '64 Mercury in third, Jim Cook in a '65 Chevrolet in fourth and Johnny Steele in a '64 Ford in fifth. Carl Cindric took sixth in a veteran '62 Pontiac, while Jim Blomgren was seventh in a '64 Plymouth and Jim Marine took 8th in a '63 Dodge.

Fast qualifier Clem Proctor (23.93) in a '64 Ford took the lead at the start, but blew on the eighth lap, giving the lead to Dave James in a '64 Dodge. James lasted until lap 12 when he spun coming off the fourth turn, letting Porter out in front. From then on, it was all Porter as he raced home alone for the win.

By winning, Porter moved to within five points of point leader Bill Amick of Portland, who didn't appear for the race.

# Kelly Ray Stings NW 'Cross Field

By Dee Norton

SEATTLE, Wash., Nov. 6—Bruce Kelly turned top time of the day in his Sting Ray in the first annual Le Mans (start) Challenge Autocross staged by the MG Car Club at Renton Village Shopping Center here.

Kelly turned the five-eighths mile slalom and turn course in 1:22 flat, some three seconds better than his nearest competitor, Chuck Dodge in an MGB. The more than 100 entries came from Oregon, Washington and British Columbia.

The host club won the Club Challenge Cup with 62 points, based on the number of entrants and their class points. Closest team competitor was Narrows Grand Touring Club, Tacoma, with 28.

Class winners, in addition to Kelly in A and Dodge in B were: C - Arnstein Loyning, Alpine; D - James Schook, Midget; S/L - Jim Lang, Pontiac GTO; S/S - Jerry Everett, Mini Cooper; Mod - Chuck Woodward, Porsche 550; L/L - Audrey Hargrove, Sting Ray; L/S - Sharon Dodge, MGB.

## Ramblers for Iran

PARIS—Production of Rambler-American Motors passenger cars and Jeep utility vehicles will begin in Iran in 1966, it was announced Oct. 18 at the conclusion of the Paris Auto Show.

# Club Battle Is Looking Better

SEATTLE, Wash., Oct. 31—There are indications here the court battle between the Northwest Region SCCA and the International Conference of Northwest Sports Car Clubs might never come to the test.

The ICNSCC is suing the SCCA under the Sherman anti trust act in federal court, maintaining the SCCA monopolizes sports car racing by controlling the issuing of licenses and by refusing to schedule around competing clubs' dates.

An out of court settlement is expected from the tone of letters read at a recent SCCA meeting between the two clubs. The letters expressed hope that differences might be resolved at an upcoming meeting between the two organizations.

# RDC NorCal Enduro Set November 21

OAKLAND, Calif., Nov. 10—The Seventh Annual Racing Drivers Club four Hour Endurance race will be held Nov. 21 at Vaca Valley Raceways on U.S. 40.

Northern California's only long distance race will host 45 of the region's top cars with 90 drivers.

One of the first entries has been the C. J. Motors Ford Cortina GT, owned by John Olson and driven by Regional F Modified Champion John Bolander and runner-up Bob Winkelmann.

# Pike Mk 2 Takes Stardust Sedans

By Ron Hickman

LAS VEGAS, Nev., Nov. 13—Younger brother Gary replaced Don Pike in the fastest sedan in the west, and the familiar blue Falcon took first overall and $150 in the sedan segment of the Cal Club restricted regionals preceding the Stardust national open.

Pete Cordts' similar car was second by a narrow margin.

A wild melee on the short straight between turns one and two at the new desert course involved Bob West's Mini and Pete Brock's Hino and ended in a flip and injury to two flagmen on the turn: Brown Goodwin and Dave Puryear. Both were hospitalized, Goodwin for minor injuries and Puryear with a broken leg and broken collarbone.

Bill Schmad had third place locked up in his Valiant until he overcooked things leaving turn 13, and christened the steelwork supporting the pedestrian bridge.

Schmad's excursion was a mere investigatory junket however, and he recovered to finish fourth behind Dennis Pillar's Alfa TI.

Ted Block fitted Le Mans gearing in his Mini S and ran away from all the rest of the class B, C and D sedans.

# Whittington Cops Mod Feature

By Ron Hickman

LAS VEGAS, Nev., Nov. 13—Marion Whittington, Lotus 23, trailed Bill Molle for one lap, then outbraked Molle's 23 into Stardust International Raceway's esses, and continued unchallenged to capture Gm and first overall in the G-H mod and F-H prod race in the SCCA restricted regionals here preceding the Stardust GP.

Forrest Tyndall moved his Gm Lola up to challenge Molle and the pair diced for three laps before Tyndall was able to gain the advantage.

Ron La Peer and Pete Silverbrand, both in MG Midgets, fought it out for the whole distance. The nod for Gp finally went to La Peer by a three second margin, with the two cars exiting turn 13 side by side, and La Peer winning the drag race.

Vic Provenzano, in an Fp Alfa, and Jim Johnson, Hm Miller-Crosley, provided the day's longest sustained battle and they kept within a few car lengths of one another for the last 10 laps of the 30-min, 14-lap event. Provenzano had the most when it counted, and nipped Johnson by two car lengths at the line.

# Show Offers U.S. First In Specialist Cars

SAN FRANCISCO, Calif., Nov. 16—Prototypes by four of the world's greatest coach designers will make their American debut at the San Francisco Imported Automobile Show, Nov. 23-28, at Brooks Hall, Civic Center.

The Pininfarina Alfa Romeo Giulia Sport coupe 2 posti, the Ghia 450 SS, the Bertone Fiat/Abarth 850 and the exotic Zagato Lancia Flavia will be flown to San Francisco direct from the Turin Show where they were introduced earlier this month.

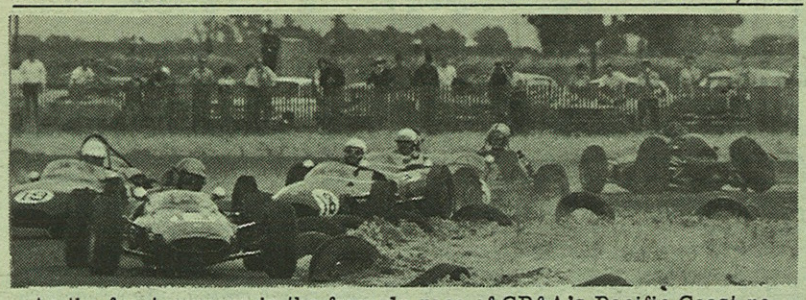
The introduction of such special coachbuilding exercises is a first, not only for San Francisco's show, but for the automobile shows throughout the country. It will mark the first time that any American automobile show has received the endorsement of the Italian Carrozzeria (Italian Coach Designers Association), permitting non-production cars to be shown in the U.S. prior to full European exposure.

The Pininfarina Giulia is the newest one-off by that firm which is noted for coming up with exciting new designs for the show season. Pininfarina's Dino was the hit of the Paris Show in October and is now going into production.

The Ghia 450/SS is the latest stage of a design that has already met with wide success. This version, a 2 plus 2, has larger interior dimensions, and the lines emphasize its aerodynamic excellence.

Bertone's Fiat/Abarth 850 is an advanced modification of the new Fiat 850 by Bertone to be introduced officially next April in New York.

An exotic example of far-out design is the Zagato Lancia Flavia, considered a highlight of the Turin Show.



As the front runners in the formula race of CP&A's Pacific Coast regional championships Nov. 7 pour into turn two, Rod Carveth in his Lotus 24-based F/A Brutus (powered by the small aluminum 3-liter Olds) slides sideways with a broken U-joint. Al Brizard, already by, won the race in his Cooper-Alfa. (Montgomery-Freeman photo)



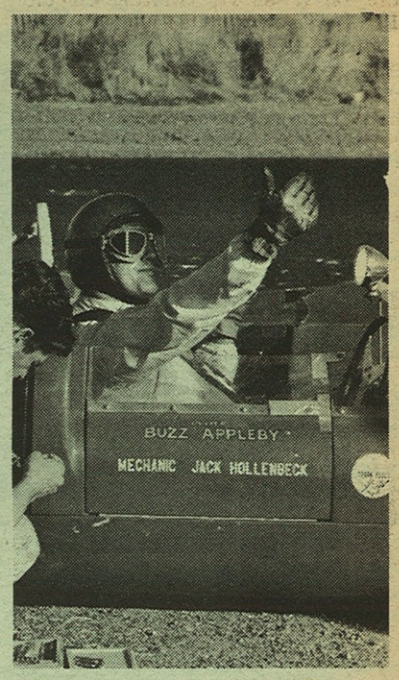

The front line of the Gp grid at the CP&A regional championships might just be the front line of the Gp grid at Daytona later this month. Steve Froines in the Cal Auto Spitfire is on the outside with Ed Barker in the middle and Jack Scoville on the pole. (Bob Franks photo)

At Vacaville:

# RUNOFFS REVISITED

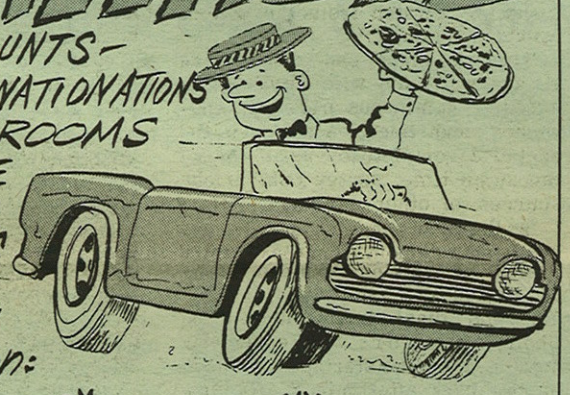



In the ever-unpredictable sedan race at Vaca Valley Nov. 7, Billy Dunn from Salt Lake involved his very stock Mustang in an epic battle with Chuck Forge's Corvair, which ended when the Corvair broke a fan belt. Here, Dunn leads Forge and the mighty Minis of SF's Dave McCartney and Glenn Boothby from Portland as they scramble through turn nine. Don Pike from L.A. ran away with the race in the Shelby Falcon.
(Montgomery-Freeman photo)




Buzz "Don't Touch a Thing" Appleby checking on the position of the sun at Vacaville, Nov. 7.
(Bob Franks photo)

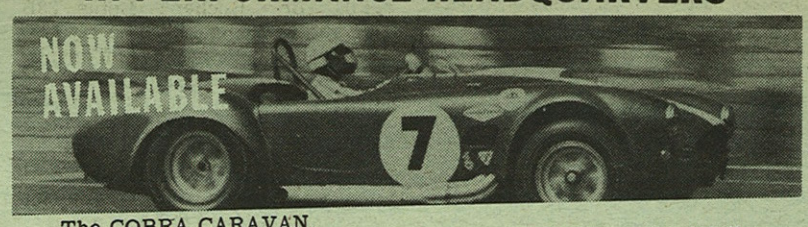
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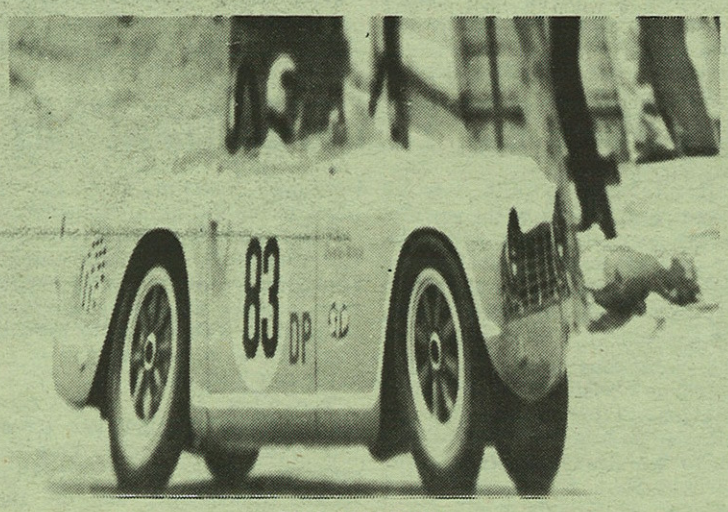
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David Piper's Ferrari 275LM, with John Love and Mike Spence up, stops for tires at Kyalami. Damage was sustained when the car hit an embankment at Clubhouse Bend. Next to car on right is Fax Dunn, Piper's chief mechanic. (Len Konings photo)

## MORE ON:
# Ferrari Tops Ford GT in Africa

(Continued from Page 1)
Paul Hawkins and J. Epstein sharing the wheel. Strongest South African competition came from an Elva-Porsche, a Porsche 904 GTS, and a mixed bag of Lotus 23s, Lotus Elans and similar second-line cars.

McLAREN BREAKS

Many of these were eliminated in nine hours of cracking pace through the fairly short, twisting circuit. First to go was the McLaren, with timing chain failure, and the Lola followed soon after with a dropped valve. The Spence-Love Ferrari LM had brake locking trouble and eventually smote a bank with Spence at the wheel, losing so much time getting going again that it was out of the running.

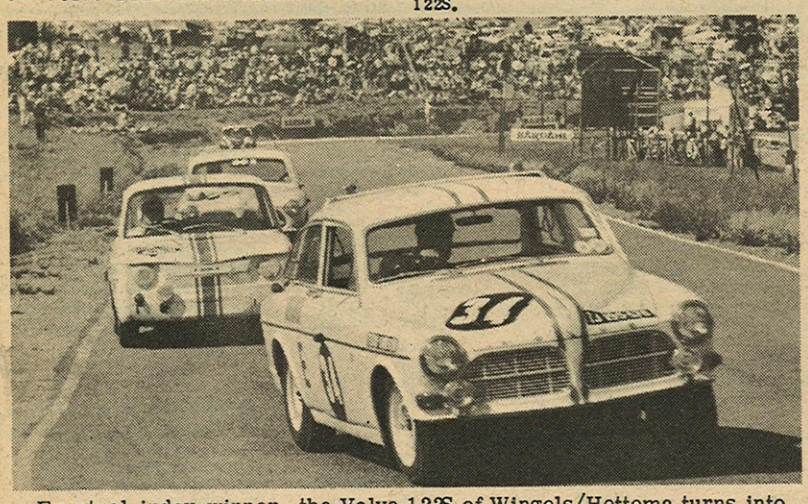
The saloon cars were led by a pack of Volvo 122S and Renault 8 Gordinis, which ran an exciting race of their own against Mini-Cooper and Alfa Giulia competition. First saloon car home was a Volvo driven by Wingels and Hettema, which was eighth overall with a distance of 659.0 miles, and achieved 102.62 per cent on index of performance.

SOUTH AFRICAN NINE-HOUR ENDURANCE RACE, JOHANNESBURG, SOUTH AFRICA, NOV. 6-7.

OVERALL: 1 - D. Piper/R. Attwood, Ferrari 365P2, 770.953mi.; 2 - P. Sutcliffe/I. Ireland, Ford GT; 3 - J. Epstein/P. Hawkins, Ferrari 250LM; 4 - M. de'Udy/P. de Klerk, Porsche 904GTS; 5 - J. Holme/B. Wheble, Lotus Elan; 6 - J. Love/M. Spence, Ferrari 275LM.

CLASS: A - Piper/Attwood; B- J. Truter/N. Smith, GSM Dart Ford; C - T. Weyers/J. Saul, GSM Dart Ford; E - de'Udy/de Klerk; F - Holme/Wheble; G - G. Mortimer/M. Hooper, Renault R8; K - C. Swanepoel/D. van Zyl, Volvo Sport; L - C. Burford/P. Porter, Renault R8.

INDEX: F. Wingels/J. Hettema, Volvo 122S.



Eventual index winner, the Volvo 122S of Wingels/Hettema turns into the esses followed by the Mortimer/Hooper R8 and the Andrews/van Bergen Volvo 122S at the Kyalami 9-Hour race Nov. 11. (Len Konings photo)

# Roadracing Stars Enter for Nassau

NASSAU, Bahamas, Nov. 9 — The field for Speed Weeks reached all-star proportions today with the announcement that signed entries have been received from A. J. Foyt, Dan Gurney and Bruce McLaren.

The 12th renewal of the international sports car racing classic will be held Nov. 27-Dec. 6.

Foyt, the two-time Indianapolis 500 champion who won two major races here in 1963, has entered with a Lotus-Ford. The versatile USAC star also will compete in the Grand Prix for VWs.

Gurney, also one of the sport's most successful performers, will drive a high-powered McLaren Elva-Ford in his try to become the first three-time winner of the feature 252-mi Nassau Trophy Race Dec. 5. He won in 1960 and 1961.

McLaren, the chunky New Zealander who finished second in last year's big race, will pilot a McLaren Elva Mk2.

John W. Mecom, Jr., the young oil magnate from Houston who has built the reputation as one of the most successful sports car owners in the world, has entered a pair of Zerex Lolas to be driven by Walt Hansgen and Jackie Stewart. Hansgen finished a strong eighth in last year's final race.

# Daytona Challenger, Alan Friedland

By Bill Simmons
Area Editor

On a national scale, 1965 will be remembered as the year George Follmer in a Lotus-Porsche beat Jim Hall's Chaparral in the USRRC. In the SCCA's Northeast Division, it will be remembered as the year young Alan Friedland virtually breezed to the F mod championship.

Friedland, who was 25 just two weeks before the national runoffs, started eight races in 1965, winning six and taking one second while throwing in one DNF to keep things interesting.

But his current success with the ex-Skip Scott Elva 7-Ford might never have gotten off the ground if he had allowed his first impressions of the little pusher to influence the direction of his racing career when the moment of truth arrived in May, 1964.

"I had just gotten out of the Army after a six-month tour of duty in Kentucky," he said. "I had raced the car in divisionals at Vineland, N.J., and Cumberland, Md., and it felt very hairy both times, although I managed to get a second and a third in class.

"It was bad enough to make me seriously consider giving up the whole thing and selling the car, but I decided to make some rather drastic changes and give it one more try."

The changes he made weren't as drastic as they were extensive. He completely altered the seating position and the location of hand and foot controls to fit his smallish 5-6, 125-pound frame. The most important change, according to Alan, was his switch to Goodyear Blue Streak tires.

"For the big test," he said, "I decided on the second divisional at Vineland, which might be called my home course.

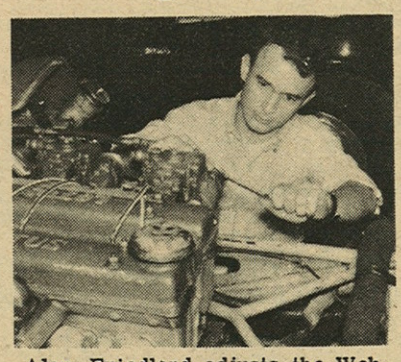
"The car went like Gang Busters. I passed Peter Sachs' Brabham BT5 and Bill Wonder's big Genie-Ford to find myself running second overall behind Bob Bucher's Lotus 23B.

"I guess success went to my head and I went too fast and spun out, but I got things sorted out and finished third in class and fourth overall."

ELVA FINDS HOME

With this, the Elva had found a home. It now was all the things that it wasn't before. "It felt secure," Friedland said. "It was handling right and I knew that the problems were solved. It was the first time I felt I was driving the car, not the car driving me."

Since then things have gotten progressively better. Alan went on to tie for third place in the 1964 NeDiv championship. In the national runoffs at Riverside, he took a second to Rick Muther's Lotus 23, despite being handicapped by a cracked intake manifold that severly limited



Alan Friedland adjusts the Webers on the Cosworth engine of his Elva 7. (Bill Simmons photo)

the output of the Cosworth-Ford engine.

Alan opened the 1965 campaign with an auspicious performance at Virginia International Raceway, in which his meticulously prepared Elva ran away from everybody to take a first overall in the big modified feature.

He followed that up with consecutive class victories at Marlboro, Vineland and Cumberland, including a third overall at Cumberland. The streak was broken at Vineland's second national, when a raft of mechanical ills sidelined the car for the first time in more than a year.

He took a second in class in his next outing at Lime Rock, then ran into his biggest problem since owning the car when he cracked all four pistons in practice and was forced to scratch from the race at Bridgehampton.

Working night and day in his garage while his wife Phyllis prepared a continuous pile of sandwiches and beer, Alan gave the engine a complete overhaul and, at the same time, sorted out various sources of other minor problems.

In the two races since, the car has been a demon. Alan took a third overall at Watkins Glen and a second overall at Thompson easily winning his class both times. The Thompson effort was especially notable, since he started at the back of the pack after minor problems kept him from posting a qualifying time in practice.

Friedland's racing career runs the gamut from drag racing an Olds-powered '51 Ford through a Corvette, a BMW 507 and a Lotus Super 7 to the exotically beautiful Elva that he races today on the best road courses in the country.

He bought the Ford in 1956, as soon as he turned 16. In the Spring of 1957, he had it fitted with a new Olds engine, thus beginning a harrassment campaign against local and state police in Southeastern Pennsylvania and South Jersey.

Things continued along the same tack after he bought a new four-speed, fuel-injected Corvette in 1958. Alan's road-racing career actually began when he ran the 'Vette in a club hillclimb at Yorklyn, Del., in the Fall of 1958.

"I didn't win a trophy at that hill," he said, "but it was a lot of fun and I was really sucked in."

The coup de grace came in March, 1959, when Alan travelled over 2000-mi. to see his first road race, the 12-hrs. of Sebring. "I had seen the boys race the Indy cars up at Langhorne and, although I liked watching it, I never thought I'd like to try it. But I was really turned on at Sebring. I still hope to get a ride there one of these days."

In the Spring of 1960, he bought the 1959 BMW 507, which he still uses occasionally on the street. The classic 507 was run in Pennsylvania Hillclimb Assn. competition with little success through the 1960 and '61 seasons.

In 1962, Alan had his most active season, winning three hillclimbs and taking second place in the PHA's seasonal CP championship. During a lapse in the hillclimb schedule in the summer, he took the BMW to drivers' school at Watkins Glen, earning his license immediately with a near-perfect rating of four fives and one four.

At this time, he bought the S7 in a partnership and campaigned both cars throughout the East. His best showing was a second in class in the BMW in a Vineland regional.

The following Spring, he raced the Lotus in earnest, taking a second at Vineland, a third at Marlboro and turning in a creditable performance at Cumberland, before a broken pushrod forced him to retire.

He sold his share in the Lotus during the Summer and resumed racing the BMW in occasional hillclimbs. In November, 1963, at a Vineland regional, he watched Scott win the modified race in the Elva and decided he wanted the car.

The Army put a crimp in his plans when they called him up for six months the following week, but Friedland persisted and closed the deal with Scott in January with a phone call from Fort Knox, Ky.

# British Hot Rod Club Sets Strip

LONDON, Oct. 26 — The growth of drag racing in England has pressurized local clubs to search throughout the country for a permanent drag strip.

As a result, the British Hot Rod Assn., which ran the first drag racing events in England, has taken over a 90 acre site, 80-mi north of London, on which it has plans to construct England's first drag strip. Under the direction of Chairman John Bennett, five members of the British Hot Rod Assn have formed a company titled National Dragways, to develop this site along American lines.

The first events at "Santa Pod Raceway", as it is to be known, are scheduled for April 1966, and already club competition secretaries are snapping up the remaining dates throughout the year.

The BHRA itself will organize six events during 1966, culminating in the championship in August.

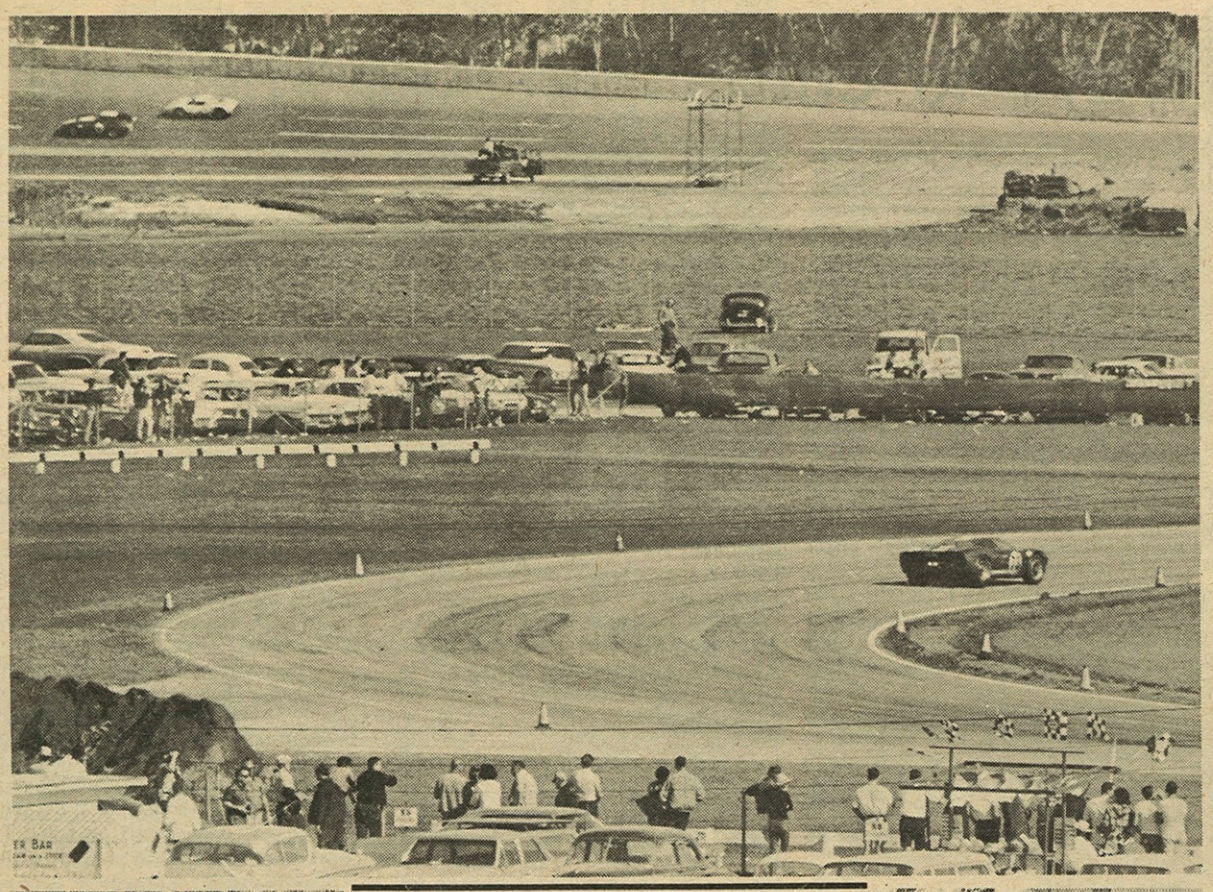
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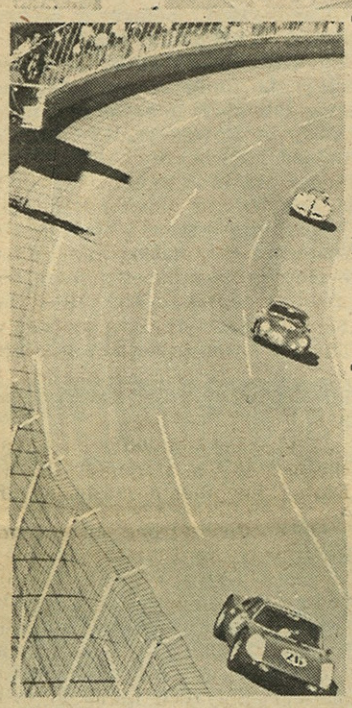
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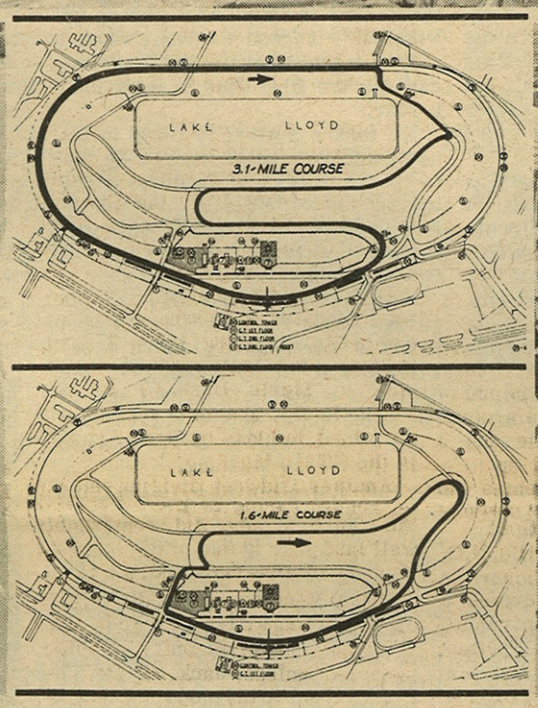


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# East is East and so is










Scene of the American Road Race of Champions — (Top) Foreground shows a sweeping bend while part of the straight going into the high banked east turn is in background. (Left) The flagman's stand extends out over the start/finish line. (Right) The pits are covered; pit exit is at top of photo. (Alice Bixler photos)

(Continued from Page 1)

in fact the runoff is the single event of the year that best proves that very thing.

True national racing has been a long time coming, but as drivers, officials, crews, participants and spectators will all discover at Daytona, it's been well worth the wait.

SCOUTING REPORTS

With CP's area editors active all over the country in competition, we have assembled in this special Daytona preview their assessment of each Division's chances in the runoffs.

## Northeast

WASHINGTON, D.C., Nov. 16 — With 12 of the 16 perfect scores in the U.S., SCCA's national champions in the Northeast Division should be among the consistent front runners in the up-coming Daytona interdivisional runoffs.

In Ap, Hal Keck and his 427 Cobra are virtually unbeatable, and the wide open spaces of Daytona are not unfamiliar to the Hellertown, Pa. pilot. He co-drove the GT-winning Cobra there earlier this year in the Continental. Look for Keck to win again, barring mechanicals or accidents.

Bp really has been a tossup all year among the Corvettes of Don Yenko and Ben Moore and the Mustang of Mark Donohue. Donohue, the only two-class champion in the country, finally won it at the finale at Marlboro. Seeing these three locking horns with PacDiv's Jerry Titus and CenDiv's Bob Johnson, both in Mustangs, should be a feature of the big runoff. Look for Ford to beat Chevy, though, with the winner being Donohue, Titus, or Johnson.

The domination of the Lotus Elans has been an embarrassment to Cp this year, one reason why they'll be in Bp in '66. Two of the best have got to be NeDiv's co-champs Phil Groggins and Lance Pruyn. One or the other should win at Daytona.

As for Dp, is there any other car in this class in the country that can touch Bob Tullius and his TR4? Probably not, and Tullius should repeat his interdivisional win of last year with ease.

NeDiv is Porsche country, as proved by the close finish of Bert Everett and George Frey. They were only three points apart at season's end and the two should really swing on the Daytona short course. They look to be certain front-runners, if not winners in E production.

A few years ago, some powers in SCCA were hopeful of seeing TR3s vanish from the scene after a rash of flips by the marque. But all that is changed, and the Triumph model is more competitive than ever, particularly in the northeast where the Group 44 machine of Brian Fuerstenau wound up with a perfect score. Given another reprieve in his military obligation, Fuerstenau figures to run Daytona — and win Fp.

Gp will also see NeDiv fielding strong competitors, most notably Connecticut driver Bob Sharp. Sharp's Made-in-Japan Datsun went like stink this year and virtually eclipsed every other car in the class. He's apt to do the same thing at Daytona, provided certain Spitfires or some of those West Coast Spridgets don't pull an upset.

National competition in the tiddler's class is always good, where the old bug eye Sprites seem to go indecently faster each year. A good case in point is the Hp machine of South Jersey's Carl Truitt, which should be a leader at the runoffs.

Modifieds have not been particularly strong in the northeast in recent years, and that is puzzling since many of the exotic imports first touch down on the East Coast. Some of these probably will do well at Daytona, notably the F/M Elva of Pennsylvanian Alan Friedland. Friedland was one of three modified drivers to score perfectly this year. Another was John Iglehart from White Plains, N.Y., who pushed his Bosca to first in Hm. Both these drivers should be strong contenders in their runoffs. Cm pilot Bob Brown (Malibu Spl.) and Em winner Lew Kerr (Brabham BT8) also can be expected to do well.

NeDiv drivers also ought to figure prominently in the formula races. In F/B, F/C, and Vee the Division again fielded 54 point champions, any or all of whom can be counted on to win their races at Daytona. These are Gaston Andrey in F/B,

# American Road Race of C

RACE 1, H PROD

| NO. | NAME/HOMETOWN | CAR | DIVISION |
|---|---|---|---|
| 11H | Carl Truitt, Glassboro, N.J. | Sprite | NE |
| 12H | Robert Turgeon, Oxon Hill, Md. | Sprite | NE |
| 13H | Randy Canfield, Chevy Chase, Md. | Sprite | NE |
| 21H | Peter Feistmann, Asheville, N.C. | Fiat Abarth | SE |
| 22H | Robt. Rentzell, Chattanooga, Tenn. | Sprite | SE |
| 24H | Joe Garrison, Rydal, Ga. | Sprite | SE |
| 31H | Kent Carpenter, Ann Arbor, Mich. | Sprite | CE |
| 34H | Lloyd Barton, Danville, Ill. | Sprite | CE |
| 41H | Bobby Vandivort, Cabool, Mo. | Sprite | MI |
| 42H | Geo. Cowherd, Jenks, Okla. | Sprite | MI |
| 51H | Dan Miller, Forest Hill, Md. | Sprite | SW |
| 52H | William Cox, Dallas, Texas | Sprite | SW |
| 53H | M. Christensen, Baton Rouge, La. | Sprite | SW |
| 61H | Lee Mueller, Lynwood, Calif. | Sprite | PC |
| 62H | Dean Hatch, Canoga Park, Calif. | Sprite | PC |

RACE 2, H MOD

| | | | |
|---|---|---|---|
| 11H | John Igleheart, Greenwich, Conn. | Bobsy Osca | NE |
| 13H | George Garrett, Cynwyd, Pa. | Bobsy | NE |
| 14H | John Gordon, Rockaway, N.J. | Osca | NE |
| 21H | Fred Cox, Nashville, Tenn. | Sunbeam Spl. | SE |
| 22H | Geo. Avent, Kingstree, S.C. | Begra-Abarth | SE |
| 23H | Fred Minning, Melbourne, Fla. | Sunbeam Spl. | SE |
| 31H | Bill Mitchell, Okemos, Mich. | Sunbeam Spl. | CE |
| 32H | Gerald Mong, Medina, Ohio | Bobsy | CE |
| 34H | Richard Jacobs, Waukegan, Ill. | CE Spl. | CE |
| 42H | Glen Shepard, Kansas City, Kans. | Jabro Saab | MI |
| 43H | G. C. Waddle, Colo. Springs, Colo. | Lil Duck Saab | MI |
| 51H | F. E. Lambert, Corpus Christi, Tex. | Lambert Spl. | SW |
| 52H | David Bland, Austin, Texas | Jabland Saab | SW |
| 61H | Dan Parkinson, La Canada, Calif. | Dolphin Abarth | PC |
| 62H | Jim Lawrence, L.A., Calif. | Lin-Saab Spl. | PC |

RACE 3, G PROD

| | | | |
|---|---|---|---|
| 11G | Robert Sharp, Wilton, Ct. | Datsun | NE |
| 12G | Dick Gilmartin, Seven Corners, Va. | Spitfire | NE |
| 13G | Fred Darling, N. Smithfield, R.I. | Sprite | NE |
| 21G | Don Kearney, Clearwater, Fla. | Spitfire | SE |
| 22G | John Tremblay, Orlando, Fla. | Datsun | SE |
| 23G | J. R. Chastain, Ft. Lauderdale, Fla. | Spitfire | SE |
| 31G | Dick Drexler, Nashotah, Wisc. | Sprite | CE |
| 32G | Bob Clemens, Roseville, Mich. | Spitfire | CE |
| 33G | Walt Biddle, Fond du Lac, Wisc. | MG Midget | CE |
| 41G | David Kiser, Overland Park, Kansas | Spitfire | MI |
| 42G | Walter McCray, K.C., Mo. | Sprite | MI |
| 43G | Tommy Allen, Okla. City, Okla. | Datsun | MI |
| 51G | Don Smith, San Antonio, Tex. | Spitfire | SW |
| 52G | Don Davenport, Metairie, La. | Spitfire | SW |
| 53G | D. W. Foerster, Oklahoma City, Okla. | Datsun | SW |
| 61G | Rick Hilgers, Carmel, Calif. | Sprite | PC |
| 62G | Emmett Browne, Santa Maria, Calif. | MG Midget | PC |
| 63G | Steve Froines, San Francisco, Calif. | Spitfire | PC |

RACE 4, G MOD

| | | | |
|---|---|---|---|
| 11G | Gordon Heald, Babson Park, Mass. | Elva 7 | NE |
| 13G | Edwin Arnold, Hampton, Va. | Lotus 23 | NE |
| 21G | Jim Baker, Atlanta, Ga. | Lotus 23 | SE |
| 22G | Wick Williams, Chattanooga, Tenn. | Lotus 23B | SE |
| 31G | Quin Calhoun, Chicago, Ill. | Elva 7 | CE |
| 33G | Peter Dawson, Royal Oak, Mich. | Lola | CE |
| 34G | Dick Talbot, Cleveland Heights, Ohio | Bobsy | CE |
| 41G | Ralph Miller, Wichita, Kans. | Zink 3 | MI |
| 42G | Robert Kelce, E. St. Louis, Ill. | Elva 7 | MI |
| 43G | Ron Greenwood, Cheyenne, Wyoming | Elva 4 | MI |
| 51G | Charles Barns, Dallas, Tex. | Merlyn 6a | SW |
| 52G | W. D. Roland, Alexandria, La. | Merlyn 6 | SW |
| 61G | Rich Erickson, Manhattan Beach, Calif. | Lotus 23 | PC |
| 62G | Harry Banta, Reno, Nev. | Ferharry Rdstr. | PC |
| 63G | Peter Talbert, San Francisco, Calif. | Bourgeault | PC |

RACE 5, F PROD

| | | | |
|---|---|---|---|
| 11F | Brian Fuerstenau, Seven Corners, Va. | TR3 | NE |
| 12F | Leo Picard, N. Smithfield, R.I. | Volvo | NE |
| 13F | Al Costner, Staten Island, N.Y. | Sunbeam Alpine | NE |
| 21F | Johnnie Gunn, Miami, Fla. | Alfa Romeo | SE |
| 23F | Robt. Mitchell, Huntsville, Ala. | TR3 | SE |
| 25F | John Taylor, Jacksonville, Fla. | TR3 | SE |
| 31F | Richard Hull, Lansing, Mich. | Volvo | CE |
| 32F | Dan Carmichael, Columbus, Ohio | Sunbeam Alpine | CE |
| 33F | Ed Wachs, Chicago, Ill. | Alfa Romeo | CE |
| 41F | William Riggs, Kansas City, Mo. | TR3 | MI |
| 42F | John Barker, Denver, Colo. | MGA | MI |
| 43F | Elouise Norris, Oklahoma City, Okla. | TR3 | MI |
| 51F | Bill Bagby, Dallas, Tex. | TR3 | SW |
| 52F | Jack Jewell, Silsbee, Tex. | TR3 | SW |
| 53F | Buell Owen, Beaumont, Tex. | TR3 | SW |
| 61F | Jim Dittemore, Redondo Beach, Calif. | TR3 | PC |
| 62F | Lee Midgely, W. Hollywood, Calif. | TR2 | PC |
| 63F | L. C. Thomas, Eugene, Ore. | Sunbeam Alpine | PC |

RACE 6, E PROD

| | | | |
|---|---|---|---|
| 11E | Bert Everett, Doylestown, Pa. | Porsche | NE |
| 12E | Geo. Frey, Allentown, Pa. | Porsche | NE |
| 13E | Nagle Bridwell, Havertown, Pa. | Porsche | NE |
| 21E | Fred Keyser, Key West, Fla. | Porsche | SE |
| 22E | Bill Phaneuf, Panama City, Fla. | Lotus 7A | SE |
| 23E | Richard Merritt, Madison, Ala. | Porsche | SE |
| 31E | Allan Barker, Louisville, Ky. | Spitfire | SW |
| 32E | Peter Hutchinson, Birmingham, A | Datsun | SW |
| 33E | Dick Brakenridge, W. Springs, Ill. | Sprite | PC |
| 41E | Ray Pickering, Lawrence, Kansas | MG Midget | PC |
| 42E | R. K. Roberts, Denver, Colo. | Spitfire | PC |
| 43E | Larry Myers, Arvada, Colo. | | |
| 51E | Wally Gafford, San Antonio, Tex. | | |
| 52E | Bert Miller, San Marcos, Tex. | | |
| 53E | Wm. McKemie, Austin, Tex. | | |
| 61E | Dale Hersh, San Gabriel, Calif. | | |
| 62E | Carl Swanson, Woodland Hills, Ca | | |
| 64E | Robert Kirby, San Marino, Calif. | | |

RACE 7, C-D PROD

Cp

| | | |
|---|---|---|
| 11C | Phil Groggins, Schenectady, N.Y. | |
| 31C | Chuck Stoddard, Willoughby, Ohio | |
| 33C | Ted Clark, DeKalb, Ill. | |
| 35C | R. J. Henry, Roanoke, Ind. | |
| 43C | Jim Harris, Liberty, Mo. | |
| 51C | Gene Phillips, Longview, Tex. | |
| 52C | Ed Tucker, Irving, Tex. | |
| 62C | Joe Ward, Riverside, Calif. | |
| 63C | Bill Young, La Canada, Calif. | |
| 65C | Lou Sell, Anaheim, Calif. | |

Dp

| | | |
|---|---|---|
| 11D | Bob Tullius, Seven Corners, Va. | |
| 12D | Dick Stockton, Abington, Pa. | |
| 13D | Brad Picard, N. Smithfield, R.I. | |
| 21D | Roger West, Birmingham, Ala. | |
| 22D | Tommy Charles, Birmingham, Al | |
| 23D | Charles Slade, Orlando, Fla. | |
| 31D | Ron McConkey, Cedar Falls, Iowa | |
| 32D | Bill Maloney, Chicago, Ill. | |
| 33D | Larry Dent, Grabill, Ind. | |
| 41D | Vick Campbell, Tulsa, Okla. | |
| 42D | John McComb, Hutchinson, Kansa | |
| 43D | Jim Thompson, Kansas City, Mo. | |
| 51D | Joe Locario, Houston, Tex. | |
| 52D | Lynn Beaumont, Houston, Tex. | |
| 55D | Bill Frank, Houston, Tex. | |
| 61D | Bill Pendleton, Eugene, Ore. | |
| 62D | Steve Froines, San Francisco, Cal | |
| 63D | Leon Herbert, Pasadena, Calif. | |

RACE 8, F/SCCW

F/B

| | | |
|---|---|---|
| 11B | Gaston Andrey, Framingham, Ma | |
| 12B | Alan Gottlieb, McKeesport, Pa. | |
| 15B | Don Burris, Wilmington, Del. | |
| 21B | Robert McQueen, Atlanta, Ga. | |
| 31B | Stew McMillen, Indianapolis, Ind. | |

# West: SCCA U.S. Amateur Champs Converge on Daytona

Mark Donohue in F/C, and Roger Barr in Vee.

DAVE ROETHEL

## Pacific Coast

SAN FRANCISCO, Calif., Nov. 16 — The West Coast, overwhelming winners in last year's ARRC at Riverside despite statistical juggling, is going into Daytona with all the confidence of Cassius Clay getting into the ring with Elizabeth Barrett Browning.

It's just likely to come out of the runoffs with a record of wins to rival Richard Nixon's.

Don Yenko knows all about Merle Brennan who beat him last year, but in '65 Brennan is only number three on the Coast. Ahead of the Jag are two Southern Californians: Jerry Titus in the Hi Performance (read Shelby) team Mustang and Jim Adams in the works Tiger. If Adams, who missed the pro series as a result of a motorcycle accident, is healthy, he could take it all. If he doesn't, Titus will; double champion Mark Donohue and the great Bob Johnson notwithstanding. However this one comes out, it promises to be a race to remember.

If Bob Montana can keep the Hemi-McKee pointed in the general direction of the course, he's got a chance, but the big surprise might come in D mod where the wizardry of Kas Kastner and the fine steady driving of Charlie Gates moved a near-stock TR4A past everything but Craig Breedlove on the West Coast this season. And in H mod it should be Dan Parkinson in a repeat of his last year's win.

Lee Mueller's H prod Sprite is quick enough to give Muggs Truitt some real competition, and he's got Dean Hatch to back him up. G prod on the Coast was figured to be the very special provinces of Joe Huffaker and the BMCD competitions department and Kas Kastner with his rapid Spitfires. But along came private entrant Rick Hilgers to shoot them both down, with Cal Auto Spitfire driver Steve Froines (also running in Dp) in third. If the PacDiv has a full field of Gp cars at Daytona, it's Katie Bar the Door, as these two will be backed by the number two man on the Coast, BMCD driver Emmett Brown and possibly Jack Scoville from Oregon.

And Fp shouldn't be too much tougher for the Westerners. Dick Hull from Michigan and Brian Furstenau should figure, but it's hard to pick against the TRs of Jim Dittemore and Lee Midgely, with Oregon-Northwest overall champion Tommy Thomas as number three man on the team in his Alpine.

Dale Hersch might make it in E, and Bill Pendleton who is staggeringly fast could, just could upset the pride of the East, Bob Tullius; but the real east-west battle is going to come in Cp with Joe Ward, Bill Young in Elans and Lou Sell in an S7 going against Phil Groggins' Elan, Chuck Stoddard's GTZ and Lotus Southwest's Ed Tucker.

Neither Al Brizard nor Earl Jones is any slouch in F/B but look for them to take two and four with Gaston Andrey and Mason O'Keiff interspersed, while Karl Knapp and Mark Donohue should come across the line dead even in F/C.

L. MANDEL

## Central

CHICAGO, Ill., Nov. 15 — There are some strong CenDiv entries for the Daytona runoffs, drivers who are quick enough and whose cars are strong enough to pose real threats at the interdivisional races, but beyond them, CenDiv surprise may lie in depth.

Two of the strongest contenders are Bill Mitchell and Jerry Mong in Hm. Mong's Bobsy-Saab is very quick and Mitchell's Sunbeam-Imp 441 spl. has run in the fore all season. Mitchell's car is maintained by Gene Crowe, (who also tends Ralph Salyer's McLaren) of Hammond, Ind. Mong is the Bobsy designer.

Another real favorite is Sprite driving Dick Drexler. And for those who look in awe at the NeDiv challenge of Gilmartin and Darling, it's well to remember that in their only encounter with Drexler this year Dick stayed right up with them. Still, the favorite should remain Bob Sharp's Datsun from the northeast.

In Fp, Dick Hull, Volvo P1800, usually manages to get away from Fp leaders and E-D cars, and Don Carmichael, Sunbeam Alpine finished in a point tie with Hull. At St. Louis they triumphed over Midwest champ Bill Riggs and Brian Furstenau, NeDiv TR3 ace, will have to watch out for them.

Stockbroker Ralph Treischmann had little trouble winning Em with his Elva-Porsche, yet Elva-BMWs are in vogue despite Lew Kerr (Brabham) having put 26 points between him and the second-place man.

Columbus caterer Bob Johnson in his Mustang 350GT presents a serious challenge to Bp contenders and regardless of Mark Donohue's 51 point Mustang and Jerry Titus' 54 point Shelby stud this could be the race of the day Nov. 28.

Sleeper to keep an eye on: Ron McConkey's XK140 should be good for 145mph on the high banks of the big D. He has four-wheel disc brakes and could give Tullius and Bill Pendleton a trying time.

In Ap, George Montgomery's Cobra usually manages to finish without too much fuss.

BILL MALONEY

## Southeast

DAYTONA, Fla., Nov. 15 — Southeast Division is pinning its hope on Charlie Kolb in his Ap Porsche 904 as its strongest challenge in the runoffs.

The colorful Kolb has been a regular winner in his Brumos-prepared P904 and rates one of the top drivers in the Division.

In the Fp ranks, John Gunn of Miami was top man in his Alfa. Gunn faces stiff competition from a host of Triumphs but he is an excellent driver and should be equal to the challenge.

The winner's circle is Don Kearney's second home. The Clearwater, Fla., Spitfire pilot is one of the best small car drivers around. A well prepared machine and a smooth driving style add up to a roomful of first place trophies and he could easily add the Gp national championship to his collection.

Peter Feistman of Asheville, N.C. ran away and hid with Hp honors in the Southeast. Feistman drives a lone Fiat Abarth in the Hp runoff, all the other machines are Sprites, and that alone should make him popular with the spectators. Not to mention the scorers.

Class Fm trophies have consistently been awarded to John Norris who's a steady sort of driver without being spectacular. He has brought his Lotus 23B up for class honors regularly and as often as not finishes in the top three. Norris figures to be in the top three overall in his race at the runoffs.

Jim Baker, winner of the Gm class in the Southeast, is a quick capable chauffeur of a Lotus 23B and in September put on an exciting display of his driving capabilities at the Daytona nationals.

There will be fantastic amounts of entries and interest in the F/V race. Six different makes are represented in this class and the competition is closer than the pages of the GCR. Only three points separate the top three men in the Southeast Division and all are equally adept at the driving chores. Whit Tharin, Allendale, S.C. and Bill Campbell of Cantonment, Fla. run Formcars while Tony Belcher displays his winning ways in a Beach.

ALICE BIXLER

## Midwest

DENVER, Colo., Nov. 16 — The Midwest Division is going to be at Daytona. And it's going to be there with a small handful of fine drivers, in general penalized by their equipment.

Veteran Ray Pickering, who will compete in Ep in a Lotus 7 and in the F/V race in a works Sardini, leads the team from the Division into competition that's sure to be all out of proportion to that met by drivers here during the season.

Dave Dooley, in his fine, strong XKE roadster is no stranger to that competition, having taken a hard-earned third last year at Riverside to Merle Brennan and Don Yenko in Bp, and this year he will be joined in class by Brad Brooker in the GT350 Mustang.

Another Midwest Division veteran of runoff racing is Dave Kiser in the Spitfire, who did remarkably well last year in one of the toughest classes of all — Gp — taking a third.

Bobby Vandivoort's Sprite is sure to run a consistent race, but the Division's modified entry is unimpressive unless Jack Hinkle joins Dick Durant in the mod race. Durant, in his front-engined Chev Cm, is a fine driver, but his car seems outclassed by the Lolas and McLarens. But Hinkle — if he enters — is the shoo-in in Dm. Hinkle's car has the engine from Jack Brabham's Indy car and does nothing but go.

BILL MALONEY

## Southwest

HOUSTON, Tex., Nov. 15 — Strong representation in under-2-liter modified and one formula class, moderate strength in large production classes but weakness in small production and big bore modified classes characterize Southwest Division's representation at the second annual SCCA runoff for divisional point champions.

If there is a dark horse in the SW entry it's in Cp. Ed Tucker, co-owner of Lotus Southwest in Dallas, received his competition S2 Elan very late in the season. In the BRM-engined car he tied with two other drivers for second in the Division.

Fp leader is ex-New Orleans and recent Fort Worth insurance man, Bill Bagley in his TR3. Bagley has raced his TR for several years and is a steady though unspectacular driver. Faster West Coast and Tullius-prepared TR3s should win at Daytona.

Don Smith from San Antonio brought his Spitfire through for a Gp win. Smith is a strong driver and extremely good in traffic. If his car is competitive with other Spitfires at Daytona he can be in the thick of the fight in Florida.

Southwest Division modified class winners are weak in the larger displacement classes. Joe Starkey of Dallas won Cm in his front-engined Chaparral against little if any competition. However, Starkey will have the McLaren-Chev at Daytona in which he won at Roswell and Juarez towards the end of the season.

A long odds outsider might come through in Cm if Homer Rader of Dallas, the other co-owner of Lotus Southwest enters his Lotus 30.

Only other strong class favorites from the Division will be G. Mason O'Keiff, a plasma physics doctoral candidate from Houston. O'Keiff is the money behind Lotus-Houston, fronted by manager and mechanic Lee Lilley. O'Keiff has an incredibly fast Lotus 27 with a tweaked Cosworth Ford twincam in F/B which Lilley has made strong and reliable.

STAN SCHAEFFER

# Champions Official Entry List

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Austin-Healey | CE | 61B | Alson Brizard, Livingston, Calif. | Cooper-Alfa | PC | 32B | Tom Yeager, Marion, Ohio | Mustang GT350 | CE |
| Porsche | CE | 62B | Earl Jones, Hermosa Beach, Calif. | Le Grand 3 | PC | 33B | Don Sesslar, Lancaster, Ohio | Sunbeam Tiger | CE |
| Porsche | CE | 64B | Boyd Groberg, Salt Lake City, Utah | Lotus Formula | PC | 41B | Brad Brooker, Wichita, Kans. | Mustang GT350 | MI |
| Lotus 7 | MI | | | | | 42B | David Dooley, Oklahoma City, Okla. | Jaguar | MI |
| Porsche | MI | F/C | | | | 61B | Jerry Titus, El Segundo, Calif. | Mustang GT350 | PC |
| Porsche | MI | 11C | Mark Donohue, Murray Hill, N.J. | Lotus 20B | NE | 62B | Merle Brennan, San Francisco, Calif. | Jaguar | PC |
| Austin-Healey | SW | 13C | Bill Rutan, Essex, Conn. | Quantum Saab | NE | 63B | Jim Adams, Los Angeles, Calif. | Sunbeam Tiger | PC |
| Austin-Healey | SW | 14C | Jim Haynes, Lakeville, Conn. | Quantum Saab | NE | | | | |
| Elva Courier | SW | 21C | C. W. Hamilton, Maitland, Fla. | Stanguellini | SE | RACE 11, C-F MOD | | | |
| Porsche | PC | 31C | Larry Skeels, Madison, Wisc. | Cooper/BMC | CE | | | | |
| Morgan plus 4 | PC | 32C | Reg Howell, Dayton, Ohio | Cooper | CE | Cm | | | |
| Porsche | PC | 34C | Tom Clark, Cleveland Heights, Ohio | Lotus 18 | CE | 12C | Sherman Decker, Oneonta, N.Y. | Lola T70 | NE |
| | | 44C | Clint Cavin, N. Little Rock, Ark. | Cooper | MI | 13C | Jerry Crawford, Bow, N.H. | Lotus 30 | NE |
| | | 51C | Tommy Bunn, Long Beach, N.Y. | Lola 5 | SW | 23C | Herb Byrne, Winter Haven, Fla. | Jaguar XKE | SE |
| | | 61C | Karl Knapp, Pasadena, Calif. | Le Grand 3 | PC | 33C | Ralph Salyer, Hammond, Ind. | McLaren-Elva | CE |
| | | 62C | Nick Reynolds, Sausalito, Calif. | Lotus 22 | PC | 34C | Bud Gates, Indianapolis, Ind. | McLaren-Chev | CE |
| Lotus Elan | NE | | | | | 35C | Budd Clusserath, Hammond, Ind. | McKee 6 | CE |
| Alfa Romeo TZ | CE | F/V | | | | 41C | Dick Durant, Florissant, Mo. | Durant-Chev | CE |
| Lotus Super 7 | CE | 12V | Joseph Dodge, Nyack, N.Y. | Autodynamics | NE | 51C | Joe Starkey, Dallas, Tex. | McLaren-Elva | SW |
| Lotus Super 7 | CE | 13V | Bill Scott, New Haven, Conn. | Autodynamics | NE | 61C | Ray Wolff, W. Los Angeles, Calif. | Cobra | PC |
| Lotus Elan | MI | 21V | Whit Tharin, Allendale, S.C. | Formcar | SE | 64C | Bob Montana, Phoenix, Ariz. | Plymouth Spl. | PC |
| Lotus Elan | SW | 22V | Bill Campbell, Cantonment, Fla. | Zink | SE | | | | |
| Lotus Elan | SW | 24V | Walter Glenn, Atlanta, Ga. | Beach 5 | SE | Dm | | | |
| Lotus Elan | PC | 31V | Rick Kohler, Canton, Ohio | Bobsy Vanguard | CE | 11D | Robt. Hutchins, N.Haledon, N.J. | Ferrari 268 SP | NE |
| Lotus Elan | PC | 32V | Chet Freeman, Columbus, Ohio | Bobsy Vanguard | CE | 32D | M. R. Doc Dee, Chicago, Ill. | Maserati 300S | CE |
| Lotus Super 7 | PC | 33V | Dan Fowler, Minneapolis, Minn. | Beach 5 | CE | 51D | R. P. McGuire, Fort Worth, Tex. | Maserati-Ferrari | SW |
| | | 41V | Robt. Hubbard, Emporia, Kansas | Sardini | MI | 61D | Charlie Gates, Manhattan Beach, Calif. | TR4A | PC |
| TR4 | NE | 43V | Ray Pickering, Lawrence, Kans. | Sardini 2 | MI | 63D | Ed La Mantia, Redwood City, Calif. | Genie-Corvair | PC |
| TR4 | NE | 52V | Robert Samm, Houston, Tex. | Autodynamics | SW | | | | |
| MG-B | NE | 56V | Bob Costey, Beaumont, Tex. | Beach 5 | SW | Em | | | |
| MG-B | SE | 61V | Boyd Hough, Phoenix, Ariz. | Formcar | PC | 11E | Lewis Kerr, Niantic, Conn. | Brabham BT-8 | NE |
| MG-B | SE | | | | | 13E | M.R.J. Wyllie, Allison Park, Pa. | Bobsy-BMW SR3 | NE |
| Porsche | SE | RACE 10, A-B PROD | | | | 14E | Bob Mouat, Timonium, Md. | Cooper Monaco | NE |
| Jaguar | CE | Ap | | | | 22E | Geo. Barber, Birmingham, Ala. | Porsche RSK | SE |
| Austin-Healey | CE | 11A | Harold Keck, Baltimore, Md. | Cobra | NE | 23E | Charlie Kolb, Miami, Fla. | Porsche RSK Spyder | SE |
| Lotus Elite | CE | 12A | Michael Goth, New York, N.Y. | Cobra | NE | 32E | Chuck Dietrich, Sandusky, Ohio | Elva BMW | CE |
| TR4 | MI | 13A | Bob Fryer, Bridgeville, Pa. | Sting Ray | NE | 61E | Ralph Wood, Moraga, Calif. | | PC |
| MG-B | MI | 21A | Charlie Kolb, Miami, Fla. | Porsche | SE | 31E | Ralph Trieschmann, Northfield, Ill. | Elva-Porsche | CE |
| MG-B | MI | 24A | Robt. Thorpe, Pompano Beach, Fla. | Cobra | SE | | | | |
| Alfa Romeo | SW | 26A | Ralph Noseda, Miami, Fla. | Cobra | SE | Fm | | | |
| Austin-Healey | SW | 31A | Geo. Montgomery, St. Paul, Minn. | Cobra | CE | 11F | Alan Friedland, Narbeth, Pa. | Elva 7 | NE |
| TR4 | SW | 32A | Paul Sonda, Detroit, Mich. | Sting Ray | CE | 12F | Ed Diamond, Rochester, N.Y. | Elva 7 | NE |
| TR4 | PC | 33A | Dave Heinz, Rockford, Ill. | Sting Ray | CE | 13F | Wm. Kneeland, Franklin, N.H. | Elva 7S | NE |
| TR4 | PC | 62A | Foster Alexander, Atherton, Calif. | Cobra | PC | 21F | John Norris, N. Miami, Fla. | Lotus 23B | SE |
| TR4 | PC | | | | | 22F | Jack Slottag, Orlando, Fla. | Lotus 23 | SE |
| | | Bp | | | | 31F | Brooke Doran, Burket, Ind. | Elva 7S | CE |
| | | 11B | Mark Donohue, Murray Hill, N.J. | Mustang GT 350 | NE | 33F | E. B. Cicotte, Warren, Mich. | Lotus 23B | CE |
| | | 12B | Don Yenko, Canonsburg, Pa. | Corvette | NE | 36F | Cliff Apel, Milwaukee, Wisc. | Bobcat | CE |
| Lotus-Alfa | NE | 15B | Martin Krinner, Livingston, N.J. | Mustang GT350 | NE | 42F | Walter Bass, Kansas City, Mo. | Elva 7S | MI |
| Lotus-Ford 22 | NE | 21B | Bill Floyd, Greenville, S.C. | Mustang GT350 | SE | 51F | Joe Hutchison, Dallas, Tex. | Merlyn 6 | SW |
| Cooper-Ford | NE | 22B | John Bentley, Cocoa Beach, Fla. | Sunbeam Tiger | SE | 52F | Charles Barns, Dallas, Tex. | Merlyn 6A | SW |
| Formcar Porsche | SE | 23B | Walt Hane, Maitland, Fla. | Mustang GT350 | SE | 63F | Frank Werber, San Francisco, Calif. | Lotus 23B | PC |
| Lotus 27 | CE | 31B | Bob Johnson, Columbus, Ohio | Mustang GT350 | CE | 41F | Delbert Taylor, Denver, Colo. | Lotus 23 | MI |

# FoMoCo, Mopar Set to Square Off for 1966

By Bob Glendy

DAYTONA BEACH, Fla., Nov. 8 — Speculation over what will be on the NASCAR tracks in 1966 has reached a fever pitch as drivers and mechanics get set to make their annual pilgrimages to Detroit.

Chrysler has made it very plain that they will be back in 1966. Official pronouncements from the factory have placed two Petty Plymouths, two Cotton Owens Dodges and two Ray Nichels Dodges on the NASCAR grand national circuit.

Further, observers here are not ruling out the possibility that either Ray Nichels or Chrysler is getting set to announce that Bud Moore of Spartanburg, S. C. will field two Dodges during 1966. Moore has run '64 Mercurys equipped with '65 Ford engines on the major tracks with amazing success this year. Darel Dieringer and Earl Balmer never managed to get into the winner's circle but came close enough to raise eyebrows at every factory pit.

Moore was in Detroit last week to confer. He wasn't saying with whom but the word was it was with Nichels about a Dodge deal. This would even out the MoPar entries with six Dodges and two Plymouths competing against Ford factory entries which amounted to eight in 1965.

Ford has said they will race in 1966 but have been strangely silent as to what, where, when and who. Junior Johnson's retirement and the hiring of Bobby Isaac to drive in a "one-car" operation are the only official words concerning 1966 Ford racing plans.

Ford will certainly retain Holman and Moody along with Fred Lorenzen. Grand National Point Champion Ned Jarrett will be around to collect his appearance money in his Bondy Long Ford. Glen Wood has said maintaining two cars is too much trouble and that he would only have one in 1966.

The Wood brothers maintained a car for Marvin Panch all season. With Curtis Turner's return to NASCAR racing the Woods prepared two cars during August, September and October. No one knows who will drive the Woods' car next year.

## STOCK CAR NEWS

Dick Hutcherson is rumored to be looking for a separate deal like many of the other Ford operations, and Cale Yarborough has shown enough in 1965 to expect that he will be back in Banjo Matthews' car next year.

Notwithstanding, Junior Johnson's deal is the only official one and many veteran racers are poohpoohing Johnson's retirement. Included in Johnson's announcement was the fact that although Isaac was the only driver there would be three cars built, one for dirt, one for the superspeedways and another for the road courses.

Rumors are leaking out that Ford will show up at Daytona in February with an overhead cam engine, which has been under development for several years. Reports of tests run at Daytona by Fred Lorenzen, using the overhead cam engine in one car and a Chrysler hemispherical engine in another, have leaked the information that the hemi was faster, but no one knows how hard the overhead cam engine was run.



**New Cage**

Cotton Owens, left, one of NASCAR's top race car builders, discusses his new roll cage design with David Pearson. Owens added an elbow-high bar after two NASCAR drivers were killed in driver's side crashes this year.

# Firestone Shows Indy-ized Tire

AKRON, Ohio, Oct. 24 — The famous Indianapolis race tire tread design is coming to the nation's stock car speedways.

Firestone Tire developer and manufacturer of the first 500-mi. tire for Indianapolis competition, had the all-new tire available for drivers in the American 500 at Rockingham, N.C., Oct. 31.

The tires, named the Super Stock 500, had their first successful competition test during the recent National 400 at Charlotte.

Winner Fred Lorenzen and runnerup Dick Hutcherson were among the many drivers on the Super Stocks, and after accepting the champion's trophy and purse, Lorenzen said:

"Tires made the difference out there today. The new Firestone tire is a great advancement for us."

Lorenzen, besides praising the cornering qualities of the Super Stocks, lauded the safety liner within the tires.

He traveled over debris on the track, left following a crash, and a tire was cut. The inner tire kept its air and Lorenzen was able to control his car and drive into the pits for a tire change.


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Goldsmith — 1st

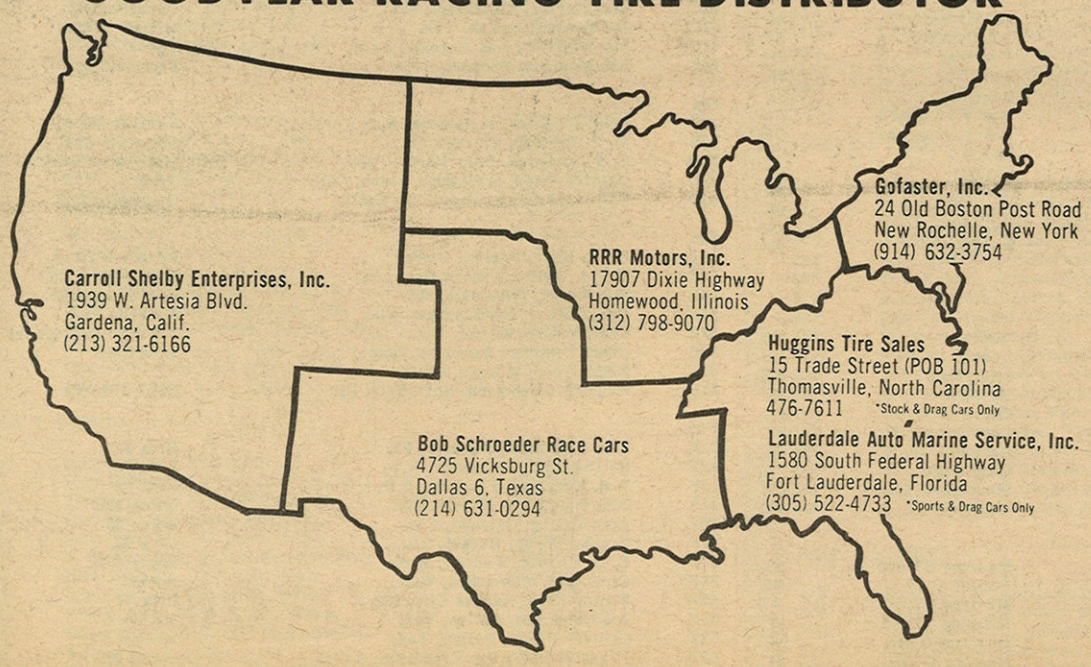
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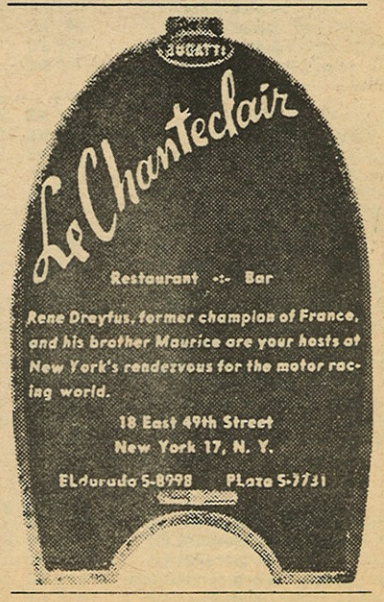
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WESTERN EDITION

# Western Events Calendar

DECEMBER

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

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

NOV. 29, 8am—Little Monaco 5 open slalom by Men's Hall One from the parking lot, California Western Univ., Pt. Loma, San Diego, Calif. Awards: one trophy per five cars in class; TTOD; TTOM. Three timed runs over three level course. Fee $3.50 single; $5 couple; $2 CWU student. Info: Stuart J. Moss, Hall One, Rm. 217, 3902 Lomaland dr., San Diego, Calif. Call: 223-9537.

NOV. 20, 6:30pm—NCSCC Turkey Toddler 5 luck-variety rally by Fremont TC from Ward's parking lot, Pleasant Hill, Fremont, Calif. Awards: 10 trophies; plaques to first 150 cars.

NOV. 20, 5pm—Pilgrim's Panic 4 variety rally by Nor-Cal-Vair. Info: Jim Fredrick, 1205 10th st., Berkeley, Calif.

NOV. 20—SCCA driver's school, Phoenix, Ariz.

NOV. 20—USAC midgets, Phoenix, Ariz.

NOV. 20—SCCA regionals, Carlsbad, Cal. CANCELLED.

NOV. 20—Applicants for the '66 SCCA Driver's School should apply immediately to SCCA, 1699 Van Ness av., San Francisco, Calif. or RDC, Suite 726, Latham Sq. bldg., Oakland, Calif.

NOV. 20, 6:30pm—Forever Amber variety rally by Treasure Island TC from Lake Merritt, Oakland, Calif. Awards: trophies three deep; DLBF; poker plaque; place plaques. Fee $2.25.

NOV. 21, 8am—Turkey Trot fun rally by Sportsmasters A-H club at Crenshaw shopping center, Crenshaw blvd. and Santa Barbara, L.A., Calif. Awards: trophies; dash plaques; turkey. Fee $3 mail, $3.50 post. Info: Sportsmasters, P.O.Box 8226, L.A.8, Calif.

NOV. 21, 8:30am—Sneaky 008 open slalom by Les Chevaux Mechaniques sport auto, at Pomona valley center, Indian hill and Hold, Pomona, Calif. Awards: trophies; dash plaques. Fee $3.50 single; $5 married couples only. Info: Ray Jollymour (714) 626-0867.

NOV. 21, 10am—Turkey Trot T&D rally by Triumph Travellers from Premier Imports, El Camino ave., San Carlos, Calif. Awards: three deep in three classes; TR marque award; team awards; dash plaques to all. Fee $3.50. Info: Craig M. Herman, 250 Del Medio #318, Mt. View, Calif., call: 941-4508.

NOV. 21, 9am—Formula Libre navigational rally by Santa Monica SCC from Oscar's drive-in, Sepulveda and Sherman Way, Van Nuys, Calif. Awards: pewter mugs; dash plaques to all. Fee $2.50. Info: call 398-1192 or GR 3-4445 (days).

NOV. 21, 8am—Monza Corvanna autocross by NCCA at Alameda County fairgrounds, Pleasanton, Calif. Awards: TTOD; three deep in 13 classes; dash plaques to all. Fee $3.50 single, $6 per couple. Info: Nick Visair, 1734 Sequoia st., Napa. Call: 226-5623.

NOV. 21—USAC 200, Phoenix, Ariz.

NOV. 21, 1pm—CAR 100-lap open competition super-stock car championships at Ascot Park, Gardena, Calif.

NOV. 21—USAC championship stock cars, Phoenix, Ariz.

NOV. 21—SCCA restricted regional, Vaca Valley, Calif.

NOV. 21, 8am—Ninth annual Monza Corvanna autocross by Nor. Cal. Corvette assoc., at Alameda fairgrounds, Pleasanton, Calif. Awards: trophies three deep; other awards for one in five cars over 11 in class; plaques to all. Seat belts mandatory, no tubeless tires. Fee $3.50, $6 per couple.

NOV. 21, 9am—Rally Day by Modesto Mustangers at McHenry Village, Modesto, Calif. Program includes: rally, rally school, lunch, movies. Awards: trophies three deep; plaques for fifth and sixth; dash plaques to all; club trophies; door prizes. Fee $3. mail; $3.50 post. Info: Modesto Mustangers, c/o Griswold & Wight, 9th and 1st, Modesto, Calif.

NOV. 21, 9am—Rio Ramaza Practice autocross by Sacto. SCC at Rio Ramaza, an uninhabited subdivision seven mi. north of the Elkhorn Ferry on Garden hwy., at Riego rd., Sacramento, Calif. Must be 21, seat belts mandatory. Awards: plaques for best men's over and under 1600cc; best woman's. Fee 50¢ and 50¢ per lap.

NOV. 22, 8pm—George Follmer will speak at a meeting of the Porsche Owners Club at the Institute of Aerunautics, 7660 Beverly blvd., Los Angeles, Calif.

NOV. 23, 8pm—Tech inspection for the Porsche OC Driver Training and Time Trial session at Sebald's body shop, 1240 Brands blvd., Glendale, Calif. The session will be held at Carlsbad raceways on Dec. 4-5.

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

NOV. 23-28, 19am - 11pm—Imported automobile show at Brooks Hall, San Francisco, Calif.

NOV. 25, 3pm—Imported Auto show A-Go-Go variety rally by Stop Watchers Ltd., from Fiesta Lanes, Jackson st. at Calaroga ave., Hayward, Calif. Awards: 10 deep; par. plaques and two free tickets to the Imported Car show to first 50 cars. Fee $3. Info: call 537-5652.

NOV. 26, 8pm—Nyte Ryder T&D rally by La Mirada SCC from La Mirada shopping center, La Mirada, Calif. Fee $2.

NOV. 26, 6:15pm—Joker T&D rally by Evergreen SCC from Renton Village, Seattle, Wash. Awards: class trophies; joker awards; participation plaques to all. Fee: 99¢. Info: Collette Wink, call UL 2-6514 or Dex Welter: SU 4-3245.

NOV. 27, 7pm—Nippon Sei 4 variety rally by Squeaky Spokes TC from Lake Merritt boathouse, Oakland, Calif. Awards: trophies five deep; place plaques; marque awards; dash plaques to all. First SSTC championship rally for '66. Fee $2.50.

NOV. 27, 7pm—FRA formula and sedan races at Ascot Park, Gardena, Calif.

NOV. 28—Thanksgiving rally by Cascade SCC, Portland, Ore.

NOV. 28, 12 noon—CAR super-modified and super-stock car grand prix, two 50-lap features at Ascot Park, Gardena, Calif.

DEC. 1—Monthly open house, Corvair Club of America, at 3980 Donald, Eugene, Ore.

DEC. 3, 7:30pm—Farewell '65 T&D rally 8 by Downtown Ford rally team from Harold's drive-in at Watt and Arden way, Sacramento, Calif. Four classes. Awards: Trophy to class winner; place plaques three deep. Fee $2. Info: Pat Valdon, 1816 Helena ave., Sacramento, Calif. Call: 925-8016 (days).

DEC. 3, 8pm—Friday Nighter T&D rally by TCVC from Oscar's drive-in, Sherman way and Sepulveda, Van Nuys, Calif.

DEC. 4-5, 8:30am—Driver training and Time trial session by Porsche OC at Carlsbad raceways, Palomar airport rd., hwy. 101 and 78, San Diego, Calif. All cars outside the general L.A. area will be tech'd at the track. Info: Call (714) LA 1-5547 or (213) CR 6-6828. Event headquarters: El Camino Inn, 3170 Vista wy., Oceanside, (714) 729-2314.

DEC. 5, 9am—NCSCC Noel 1965 rally by Twin Valley SCC from the Diner, 11th and Central, Tracy, Calif. Awards: trophies three deep, plaques fourth and fifth; best team. Fee $5 mail (closes Nov. 25); $6 post. Info: Twin Valley SCC, 2347 Chateau way, Livermore, Calif.

DEC. 12, 8am-12-Hour Classic rally by Fairbanks SCC at Fairbanks, Alaska. Three T&D sections, special section including autocross and gymkhana. Event will be held provided temp. is above 30 deg. below freezing. Fee: $5, FSCC members, $6 others. Info: Les Palmer, P. O. Box 3355, Fairbanks, Alaska.

DEC. 19, 11am—Xmas Xcuse rally by Willamette MC from the US National Bank parking lot, North River shopping center, 5110 River rd. N., Oregon route 219, Salem, Ore. To get there from Portland take the Kiezer Brooks exit and follow the signs to Kiezer. Awards: trophies on basis of one for every 10 cars in class; Xmas presents; dash plaques to all. Fee $2.50. Info: Doug Daniels, 1560 Norway st., Salem, Ore. Call 581-2380.

## Allied's New Enamel

MEDINA, Ohio—A new line of extra high-temperature spray enamels for industrial applications has been announced here by the industrial division of Plasti-Kote, Inc., a leading producer of aerosol coatings.

The new aerosol paints, which will withstand temperatures of more than 1200 degrees Fahrenheit, are designed for coating boilers, manifolds, headers and other high-temperature automotive and industrial applications.

# Cramer, Spencer In Shelby Shift

By Ron Hickman

INGLEWOOD, Calif.—Important changes in management are taking place at Shelby—American, Inc.

Peyton A. Cramer, formerly manager of administration, has been appointed manager of international operations, announces Carroll Shelby, President.

In addition, Lew Spencer moves his office from Hi-Performance Motors to become competition vehicles sales manager. In this capacity Spencer will be responsible for Shelby-American's sales effort for Ford GT's competition Cobras, and competition Shelby American Mustang GT350's.

Cramer, who has been a member of the Shelby organization since Dec. 1963, will spearhead a growing marketing effort and rapid expansion of activities in Great Britain, Europe, Scandinavia and South America. Before moving West from the special vehicles department of FoMoCo., Cramer was with the Grace National Bank of New York.

Spencer switches from a full time tour of duty at Hi-Performance Motors, after spending several years as western states distributor for Morgan automobiles. In addition to personally handling sales of the competition cars, Spencer will also ramrod parts and service for the competition activities. Spencer will continue to campaign his Cobra which he recently drove to first place in Ap at the Riverside national and the Santa Barbara regional races.

Since the Shelby effort for 1966 will place emphasis on support of private entrants rather than campaigning factory entered cars, Spencer is expected to fill an important niche in the marketing organization.

Ray Wolf is moving out from Dearborn to become sales manager of Hi-Performance Motors. He will head activities in the new location at 901 North Sepulveda blvd. in El Segundo, Calif.

## Grauman's Chinese Auto Center Opens

RIVERSIDE, Calif., Oct. 28—A "Walkway of Champions," honoring the great auto racing drivers of the world, was inaugurated during ceremonies at the new Riverside Auto Center in Riverside.

The project was initiated when several of today's greatest drivers imprinted their hands and "throttle foot" on large cement blocks which will later become part of the sidewalk around the Auto Center. They included World Driving Champion Jimmy Clark of Scotland, former World Champion Graham Hill of England, three-time Riverside-500 winner Dan Gurney, and Skip Hudson of Riverside.

Also honored but unable to be present were four-time National Driving Champion A. J. Foyt, 1964 Times grand prix winner and 1963 Indianapolis winner Parnelli Jones, and California's own Phil Hill, the only American driver ever to win the world driving title.

# Times GP Crowd Big and Unruly

RIVERSIDE, Calif., Oct. 31—The largest crowd ever to attend the Grand Prix, 84,000 plus, was treated to better parking facilities, more and permanent concession stands with adequate supplies of drinks to help combat the high temperature, permanent sanitation buildings, and larger and better-placed grandstands to go with one of the highest car attrition rates in the history of the event.

The parking areas were filling up rapidly by 9am and by 10 the grandstands at turn 5, the favorite viewing area, were filled.

The newly leveled-off infield at turn 6 was well set up for spectators, and cars were parked about 50 yards back from the turn with lots of area available for standing room spectators.

The crowd was graced by the usual number of teen age drunks who remained under control as long as police patrolled. After the race when all visible police had left to direct traffic, the parking lot became a raceway for motorcycles and a battling ground for beer bottle throwers.

It was at this point that first aid areas saw more action than they had all day when suddenly they were beseiged with bottle wounds and scraped knees and elbows.

## Eldon Builds Slot Track at Riverside

RIVERSIDE, CALIF., OCT. 31—An automobile raceway has opened within a famous raceway.

The formal unveiling of an elaborate and permanent slot car facility, the Eldon Model Car Racing Center, in the heart of Riverside International Raceway took place before the eighth running of the Times GP for sports cars here.

Situated in the infield area of the raceway, the four-lane slot car track is housed within an air-conditioned 20 by 40 foot A-frame building.

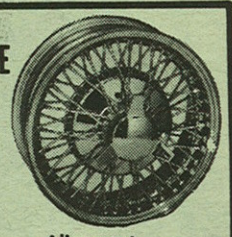
## Clark Visits B.C.

By Vince Howlett

VANCOUVER, B.C. Oct. 26—Jim Clark, newly-crowned world champion, paid a brief promotional visit to Vancouver for the Imperial Tobacco Co. Clark visited a shopping center, and dined with representatives of the press. Never wordy, Clark nevertheless impressed newsmen with his natural personality.

Biggest chunk of information he left behind was that Lotus is to use BRM engines in '66, and that Lotus and Ford should be collaborating on an engine some time later.


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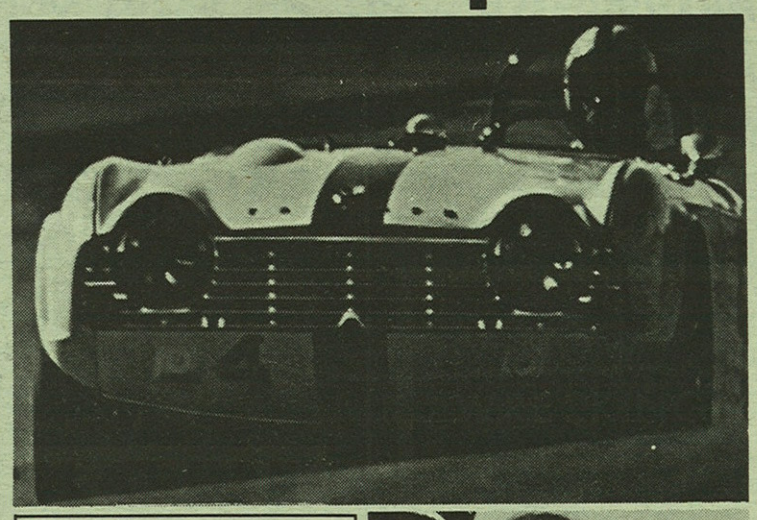
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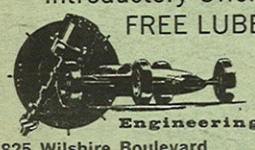
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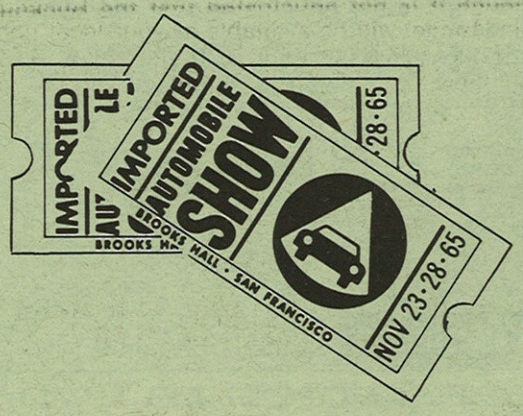
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# 12-Hour Winning Alfa TI Repeats In M'boro Finale

By Dave Rothel
Area Editor

UPPER MARLBORO, Md., Nov. 14—Proving that his win in the Marlboro 12-Hour this year was no fluke, Pete Van der Vate and his Alfa TI scored handily to win the season's finale here.

Washington Region, SCCA, promoted the tourers to feature status in view of their large turnout (25 cars) and also in view of the recent action taken by the SCCA governors in making sedans a national category in '66.

For his efforts, Van der Vate received the usual trophy plus a large turkey with which to grace his Thanksgiving table.

In the Turkey Bowl race, Van der Vate faced formidable opposition in the form of four Corvairs, a Mustang, a swift Volvo and others.

The Volvo beat the Alfa in the five-lap curtain raiser and the Mustang actually led the throng in the 10-lapper. But once Van der Vate got moving, the die was cast.

The largest field for a regional in Marlboro history (74 cars) turned up for the 14-race program. Missing were Group 44 and some of the other Daytona eligibles who were not anxious to compromise precision car preparation in progress, all of which provided a field day for some of the usual runners up.

The C-Dp main event, for instance, was run without the cloud of Bob Tullius hanging over the field and it gave Carrera pilot John Kelly a chance to run to an easy win, particularly after first lap mechanicals sidelined Bruce Jennings.

Dp went to the TR4 of Bill MacFarlane.

In the race for modifieds and big prods, Bob Gardner, Elva-Ford, jumped into the lead but soon found himself tailed closely by the similar car of George Alderman. On lap 4 both cars seemed to spin together, not touching, but meshing like clock gears. Gardner was out, but Alderman continued on to win.

Ap was won handily by the Ferrari GTO of rookie Gordon Tatum, who thus emerged as Washington region's Ap champion of the year.

Cm went to the Lotus-Buick of Henry Payne, but only by one foot over the 6-Hour winning Donar-Buick of Doug Diffenderfer.

Twenty-five formula cars lined up for their 10-lapper, which turned out to be a runaway for Mike Taylor in his F/C Cooper, and the F/V section was contested by 17 of the mighty mites. Karl Axline's Formcar headed the bunch at the checker.

The Ep go was another benefit for Bruce Jennings and second in another Porsche was Art Bartholome, who somehow could not dent the Jennings' armour.

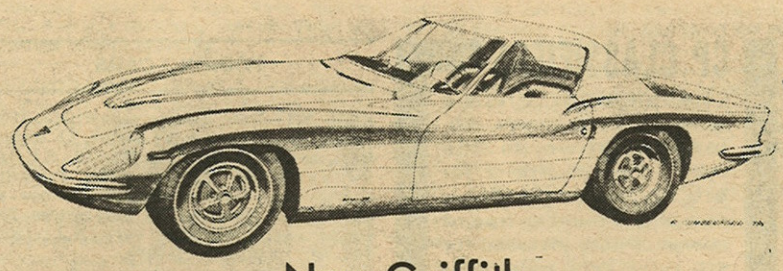
The main for Fp and Hm cars turned out to be a three-way TR3 duel among Ken Sloan, Victor Matthews and Bernard Dietrich. It also turned out to be one of the spiningest races of the day. Sloan survived and went out in front to win.

Hm was taken by Ken Butler, who brought his Osca out of retirement to prove that it could still run well.

The tiddlers in G-Hp had lots of fun with the likes of Dick Staples and Pat Mernone and the Hp twins Bob Turgeon and Randy Canfield not entered. This allowed Col. Joe Hauser to take a victory in his Gp Sprite, but only after the rapid Midget of Parson Baird got sidelined. Hp was taken by Bob Welch's Sprite after a long duel with Sam Caronia's Fiat Abarth.

## Changes Its Name

CHICAGO, Ill., Nov. 1 —The Chemical Compounds Division of Studebaker announced it will change its name to that of its principal product, STP, and will transfer headquarters from South Bend, Ind., to a new suburban Chicago facility.



## New Griffith

Bob Cumberford, assisted by John Crosthwaite formerly of BRM, designed the new all-steel body of the new Griffith due early in 1966. Ford is supplying the complete engine, transmission and rear axle. The prototypes are under construction by Intermeccanica, and are to undergo structural tests at the Turin Polytechnical Institute. The new car is said to be priced at under $7,500.

# Rutherford New Sprint King

GARDENA, Calif., Nov. 14—Four-time USAC National Driving Champion, A. J. Foyt wheeled the Buck's Offy to victory in the 30-lap USAC sprint car feature at Gardena's Ascot Park Nov. 14 in the final USAC sprint car race of the year.

Foyt, the night's fastest qualifier at 22.62 on the half-mi dirt oval, took the lead at the drop of starter Shim Malone's green flag and roared home a straightaway ahead of second-place finisher Roger McCluskey in the Worth Chevy. Third went to newly-crowned national champ Mario Andretti in the Stapp Chevy, with Jud Larson fourth in the Watson Offy and Bobby Unser fifth.

Johnny Rutherford of Ft. Worth, Tex. became the USAC national sprint car champion for 1965, despite the fact that he lost his right front wheel twice in the 30-lap event.

Rutherford, driving the Meskowski Chevy, held a 6-1/2 point lead over Greg Weld of Kansas City going into the night's feature race.

On the third lap of the main event, Rutherford lost his right front wheel going into the first turn. He kept the car under control and pitted for a new tire and wheel. Pulling back into the race after losing several laps, Rutherford followed Foyt until the 28th lap when he again lost his right front wheel, this time running the remaining two laps on the axle.

Although Rutherford finished last in the 14-car field, Weld could only manage a 10th

# Renault Enters 22 Cars to Take Round Corsica Rally Win

By A.V. Garth

CORSICA, Nov. 9 — A works-entered R8 Renault Gordini driven by Pierre Orsini and Jeannot Canonici, one of 22 such cars entered by the factory, won the rally of 10,000 corners, the Tour of Corsica.

Driving a 1300cc version of the R8, the pair took the event with a penalty of 12 min for the 750-mile event. Renault engined cars took the next four places.

What it lacks in distance, this rally makes up for in the quality of the roads, which are poorly surfaced and run over a series of mountainous passes.

Against the Renault might were entered three works Panhards, a team of three DAFs, three works Lancia Flavias, four Taunus factory Fords, a trio of NSU factory prepared cars and a lone Mustang from Ford France for Henri Greder.

The Mustang broke a wishbone and retired. The rather poor showing of the Alfa Romeo GTA team was traced to the fact that four of the works cars had been written off on the Jolly Hotels rally the week before.

The Abarth team suffered a severe setback just after the 50km test section, when the closed prototype of Jo Schlesser slid into a tree on a very tight downhill left hand turn. Guy Ligier in a Porsche 904 crashed on the following corner after a wild bit of evasive action, and Jean Hanrioud was less successful still, hitting the Abarth and then wrapping his Alpine round a tree.


THE Russkit LOLA T 70 STORY

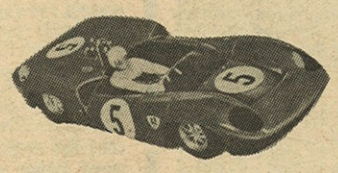
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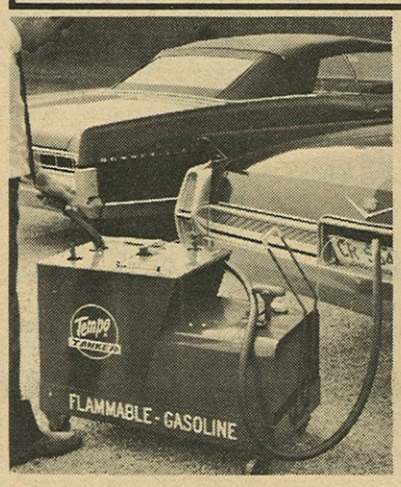


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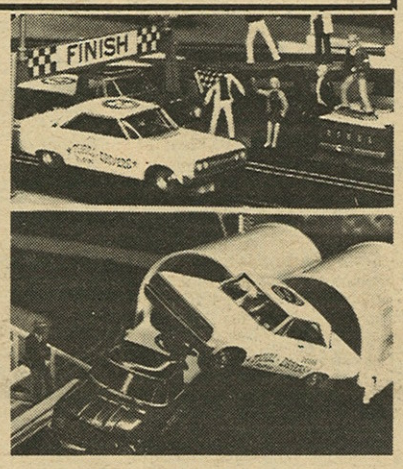
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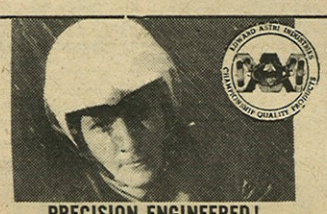

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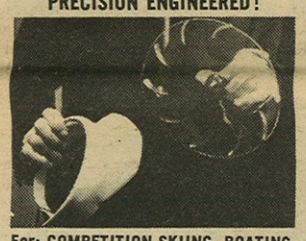



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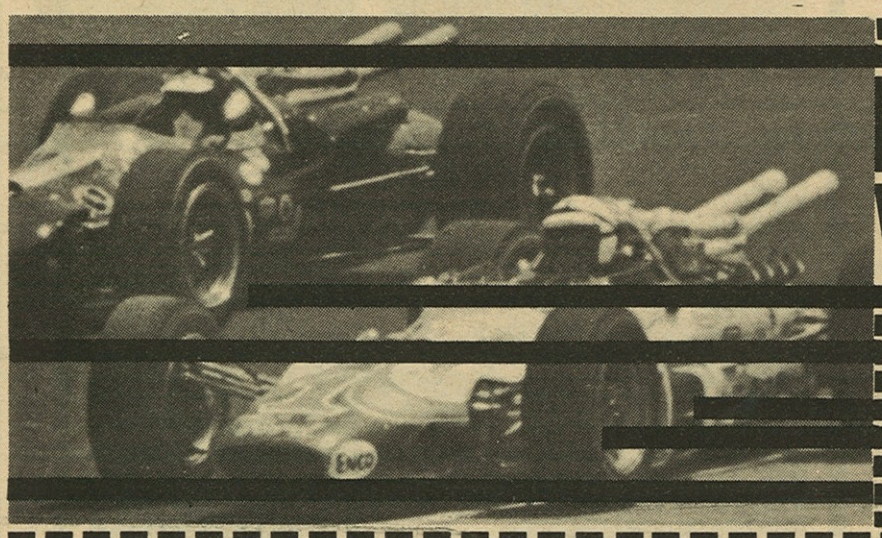
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## NHRA Appoints Hamrick

BRISTOL, Tenn., Nov. 7—Hal Hamrick, general manager and public relations director of the Bristol International Speedway, has resigned his post to take over as Director of Public Relations for the National Hot Rod Assn.

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MASERATI 1960 3500 GT COUPE. MASERATI SEBRING 1963. Maserati Berlinetta 1965. Ferrari GTO 1962. Ferrari Berlinetta SWB Coupe. Ferrari 250 GT Cabriolet. Cable Car Motors, 817 Columbus, San Francisco, Calif., 94133; (415) PR 6-6700.

1957 MERCEDES BENZ GULLWING—Polished rudge wheels, Becker Mexico radio, silver with immaculate red interior. Must see to appreciate. R. G. Katke, E. 23 Courtland, Spokane, Wash. 99207; (509) FA 7-7949.

1965 MERCEDES 220S SEDAN—With bank seat, 10,000 miles, radio, heater, power steering and brakes and new air conditioning. Black, spare wheel never been used. $4295. Broughton Motors, Inc., 2130 Austin Hwy., San Antonio, Texas 78218; (512) OL 5-0241.

MGTD 1951—All original equipment, two original owners. Excellent unrestored condition, original interior. $995. Joe Cam's Autorama, 1641 Penn Ave., West Lawn, Reading, Penn.; (215) 678-3469.

MGY 1949—Elegant, four-seater MG tourer. Restored except for upholstery. Dark green. $1200. William Clarke, 992 Alvarado Rd., Berkeley, Calif. 94705; 848-4098.

MOTORSPORT INC. HAS MOVED to bigger and better facilities. Sales and Service for Lotus, Sunbeam and Alfa. Visit our new showroom and service and parts departments at 2550 - 28th St., Boulder, Colo.; (303) 444-4003.

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PORSCHES—911's and 912s NOW AVAILABLE FOR IMMEDIATE DELIVERY and demonstration. Many excellent used Porsches also in stock. Bud Clark, Inc., Authorized Porsche-VW dealer, 23615 Michigan Ave., Dearborn, Mich.; (313) CR 8-8050.

SUNBEAM TIGER—The foreign car with the American V8 engine. Come in and test drive the sports car with the U.S.A. power. Complete parts and service department. Lakewood Sports Cars, 5445 Steilacoom Blvd., Tacoma, Wash. 98499; (206) JU 8-6202.

NEW 1100cc 95hp COVENTRY CLIMAX-powered Turner. Was $3395, now $2895. Only one left. Tri-City Sports Cars, 9750 Portage St., NW, Massillon, Ohio; (216) 833-9818.

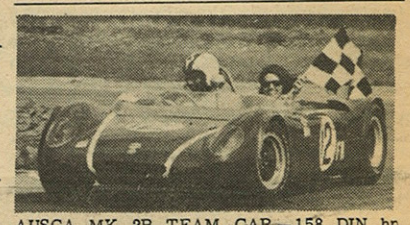
## COMPETITION CARS

ABARTH 2000—202 DIN, latest 4 and 6-speed gear boxes and suspension, 28 gallon tank. Run once since factory rebuilt, $5500. Also Abarth 1000, twin cam, Webers, disc brakes, CR gears, latest suspension and spares. $2500. Bob Ennis or Nick Davison, Speedway Custom, 3 Speedway Ave., Allston, Mass.; (617) AL 4-9867.




ALFA ROMEO TI SUPER SEDAN—One of the last three produced for competition. Central division national S3 championship car. Car was prepared by the factory and has everything. This car has beaten the best sedans in the country and is a class winner for 1966 at $5000. Bill Knauz, 1044 N. Western Ave., Lake Forest, Ill.; (312) 234-1700.

1965 ALFA TI SUPER—This car is a winner. It is one of three virtually unbeatable factory sedans sent to the U.S. to be campaigned on the USRRC and SCCA circuits. This is the sedan that won the Marlboro 12-hour endurance classic over Ford and Chrysler factory teams, as well as the Northeast divisional and Washington regional titles. It has been completely rebuilt and meticulously maintained by Pete van der Vate, without regard for cost. Monty Winkler, 3220 - 44th St., NW, Washington, D.C. 20016; (202) 244-7469.



AUSCA MK 2B TEAM CAR—158 DIN hp Alfa engine, MK 4 Hewland gearbox. Car is very competitive and is in like-new condition with many spares. $4500. Bill Knauz, 1044 N. Western Ave., Lake Forest, Ill.; (312) 234-1700.

AUSTIN-COOPER "S"—Not hydrolastic, 100 hp, 1275cc engine prepared by Joe Huffaker, roll bar, R7 Dunlops, Cooper mags, Konis, 1-1/2" SUs, and Derrington Webers. Only one race on car. Also Chevrolet tandem wheel truck designed and used to carry Mini inside. Included four new tires, new rebuilt engine, new brakes, new battery, matching paint, radio, AU6 12mpc. Arrive at the races with car clean and dry. Gordon Smiley, 6102 Burt, Omaha, Nebr. 68132; (402) 558-4175.

BEACH MK5B FORMULA VEE—Custom trailer, suspension and engine chrome, spare wheels, body, transaxle, engine parts. Car is immaculate. Want to go to H modified. James Courtney, 2406 Gmeiner Rd., Appleton, Wis. 54911; (414) 739-5247.

(Continued on Page 13)

## COMPETITION CARS

(Continued from Page 12)

BEACH MK 5B FORMULA VEE—Professionally built and maintained. Immaculate condition. $1895 with trailer. Trade-ins considered. Stephens Motors, 105-111 El Camino Real, Redwood City, Calif.; (415) 368-5819.

BOBSY FORD—Cosworth MK 11, 112bhp, Hewland MK 4. Just returned from successful season in England, Must be fastest 1100 in America. Goodyear 66 compound F/1 tires. $5100. Bill Gubelmann, Hampton House, Penn Valley, Narberth, Penna.; (215) MO 4-7106 days and after 10pm.

BMW 1800 1964—Red, 25,000 miles, one owner car. Special price, $2495. Pete Lovely VW Inc., 5111 Milton Ave. E., Tacoma, Wash.; (206) WA 7-3700.

1965 BRABHAM F/2 CHASSIS minus engine. Latest modifications, wide rims, alloy brakes, long distance tanks, antidive suspension. Price $4800. A great formula car. David Morris, P.O.Box 26, Solana Beach, Calif.; (714) 755-4226.

GRAHAM HILL 1962 WORLD CHAMPIONSHIP BRM V8—Completely overhauled by BRM Bourne. Ready to race or show, numerous spares. Centro Sud, Via Rovani 10, Monza, Italy.

1963 Z 11 SPECIALLY BUILT IMPALA coupe with aluminum body with 446 cu.in. drag engine. Highly modified for competition. All special parts are new. A record holder. Alan Green Chevrolet, 14400 First Ave. S., Seattle, Wash. 98168; (206) CH 4-5440.

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COBRA'S GT 350s—Save now. Ready for immediate delivery. Nation's largest Performance Ford dealer. 427s, Galaxies, Fairlanes for street, Strip. Contact Dean Gregson, Performance Manager. Tasca Ford Sales, 777 Taunton Ave., E. Providence, R.I.; (401) 434-7474.

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ELVA BMW—182hp Nerus dry sump engine, MK 5 Hewland 5-speed, long range tanks, Goodyear R2 GP tires. Excellent condition. Very fast car with good record. USRRC contender on display now, $7000. Fred Opert Racing Enterprises, 202 Broad Ave., Palisades Park, N.J.; (201) 947-7007 or (212) LO 3-0930.

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FORMULA VEE—In Los Angeles area complete cars, kits and parts. Car trailers. Financing available. Evgs. Tues. through Fri. 7 to 9. Club Cars, 1657 W. 135th st., Gardena, Calif.; 323-9732.

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1957 FERRARI—500 TRC engine complete dry sump with oil tank, carburetors, exhaust, starter, generator, dual ignition, excellent condition. 10 hours since overhaul. $1200. Paul Scott, 13505 Corliss Ave. N., Seattle, Wash. 98133; 364-7015.

FORMULA VEE AUTODYNAMICS 1965—Never raced, Ferrari red, new tires, Frendo brakes, newly rebuilt transmission, prodified engine, chrome shrouding, etc. Best offer over $999. Dennis Bowcut, 3359 Miller Ave., Mt. View, Calif.; (415) 941-1044.

QUANTUM SAAB FORMULA S—Factory assembled and prepared. Ready to race, six tires, cockpit cover and custom trailer. $3500. Will deliver Eastern U.S. Sports Cars Inc., 527 Sports St., Fairborn, Ohio 45324; 878-3943.

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LOLA—1150 CLIMAX, STAGE 3. Great race record plus many spares. Also MGA ex-Hank Thorpe car. Many spares, too. $3500 takes all. Interested parties only. Trailer included too. George L. Ralph, c/o F. W. Messick & Son, Queen Anne, Md.; (301) 364-5255 or 822-4859.

LOTUS CORTINA—Jim Clark's Team Lotus 1964 Sebring winner. NE division national championship sedan. Ready to race. Factory subsidy. Many spares, trailer available. $4300. Carson-Pettit, Inc., 214 W. Lancaster Ave., Devon, Penna. 19333; (215) 687-1500.

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LOTUS 18—1100 Cosworth Formula C, R2 Goodyears, mags. Twelve 1sts in last 18 races. Most immaculate 18 in U.S. Fast formula for less than the price of a Vee. $2300 on display now. Fred Opert Racing Enterprises, 202 Broad Ave., Palisades Park, N.J.; (201) 947-7007 or (212) LO 3-0930.

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LOTUS CM—Airheart brakes, wide mag wheels (wet and dry), automatic transaxle, professional fiberglass body (master molds available), 271 Olds, oil cooler, 60 gallons gas, 50 in bladders. Sell with or without engine and transaxle. Other commitments force sale just as car finished. Peter Helferich, 735 W. Glencoe, Palatine, Ill.; (312) MO 6-4255 days, 359-1944 eves.

LOTUS FORMULA B—Lotus 27 brought up to Lotus 32 specs by factory. Central division champion. Record: nine overalls, three DNFs (out of gas once), leading OA when DNF. Spare parts, extra set wheels and Formula 1 tires, gears, cockpit cover. Twin cam dyno tuned. Will run ARRC at Daytona. $7500 complete with extras. Horst Kwech, Ausca Engineering, 1044 N. Western Ave., Lake Forest, Ill.; 234-1700.

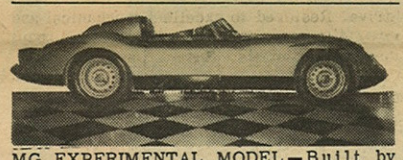
I SOLD MY CHAMPIONSHIP LOTUS 23B WITH A COMPETITION PRESS & AUTOWEEK CLASSIFIED. So, what about a new Lotus 23B, Series 2, for the 1966 season? Available with any of the following engines: GM Cosworth Ford MK 17, Lotus 23, $7500; FM Cosworth Ford MK 11 engine, $6800; GM Holbay S 1965 engine, $7200; FM, Phase 2 BRM Lotus engine, 155hp, $7200. Baker Motor Company, Inc., 3619 Piedmont Rd., NE, Atlanta, Ga. 30305; (404) 261-1666.

LOTUS RACING ELAN—11 mo. old. Fantastic record: 1st at Nassau, 3rd at Daytona Continental, 2nd in class and 3rd OA at Bridgehampton Double 500. Excellent condition, R2 Goodyears, long range tank, special ignition system. All racing Elan options including hardtop, mags, and 3.9, 4.1 and 4.4 rear ends. In opalescent dark blue. $5000 on display now. Fred Opert Racing Enterprises, 202 Broad Ave., Palisades Park, N.J.; (201) 947-7007 or (212) LO 3-0930.

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1964 MINI COOPER "S"—Regional winner, ready to race, dyno tuned, Green Spots, Mallory coil, Derrington manifold. Plenty spare parts, tires. Must sell at once. R. T. Carrington, Post House Rd., Morristown, N.J.; (201) 766-2612.

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PORSCHE 1960 356B GT CARRERA COUPE—1600cc, RS61 lower eng, Webers, limited slip, BBE3C gears, large brakes, 80 liter tank, alloy wheels, new tires. $3700. Cliff Menke, 345 Cotton St., Menlo Park, Calif. 94026; (415) 8396.

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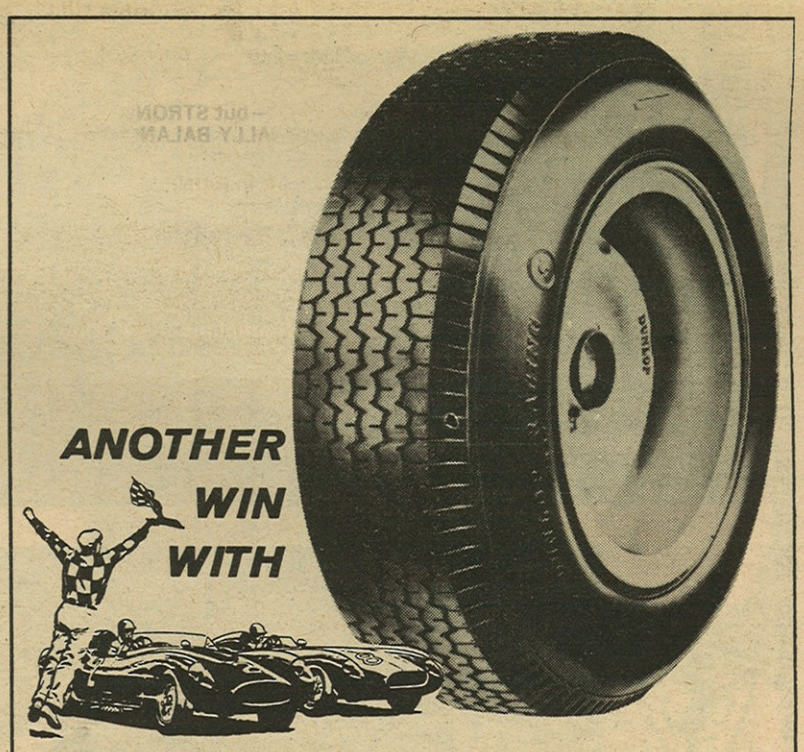
SUNBEAM ALPINE 1965—None faster in U.S.A. Full SCCA options with spares plus all street equipment and new paint. Cost over $5500 to prepare. No serious offer denied. San Francisco area. Roger Eandi, (415) 532-8311 days, 562-5578 eves.

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(Continued on Page 14)


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## COMPETITION CARS

(Continued from Page 13)

TR4 1962—Latest Kastner modifications. All options, new paint and fresh engine. Complete with spare engine, drive train and trailer. $2400, will accept trade. William Gurnee, 9051 Bermuda Dr., Huntington Beach, Calif.; (213) 421-9354.

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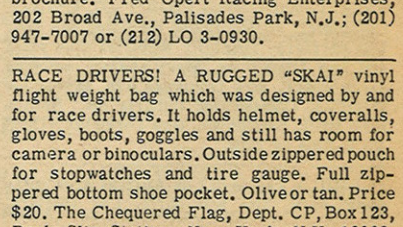
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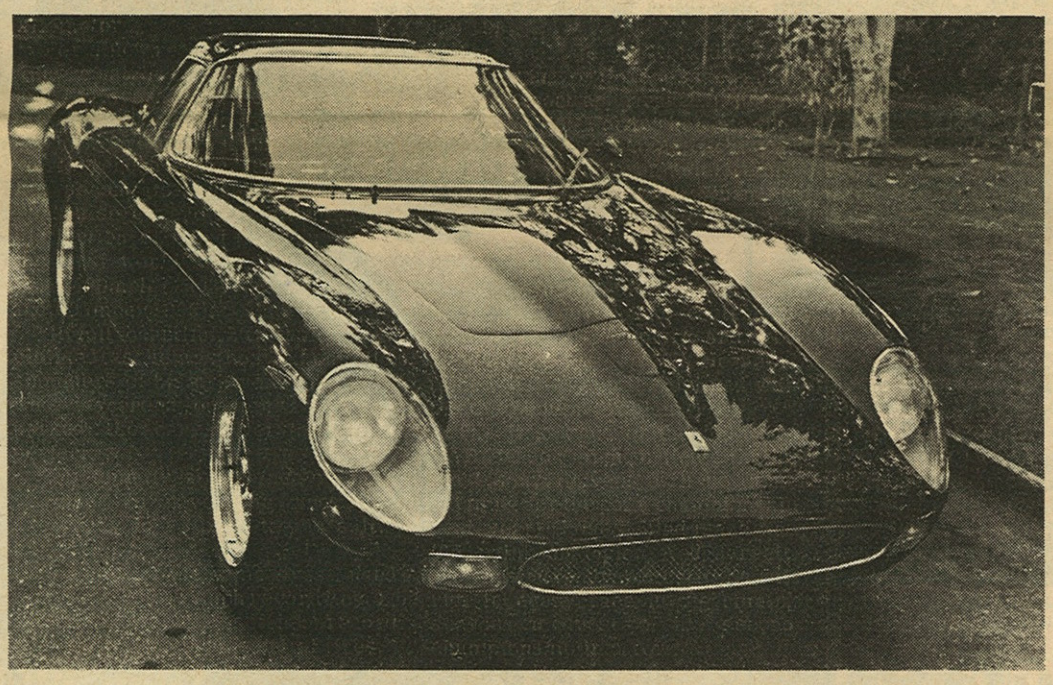


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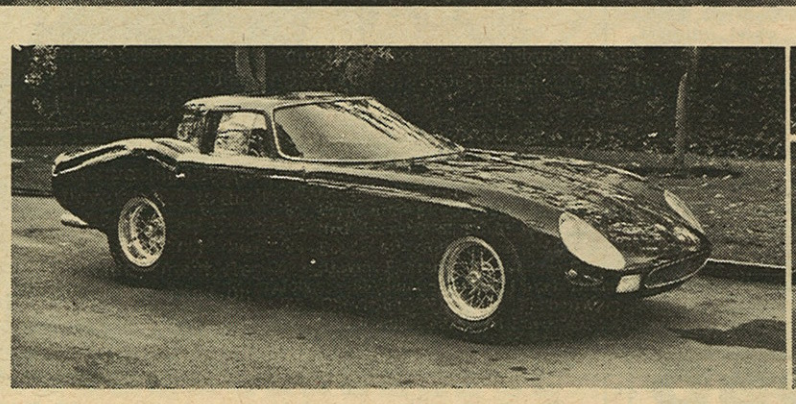
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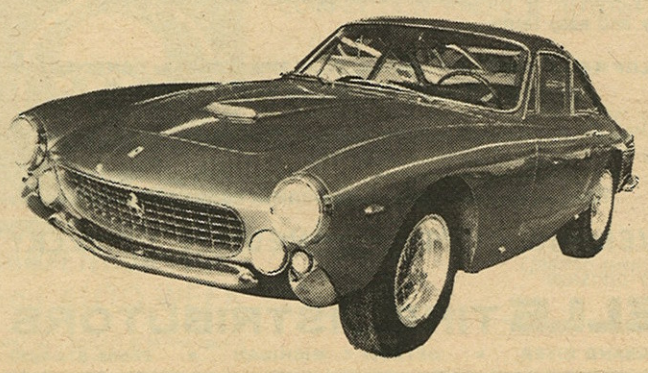


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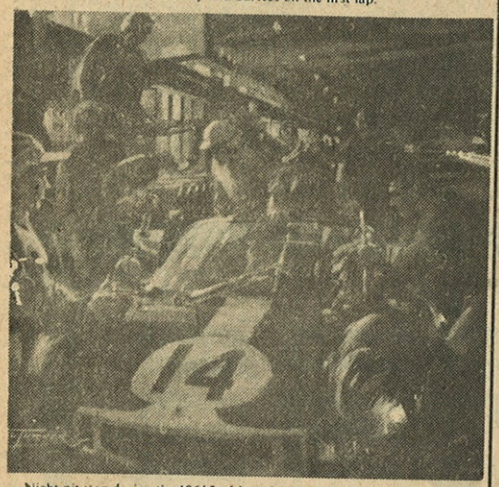
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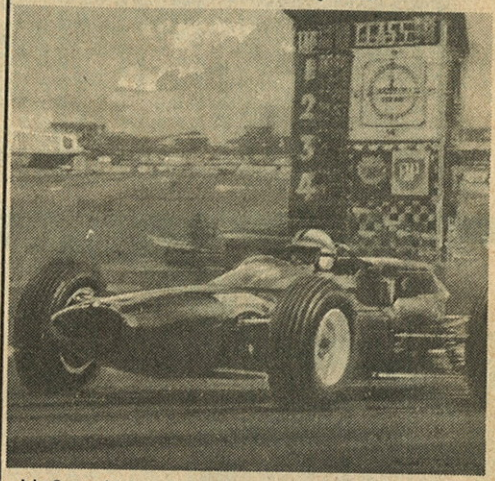
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