

Al U. Won't Be There

Langhorne To Run As Scheduled

INDIANAPOLIS, May 30 — Irv Fried, owner of the Langhorne (Pa.) Speedway, said today he will hold the 150-mile U.S. Auto Club championship race June 13.

"We have about as large a number of early entries as we've had in the last few years," said Fried. "We're going to have a race, there's no doubt about that."

"I have one entry from a 'hot dog' driver I think will surprise a lot

of people.

"If this hadn't been the last year for our race track, I probably would have bowed out and cancelled the race," he said. "But since it is the last year, I definitely want to have it and intend to have a field for the race."

Last year's 150-miler was to have been the finale at Langhorne with the track torn out and replaced by a commercial development. The

traditional June Langhorne date was reinstated a few months ago as the track will not be removed for sometime yet.

Last month, following the Trenton, N.J., race, drivers voiced their concern about the track's safety and indicated they may not race.

"The thing that really bothers me about this whole business was the fact that four or five drivers

who do not want to run on our track tried to force everyone else into boycotting it (the upcoming race)," said Fried. "I don't like that a bit."

"Sure our track is dangerous, but so is any race track once you get a race car on it."

At a pre-race meeting here of drivers, a letter was sent to USAC Executive Director Bill Smyth saying the "following" drivers do not want to participate in the Langhorne race. It was signed by almost every member of the USAC Marlboro Championship Trail.

It was understood that Bobby Unser is the one who filed an entry, although he claims it was not filed by him. Billy Vukovich had also signed an entry but according to USAC sources he came over to the office and cancelled his entry.

Al Unser, current leader of the Marlboro Championship point standings and now two-time Indy winner, said he definitely was not going to run at Langhorne.

"We've got to stick together on this thing," he said. "Otherwise our association with USAC won't mean a thing. I do not intend to run at all, and if it would come down to us needing the points from Langhorne to win the national championship again I still don't think it would be worth it to go against the wishes of all our drivers."

LSR Drags Set For 1972

LAFAYETTE, Calif., June 1 — The fastest match race in history may take place on the famous Bonneville Salt Flats in September, 1972.

World Land Speed Record holder Gary Gabelich and ex-LSR holder Craig Breedlove have tentatively agreed to square off on the salt for side-by-side runs in a winner-take-all \$500,000 drag race. Breedlove is reportedly ready to begin construction on a new car for the showdown. Although Gabelich just recently set his record in the Blue Flame, it is uncertain if he will drive that car against Breedlove or will be in a new machine.

The cars will streak down the salt 150 yards apart. At the end of the run they will be refueled as quickly as possible, each racing to start the return trip first.

Both will be shooting for a new LSR as well as an "overall" win, and are looking at breaking the speed of sound in the process.

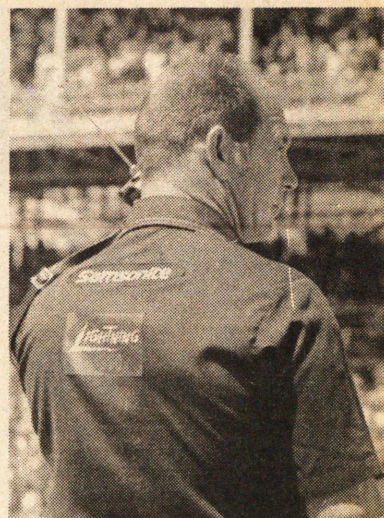
NHRA Drag Races To Be On Radio

NO. HOLLYWOOD, Calif., May 28 — The National Hot Rod Assn.'s Springnationals will be broadcast live on a nationwide radio network from Dallas International Motor Speedway June 13.

The broadcast, the first of its kind for a major drag race, will be on an estimated 100 outlets in major market areas throughout the U.S. It will be handled by Diamond P Productions Inc.

Highlights of the two-day qualifying session, June 11-12, will be pre-recorded along with interviews of top competitors. These will be programmed into the two-hour June 13 broadcast.

The broadcast will air during the final two hours of eliminations. Sportscaster Ralph Lawler of San Diego will head the announcers.



PARNELLI JONES
... listening to Al

Radio Aids Al Unser's Indy Win

INDIANAPOLIS, May 29 — The great experiment was a resounding success in today's 500-mile race at the Indianapolis Motor Speedway.

Both Joe Leonard and Al Unser had the one-way RCA radios installed in their machines and both were quick to say the experiment was a success.

"My car was really pushing at the start," said Leonard. "So I told Johnny (Caples, his mechanic who was on the receiving end of the radio hook-up) about it. I repeated it about 10 times and when I came in for a pit stop they were ready and fixed it and I picked up at least 2mph."

Unser, too, used his radio to good advantage.

"Before I came in for my pit stop, the third one I think, I noticed I was overheating. I told Jimmy (Dilamarter) the gauge readings and said I thought I'd picked up a piece of paper in my radiator—or some debris had hit me."

"Sure enough, when I came in they pulled the paper off the radiator and I was gone. It could have fried my engine if they hadn't found it or known to look for it."

"We'll use the radios in both the cars for the rest of the circuit and I'll use it when I run a stocker at Milwaukee next month, too," said Unser.

Graham Coaker Dies

LONDON, May 26 — Graham Coaker, the "C" in March Engineering, died last week in a Northampton hospital following complications from an accident at Silverstone in which he broke his leg on Easter weekend.

Coaker, who helped form March Engineering in 1969 and in whose garage the first March car was built, was previously known in racing for his frequent successful appearances in Brabham single-seaters.

While with March, he was responsible for the organization of the production line. At the end of 1970, Jonathan Guinness joined the March board of directors, Coaker reportedly leaving on friendly terms.

Coaker was 39 and is survived by his wife, Carol.

On the Cover

Early in the going at Indianapolis, Peter Revson leads a train of USAC championship cars made up of eventual winner Al Unser, A.J. Foyt, Denny Hulme, Mario Andretti, Lloyd Ruby and Joe Leonard. (Bill Fox photo)

Indy Pace Car Injures Photographers

INDIANAPOLIS, May 29 — Twenty people were injured at the start of today's 500-mile race in a weird set of circumstances in which the Dodge Challenger pace car careened out of control through the south end of the pits and wedged itself broadside into a photographer's stand.

There had been considerable criticism in the past about "amateur" drivers at the wheel of the pace car that leads the field into the flying start, considered one of the most dangerous—and exhilarating—sites in auto racing.

Today, Eldon Palmer—owner of Indianapolis' Palmer Dodge, had led the field through the pace lap and roared into the pits at approximately 115mph.

As he looked up for a small flag pole he had used as a site marker in practice to decide where he should begin braking, he couldn't find it—it had been removed the night before.

By the time he realized it was no longer there he was nearing the scoring tower in the middle of the pits and as he locked up the brakes, his car veered broadside in the south end of the pits and struck a safety patrolman then slid on through the old Victory Lane, hitting broadside into a temporary photographer's stand erected to photograph the start of the race.

The stand didn't collapse completely but the photographers were thrown about like match sticks, several sailing completely over the wedged pace car and others trapped in the wreckage.

Alvarez Critical

INDIANAPOLIS, June 1 — Dr. Vicente Alvarez, Argentinian photo journalist injured in an accident at Indianapolis Motor Speedway, May 29, is listed in very critical condition here at Methodist Hospital.

Alvarez underwent extensive brain surgery Saturday evening and is also suffering from internal injuries.

Driver Mike Mosley, injured in an accident involving Bobby Unser, is listed in fair condition and is in the intensive care ward at Methodist.

None of the occupants of the car—Speedway owner Tony Hulman, ABC's Chris Schenkel, former astronaut John Glenn or driver Palmer—were injured, with Hulman receiving only a small abrasion on his left knee and Schenkel a strained back.

The safety patrolman ended up with a broken leg and possible internal injuries and the rest of the injured were occupants of the photographer's stand.

Most seriously hurt was Dr. Vicente Alvarez, a dentist from Buenos Aires, Arg., who was covering the race for South American and British newspapers.

He suffered head and internal injuries and was on the critical list tonight at Methodist Hospital here.

Twenty persons, including Autoweek correspondents Edwin Ingalls and Jim Mollitt, were taken

to the track hospital. Mollitt was released after being treated for facial abrasions and a badly bruised leg. Ingalls and nine others were rushed to Methodist Hospital. Ingalls was later released after X-rays proved no broken bones and treatment for superficial head and neck injuries and badly bruised legs.

"The pole had been there all month when I practiced but it was gone today," said Palmer. "By the time I realized I had passed the spot I didn't have time to brake and avoid hitting the stand."

"There was no mechanical failure with the car or the brakes. I'm just glad no one was killed. I know I look like a goat but I hope people understand."

Sam Hanks, who had driven the pace car at previous races, was very unhappy about the incident.

"I've been screaming for years about having professional drivers in that pace car," said the 1957 Indy 500 winner. "There wasn't anything wrong with the car, the driver just missed his reference point and did not put on the brakes in time."

"I've been telling them about this for years," said the director of racing at the Indianapolis Motor Speedway. "I'm going to talk to Tony (Hulman) about this when things calm down a bit."

Palmer was the first "amateur" to drive the pace car since Benson Ford in 1966. That was the year of the now-famous starting line crash that many feel was triggered by the pace car coming off the fourth turn too slowly.



SPEED McWHEEL

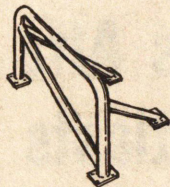
One of hundreds of winning drivers who have turned to SCONA for the highest quality products and parts

AUTO POWER ROLL BARS

1971 SCCA Specs
Datsun 2402... \$79.50; MGB, MG; Sprite, Midget; Spitfire; TR-4; 4AIRS; TR-5; 6, 250... \$89.50, BMW 1600, 2002; Datsun 510, 1600, 2000; Porsche 356, 911, 912, and 914... \$99.50. The best roll bar made!

FERODO DISC BRAKE PADS

Front & Rear where applicable
Alfa, Mini-Cooper, Austin/Healy, Sprite, Corvette, Fiat, Cortina, Lotus, MG/Midget/B/C, Datsun, Porsche, Sunbeam, Triumph, VW. Most sets... \$12.95-19.95.



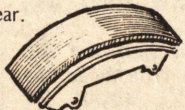
SCATTERSHIELD

Finest quality available. Multi-layered, laminated nylon 24 x 44 with grommetted sides and tie strings on corners. 10 lbs. SCCA approved... \$35.00



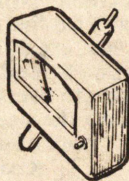
METALIC COMPOSITION BRAKE DRUMS

Front where applicable and rear.
Mini-Cooper, Sprite, Austin/Healy, Fiat, Midget, MGB, Porsche, Saab, Triumph, VW, Volvo from... \$13.95-20.95.



TIRE PYROMETER

Determine correct camber, toe-in settings, tire pressures. Fine tune your suspension for best handling and maximum lap speeds. Light, compact, rugged. 0°-400° scale, solid state design. Guaranteed against parts failure for 90 days. Compare at... \$89.95



ADDCO COMPETITION SWA-BAR KITS

Alfa, AMX & Javelin, Sprite, Midget, BMW, Corvette, Z-28, Datsun, Fiat, Cortina GT, MGA, B, C, Pinto, Porsche, Toyota Corona, Triumph... \$28.00-35.00

Send \$1.00 for new 1971 Catalog. Check with SCONA first. You'll save time and money by being a "Preferred" Customer.

SCONA

113 S. Hazel Street Danville, Ill. 61832 Dept. A-2
(217)446 0551