

# FORD'S WIN PAVED WITH MILES OF RUBIES

## COMPETITION PRESS & AUTOWEEK

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### Ken Miles, Lloyd Ruby Lead Daytona Sweep, Italian Car 4th



It was a Ford sweep at Daytona in America's first 24-hr. race. Here the winning Miles/Ruby Ford GT40 Mk. 2 leads the Gurney/Grant and Amon/McLaren cars. (Bill Dunne photo)

## Drivers Decry Dismal Teretonga

By Fred Jones

WELLINGTON, New Zealand, Jan. 29—It was a bloody awful motor race, said Australian Frank Gardner after the Teretonga International which ended the New Zealand half of the Tasman Cup series at Invercargill, Jan. 29.

It was all that and more. Not only did an early shunt, followed by a retirement, rob the race of all interest up front; at the other end it was stopped four laps before the finish to allow ambulances to cross the track after an accident had fatally injured a driver and two

spectators. For the record, Jackie Stewart won to make it two in a row for him, four in a row—the complete New Zealand series—for BRM.

### BOTCHES START

It looked dead easy for Jackie, once he was sitting comfortably in the lead. In fact, he said, it had been a hard race for the full distance.

"I didn't make a very good job of the start," he said. "And with 24 laps to go I lost all but third gear, which meant that for the rest of the race I had to drive on the limit around the back of the circuit."

The back of the circuit at Teretonga—1.5-mi. around—is the wiggly bit, one curve after another; the front is the high speed straight where Jackie must have missed those higher gears.

So it was probably just as well for Stewart that Frank Gardner (2.5 Brabham-Climax), who for a change at least finished (he came in second) also had his worries. Throughout his brakes were defective, so that he could never really make a race of it.

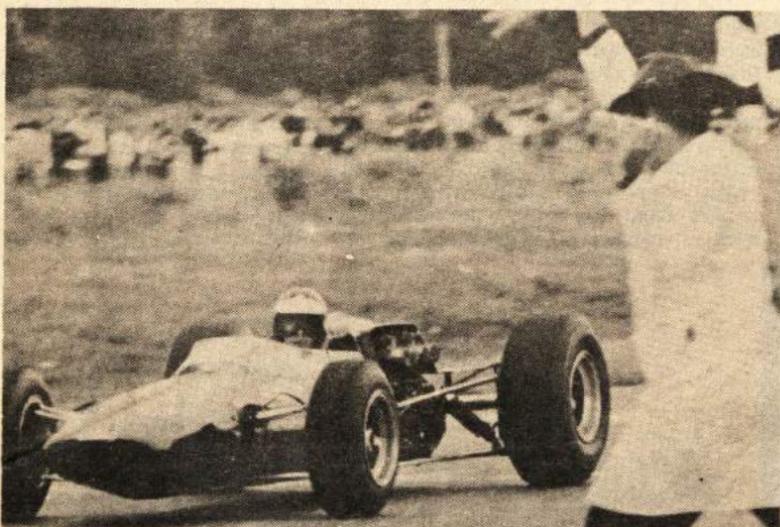
Teretonga looked like a circuit where Jim Clark, in his works Lotus, might come right, for driving skill and road-holding matter there more than straightline speed.

Jim did quite well, too, at practice the day before the race. In the second of the qualifying heats on the morning of race day he narrowly beat Stewart in what was to be his only win of the New Zealand season. His best lap in this race was 1:1.1, compared with 1:1.7, his lap record set last year.

But Jackie Stewart went around in 1:1 to make that the new lap record.

Jim had pole position for the big race with Stewart, Gardner, and Spencer Martin, on the 2.5 Brabham-Climax of Scuderia Veloce, outside him. And to show that his win really reflected his form, he sailed into the lead on the first lap. Jackie was closing on Jim, but Jim was still there

(Continued on page 7)



Jim Clark takes the flag for his only win to date in the Tasman Series. This came during a heat race at Teretonga, Jan. 29.

## Don't Count Offenhauser Out

By Joe Scalzo  
Area Editor

LOS ANGELES, Calif., Feb. 8—For sheer shock treatment, the recent supercharged Offenhauser workouts at Phoenix International Raceway go unmatched.

The circle track community—and FoMoCo—were simply not ready for Offy tester Parnelli Jones' world record 123.47mph lap, nor his string of 50 straight circuits at better than 122 mph.

All anyone wants to know now is if this pedigree prototype 168 cu.in. Rootes-blown 500 hp Offy will really be able to jerk the rug from under Ford at Indianapolis.

old days, Jones declares, "no one really has ties on me. I want to win Indy, and I'm going to drive whatever has the best chance of winning. That's why I tried the Offy."

"But I'm not going to say anything that offends anyone. You say something about somebody, something different about somebody else, and pretty soon everyone's saying, 'that guy walks sideways'."

Therefore, Jones explains, "the Offy did feel stronger than the Fords I've driven in some ways. But the

(Continued on page 3)

## Overseas Reports of New Group 7 Championship Reported Premature

STAMFORD, Conn., Feb. 6—ACCUS officials have denied a report that the CSI has approved a world wide manufacturer's championship for sports/racing cars.

Admitting the likelihood of such a championship's finally becoming accepted, officials of the American branch of the FIA today made clear that some obstacles remain to its realization.

The long rumored series, for which American and British international representatives to the world governing body have long been fighting, was reported a fact in the British magazine "Autosport", but

the ACCUS statement makes clear that official recognition awaits the outcome of the April meeting in Beirut.

"Autosport" had reported that the series, for group 7 (ex-group 9) cars (McLarens, Lola T70s, etc.) was confirmed, and would include: the Tourist Trophy, Apr. 30; Hockenheim, Aug. 14; Guards Trophy, Aug. 29; Ste. Jovite, Sept. 11; Mosport, Sept. 24; Kent, Oct. 9; Laguna Seca, Oct. 18; Riverside, Oct. 30; and Stardust Nov. 13.

If the series is confirmed with that schedule, it would mean the addition of two English and one German race to the already famed Canadian-American Challenge Cup.

The new series was presaged by last year's Autoweek Championship.

## LATE NEWS

- Dick Hutcherson turned 173,276 in the first day of practice for the Feb. 27 Daytona 500. Qualifying record is 174.9 set in 1964 by Paul Goldsmith.
- NASCAR's Pat Purcell is recovering from a heart attack at Halifax District Hospital. He'll be out for a month.
- There's cheer at Goodyear, four of the first five finishers at Daytona were on their tires, despite the Firestones being faster in practice.
- Indy news has Jim Hurtubise severing his Novi roadster deal with Granatelli to drive a blown Offy for Fred Gearhardt.
- A. J. Foyt's Ford-powered monocoque (reworked Lotus 38) will be called "Coyote."
- The only casualty of Daytona was CP&A's eastern editor, John Hearst, Jr. who jumped off the pit wall in pursuit of a photo and modified an ankle as well as a hub carrier.
- Ray Lee Wood has left the Wood brothers team "for religious reasons." Team is left with Glenn, Leonard and Delano.
- Parnelli Jones has designed two Lotus-like machines for J. C. Agajanian which Ted Halibrand will construct. One car will house a Ford, the other a blown Offy. Second driver is rookie Dick Atkins.
- There will be no deletions in the '66 SCCA car preparation rules for '67. As previously rumored in CP, there will be no Grand Touring category in '67 but "all models presently recognized in the production category will continue to be recognized."
- British publications, commenting on Monte Carlo's annual hard line on appearance money for the GP, are applauding Watkins Glen "purse" system.

## Padres Rescue Flock From NASCAR-Devil

By Bob Glendy  
Contributing Editor

DARLINGTON, S. C., Feb. 7—Shortly after Russ Colvin, president of Darlington Raceway, announced that a bill allowing the Rebel 400 to be held on Sunday instead of Saturday had been passed, a phalanx of ministers descended on the Governor's office here and forced the state legislature to rescind the ruling.

Senator James P. Moxingo of Darlington County was initially responsible for pushing the ruling, which added his county to the handful of areas in South Carolina exempt from the state's blue laws.

Colvin had scarcely time to jubilantly announce that the Rebel race date had been altered and that another event, a 250-mi. race for April 30, had been slated, when the

(Continued on page 12)

## Triumph In Competition

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However, with a fire left from his

More on:

# Miles and Miles of Miles and Ruby; Ford 1-2-3

(Continued from page 1)

The first Ferrari finisher was the fourth placed NART 365P2, representing a heroic struggle by Mario Andretti and long time Ferrari ace Pedro Rodriguez. It became apparent before very long that the reputation of the Italian machines rested squarely on the shoulders of these two, and it was also apparent from the relentless pace they maintained that they realized this fact only too well.

The race inside the race settled down to a battle between the Ford teams of Shelby American (and unofficially All American Racers) and Holman and Moody, with the lone NART Ferrari roaring on through an endless night of sub-freezing temperatures in pursuit.

The Ferrari was uncomfortably sandwiched between the Holman and Moody-entered Ford and the Shelby Mk. 2, driven by Bruce McLaren and Chris Amon, dying to get at it.

Bringing up the rear of the FoMoCo parade was the automatic-transmissioned Holman and Moody Mk. 2 handled by Ritchie Ginther and Ronnie Bucknum. Apparently Ford hasn't found any Midland-type secrets yet, as the car was sidelined around the 12-hr. mark with transmission problems.

The popular underdog Chaparral was driven by Phil Hill with two LeMans wins under his belt, and bearded Jo Bonnier. The latest creation of the Hal/Sharp contingent led the first lap of the race but when the field moved onto the banking from the back straight start, the Miles/Ruby Ford shot by at an appalling speed and one sensed an immediate feeling of resignation in the crowded press room.

After only seven laps, the first of a multitude of complications put the car into the pits. Down four laps it rejoined the race, but then encountered steering problems—the rack and pinion collapsed. It sat out almost two hours, and this was followed by another lengthy session to replace the exhaust pipe.

Between these rest periods it was very impressive. After the exhaust session, Hill cut in the after burner and lit out in moonshot style. In six and a half hours the ugliest Chaparral in the world had moved from 54th position to 18th overall by turning consistent laps about 5mph faster than the leaders. Bonnier set a track competition record of 115.1 mph during his session at the wheel and Hill topped this with a lap of 115.8mph on his next stint.

Then in the cold night hours, the swift Chaparral spun and limped

back to the pits with a broken hub carrier. It was officially withdrawn at 4.05 am when it became apparent that the sands of time had run out.

### FERRARI EPIDEMIC

This removed one thorn from Ford's side and the Ferrari thorn was being extracted bit by bit as the Italian flag bearers suffered an epidemic of gearbox problems.

Ruby and Miles were convinced that the second time around is better. The hawk nosed ex-Britisher and the easy going Texan covered more than twice the distance they had gone to win the 1965 Continental, and that was a 2,000-kilometer event. They drove almost twice as long but took home a check for \$15,000. It was well earned money.

They handed the lead to Walt Hansgen for eight laps in the fourth hour when Miles pitted for a routine stop.

In an attempt to obliterate the last trace of Chaparral, Dan Gurney amused himself by turning in a record shattering lap of 116.51 mph in his Ford, and settle this whole nonsense of setting competition track records once and for all.

### PORSCHE RELIABILITY RUN

Porsche put on its usual reliability performance. The three fac-

tory entered cars finished in line astern, sixth, seventh and eighth overall. The first of the Stuttgart steeds was the Carrera 6 Batmobile shared by Hans Herrmann and Herbert Linge. At a respectful distance followed the two 904s driven by Gerhard Mitter/Joe Buzzetta and Guenther Klas and Udeo Schuetz respectively.

Rounding out the top 10 was the NART Ferrari 275LM driven by Jochen Rindt and Bob Bondurant and the Brumos Porsche 904 driven by Peter Gregg and John Drolson. Peter Sutcliffe and Bob Grossman provided a little touch of pathos when they ground to a halt 15 min. from the end. Their LeMans Ford GT40 was credited with 10th, but later relegated to the list of DNFs.

An Austin Healy Sprite prototype suffered a similarly cruel fate when it blew in a cloud of smoke right in front of the grandstand with just minutes to go. The game car, piloted by Paul Richards and Ray Cuomo, was credited with 21st place, a David of 1,307cc in multi-litred company.

The gruelling run did not extract as heavy a toll of machinery as had been expected. Of the 60 starters, 34 were still moving when the flag fell at 3pm. Good pacing and the biting cold were two contributing reasons for the large numbers left running.

As the pit crews sat huddled under blankets in the pre-dawn hours, drivers found the tires and brakes running cooler than had been anticipated and overheating problems were virtually non-existent.

Continental entrants ran in one of three classes, GT, prototype or sports. Prototype honors went, of course, to Miles and Ruby in the Ford. A Sting Ray 427 coupe took first in the GT category driven by Dick Guldstrand/Ben Moore and George Wintersteen and entered by Roger Penske.

The Mitter/Buzzetta 904 took the sports division.

A family squabble broke out between the 25th placed Triumph and the 26th placed Triumph. The latter's crew filing a protest against the former which held up official results.

Attendance at the race broke all existing records. Although the stands were relatively unpopulated, the infield was well peopled and the official attendance was given as 29,632.

DAYTONA CONTINENTAL, DAYTONA INTERNATIONAL SPEEDWAY, DAYTONA BEACH, FLA., FEB. 6.

FINISHERS: 1—Ken Miles/Lloyd Ruby Ford (Mk. 2), 678 laps, 2570.63 mi., 108.02 mph; 2—Dan Gurney/Jerry Grant, Ford (Mk. 2), 670 laps; 3—Walt Hansgen/Mark Donohue, Ford (Mk. 2), 669 laps; 4—Pedro Rodriguez/Mario Andretti, Ferrari (365P2), 664 laps; 5—Bruce McLaren/Chris Amon, Ford (Mk. 2), 652 laps; 6—Hans Herrmann/Herbert Linge, Porsche (Carrera 6), 623 laps; 7—Gerhard Mitter/Joe Buzzetta, Porsche (904), 612 laps; 8—Gunter Klass/Udo Schuetz, Porsche (904), 610 laps; 9—Jochen Rindt/Bob Bondurant, Ferrari 275LM, 592 laps; 10—Peter Gregg/George Drolson, Porsche (904), 589 laps; 11—Sam Posey/Jim Haynes/Harry Theodoropoulos, Porsche 904; 12—Dick Guldstrand/Ben Moore/George Wintersteen, Sting Ray 427GT; 13—Peter Clarke/Mark Koenig, Ferrari 275LM; 14—Peter Sutcliffe/Bob Grossman, Ford GT 40; 15—David Piper/Dick Attwood, Ferrari 275LM; 16—John Ryan/Lin Coleman, Porsche 911; 17—Peter Revson/Ed Lowther/Masten Gregory, Ford GT40; 18—Don Kearney/Michael Reina, Mustang 350GT; 19—Jack Slotta/Larry Perkins, Ferrari GT0; 20—Dr. L.A. Maxwell Jr./Bill Martin, Volvo 1800S; 21—Larry Fry/George Parsons/Hubert Kleinpeter, Triumph LM; 22—Dana Kelder/Ara Dube, TR4A (provisional, pending protest); 23—Milo Vega/Herb Byrne, TR4A; 24—Ben Scott/Peter Flanagan, Alfa Romeo GS; 25—Dr. Raymond Stoutenburg/Gene Jones/Larry Isely, Barracuda; 26—Russ McGrotty/Art Riley, Yenko Stinger; 27—George Waltman/Art Swanson, TR4 GT; 28—Bob Winkelmann/John Bolander, Cortina—(Disqualified, appeal to ACCUS, outcome pending); 29—Smokey Drolet/Rosemary Smith, Sunbeam Alpine; 30—Bill McKemie/Terry Petnecky/Fred Opert, Elva Courier; 31—Sue Dietrich/Janet Guthry/Donna Mae Mims, Sunbeam Alpine.

## Racer Reports, 'Like Driving in a Fishbowl'

DAYTONA BEACH, Fla., Feb. 6—“Driving at Daytona at night is like driving in a fishbowl. You can see people lining the fence, and occasionally you catch a flash bulb as it goes off, and then there were campfires all around.”

Bob Winkelmann, veteran SCCA official and international competitor was disqualified as a result of an 18th hour complete engine change in his Cortina, but it didn't prevent him from commenting with knowledge and insight on this country's first 24-hr. race.

“The temperature was below freezing. During the race I could tell

how cold it was in the car by leaning forward and exhaling. It was the only way I had of telling the temperature, but it was enough.

“The quality of the night driving by Mario Andretti and Pedro Rodriguez was fantastic.

“They were racing all the time. When you came to a turn on the infield section, and there was a Ford behind you, he would be quite content to hang on until you got through the turn and blast by.

“But Andretti and Rodriguez were racing them and fighting them at all times and on all occasions. If there was the slightest distance between

you and the apex of the turn they were through there.

“If it was somebody they trusted, that is, I noticed that they didn't do it to all of the smaller cars, but they did it to us because they got the measure of the particular cars they were lapping and would take racing room on the outside. They would also acknowledge you with a flick of the lights. As they approached, they would flick their driving lights, which they didn't use most of the time, and this slight difference of approach gave you warning.

“Of course it was one of the most dramatic experiences of the race to watch the Fords come up behind on the banking at night.

“The smallest cars had the brightest headlights, which didn't bother you too much because within about 15 sec. you were out of range. But the other cars coming up on you was pretty hairy.

“We were doing about 115mph on the banking and the Fords must have been doing at least 175mph, but what it was like for some of the really slow cars in the race I can hardly imagine.

“It's very hard to judge the speed of a car coming up on you from behind and if you've just overtaken a slower car you're inclined to confuse the lights. The way I measured the distance was by the intensity of the light inside the Cortina.

“There were a few poor drivers, but fortunately their cars didn't last. I assume they were prepared by the same people who drove them.

“As far as I'm concerned this race has achieved full international status. I think the thing will go on to bigger and better things and it can't help but put Sebring out of business.

“The SCCA people working the event treated it with the respect due and really worked an excellent race. The pit marshalls and officials cut out the usual ‘little Caesar’ stuff which was impressive in itself.

“I think that the overall result of the race is that Enzo Ferrari may well make an impassioned plea to go to Switzerland to retire. The Fords have arrived. They've proved that they're not tender and Ford has finally done a very smart thing in letting private entries handle the show. With unlimited financial backing of course.”



The Winkelmann/Bolander Cortina pushes the Alfa Sprint of Scott/Flanagan/Thorpe on the road sections of Daytona. The Cortina was disqualified after the race because of an engine change in the 18th hour. Engine was changed in 50-min. (Bill Dunne photo)

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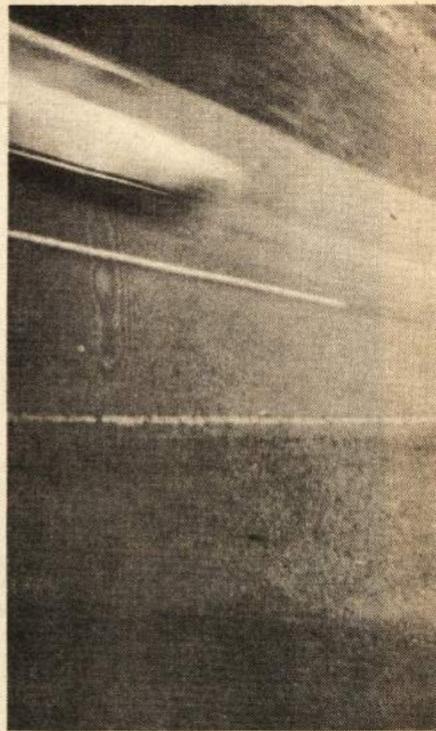
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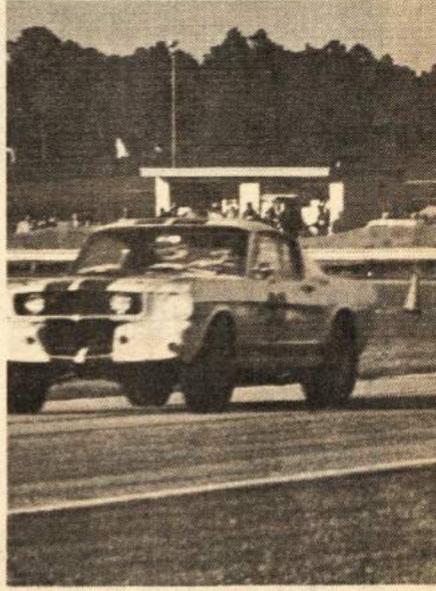
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Ford GT40 Mk 2s approached International Speedway.



Kearney/Reina Mustang and Scott/Ford brigade at Daytona, Feb.



The Essex Wire Revson/Lowther/Ford



Joe Buzzetta in the category w Ford Mk. 2 of Amon/McLaren.

# Computers Score Daytona 24-Hour

By Wally Huskonen  
Area Editor

DAYTONA BEACH, Fla., Feb. 6— Another sign of the progressive attitude at Daytona International Speedway is the continuing development of a computerized scoring system.

There were some problems when this system was used unofficially for the 24-hr. Continental, but it showed enough potential to encourage the Speedway to continue development.

The project is a joint effort by Speedway scoring personnel and General Electric Co. The computer used is a GE225 located in Oklahoma City, Okla.

Input for the system originates in the scoring stands. For the Continental this was a trailer located at a corner where the cars had to slow down to enter the portion of the 3.81-mi. course laid out on the infield roads. As each car passed this stand, its number was keyed into a teletype and immediately transmitted to the computer via telephone lines.

The computer, having its own internal clock, noted the time the car number was received and the fact that a lap was completed. It then incremented the lap number, calculated the lap speed (for the lap just completed) then calculated the total average speed for all laps completed.

This calculation takes place for each car as it passes the scoring lane and the data is stored in the computer's memory.

In the scoring stand a television-like display console is connected by return lines from the computer. On this console the first 10 cars by position, class, name, number of laps, and speed were displayed. Each item of information is updated as the computer detects position changes and calculates new lap speeds.

On demand the computer can provide complete standings of all cars without regard to class. Or it can provide information about any particular car on command from the scoring stand.

An identical display console is situated in the press box. Here a teletype operator types out the information displayed and this is relayed to remote teletypes for officials and the press.

The system accomplished all this while it was working. But the freezing weather caused the teletype machines in the unheated scoring booth to stop functioning for awhile during the night. While they were being warmed, the official manual scoring system, employing 120 persons, continued in operation.

## Ford Tailors GT40 For Gurney, Ginther

By John Hearst  
Area Editor

DAYTONA BEACH, Fla., Feb. 6— Dan Gurney is a driver who sits tall in the saddle, literally. Gurney sat up so high in the seat of his GT40 Mk. 2, that a hole had to be cut in the top of the door over his helmeted head. After than an aluminum bubble was fitted to accommodate his crown.

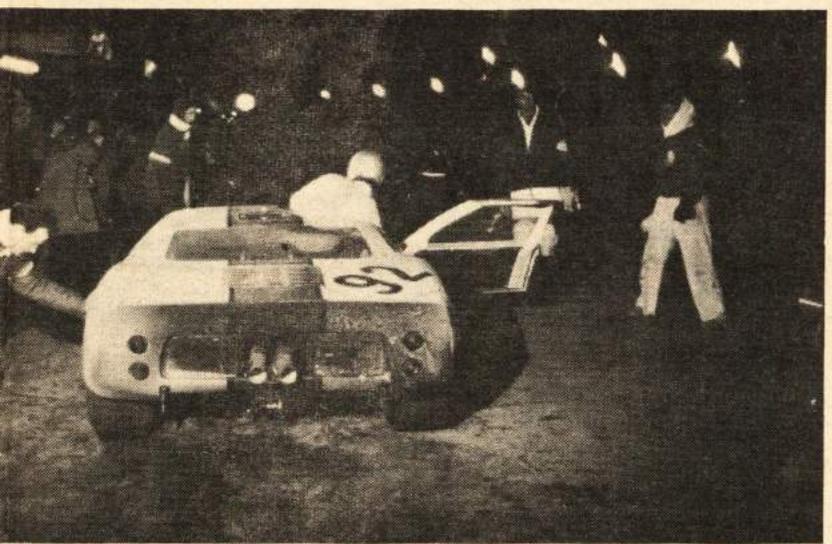
Ritchie Ginther, on the other hand, is so small that he had to carry a special insert for the driver's seat around with him. Before he would take over the driving chores on the automatic transmission GT40 Mk. 2, he would place the insert in the cavity previously occupied by Ronnie Bucknum, bringing him up to a height where he could see over the dash.



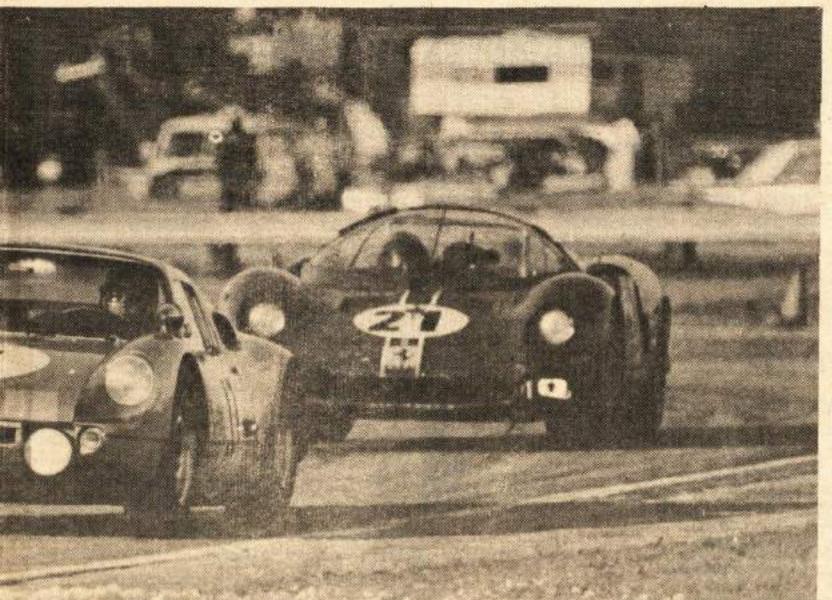
... slower cars at a terrifying speed on the 31 degree banking at Daytona (Bixler-Hearst photo)



...tt/Flanagan/Thorpe Alfa scurry to get out of the way of the charging (Bill Dunne photo)



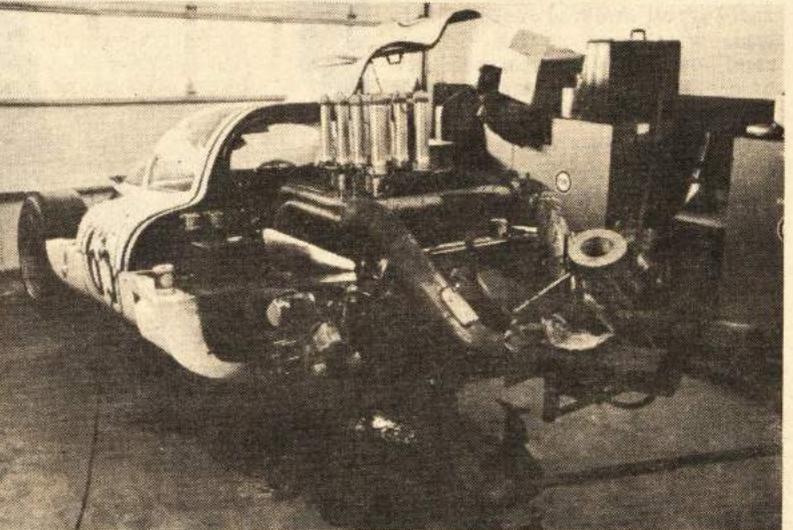
...Gregory Ford GT in a night pit stop at Daytona. (Bixler-Hearst photo)



...ning Porsche 904 leads the Rodriguez/Andretti Ferrari 365P2 and the (Bill Dunne photo)



Jo Bonnier in the Chaparral coupe leads Jackie Ickx in the Ickx/Bianchi Ecurie Francorchamps 275LM Ferrari onto Daytona's road section. (Bixler-Hearst photo)



The coupe is the ugliest Chaparral in the world. And that's going some. The familiar afterburner is still there, this time framed by winged doors. (Bill Dunne photo)



New Chaparral coupe isn't going to get lost because of a lack of illumination. (Bill Dunne photo)

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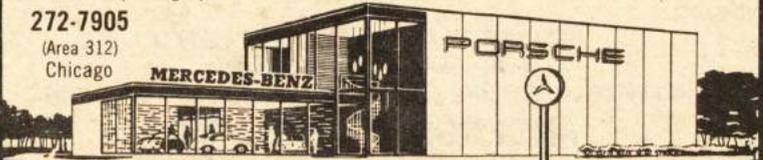
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# PREPARATION, MILES, MONEY WIN

By John Hearst  
Area Editor

DAYTONA BEACH, Fla., Feb. 6— The key to Ford's win in the Daytona Continental was preparation, and money, and Ken Miles.

The money made the manpower and time available, and Miles made it meaningful.

A few months back, in August, Ford made their first trip to Daytona with GT40 Mk. 2 in tow. This was before the race had even been declared a 24-hr. event, but Ford wasn't taking any chances.

They returned in October and then again in December to the Billfrancering, as the speedway got to be known. Miles was the number one test driver and the "Hawk", in combination with Phil Remington of Ford and Carroll Smith of Shelby American, went about setting the car right, and then building all the others to conform with the master mold they had created.

During the race, the pit crews, each one acting like Wood brothers, went about their task with deft hands. And during the night hours the miner's lamps strapped to their foreheads illuminated the exact point at which they were looking.

Other touches, like a glass panel in front of the oil tanks for making visual checks of the oil level, and refueling tanks patterned after those that were used this past year at Indianapolis, brought the time spent in the pits down to a bare minimum.

Much of the credit must go to Carroll Shelby, for the winning car was his responsibility. It was up to him to pick the men to make up his team and apparently he picked good ones.

## Automatic Types Show New Gears

By John Hearst  
Area Editor

DAYTONA BEACH, Fla., Feb. 6— Of the five GT40 Mk. 2s entered in the



Carroll Shelby had every reason to be happy at Daytona, with a one-two finish, but you'd never know it from his expression.

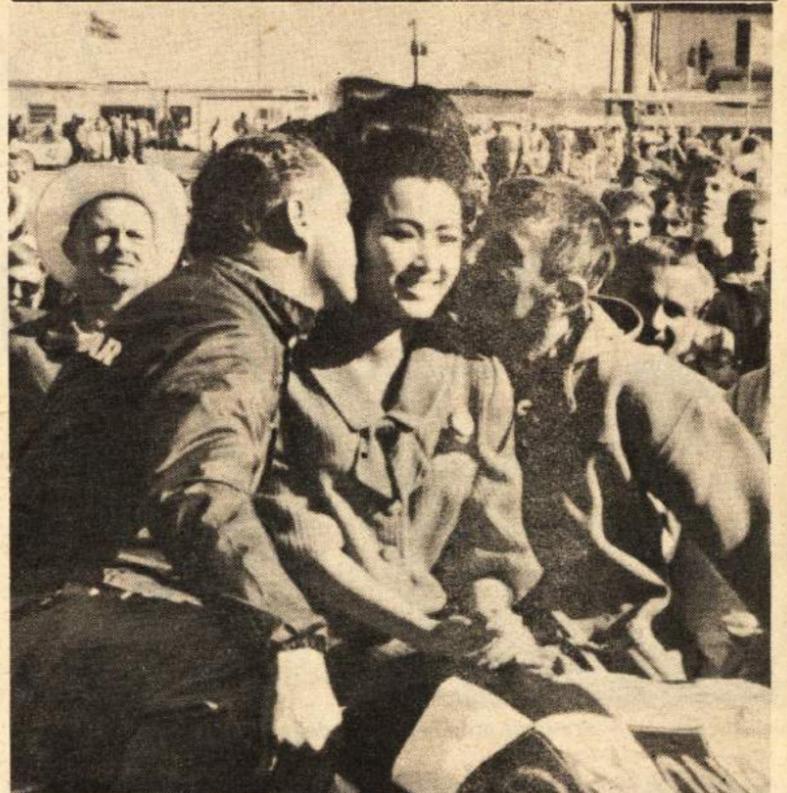
(Bixler-Hearst photo)

24-hr. Continental, three were entered by Shelby and the other two by Ford's stock car arm, Holman and Moody.

Originally H&M were to have only one car, but a mere week before the race, Ford executives were convinced by their transmission people that the automatic, which had been testing at Sebring in the mule, an open GTX (the one Chris Amon drove at Riverside) was ready for competition.

When the car arrived at Daytona there was much head shaking. Especially when the transmission was exposed. The differential part of the whole affair looked more like the breach block on a 155 howitzer, with metal tubes running in all directions. Yet the car ran well enough to qualify for sixth position on the grid with a speed of 112.796mph (2:0.6). The car pitted on the first lap with brake problems and lost valuable time. But when it rejoined the race, it ran strongly.

It wasn't until a respectable 10 hours after the start that the transmission failed putting the Ginther/Bucknum car out of the race.



Lloyd Ruby and Ken Miles are prevented only by an interloper from congratulating each other after their win in the Daytona Continental Feb. 5-6. (Bill Dunne photo)

## Porsche Prototype Riles Scrutineers

By Alice Bixler  
Area Editor

DAYTONA BEACH, Fla., Feb. 6— A lot of expensive machinery fell by the wayside at the 24-hr. Continental, but the saddest yet were the ones which never got started.

One car in question was the Porsche prototype in which Hans Herrmann competed in last year's European hillclimb championship. Sold to Brumos Porsche of Jacksonville, Fla., the car was entered for the race but scrutineers found a string of FIA technical faults which eventually eliminated it.

Charlie Kolb and Buck Fulp were scheduled to drive, but scrutineers started by pointing out that the car

had no trunk. The Brumos boys went to work and grafted one on. Hours later this was passed but they were then told that the windshield was unacceptable. The already exhausted mechanics took the screen off an old Porsche Speedster and spent further hours modifying this to fit. It was high enough in the front, the tech inspectors allowed, but the sides were below minimum standards. Back went the car so that sheet metal could be added under the sides of the windshield to make it legal.

Finally the car was passed. But by then it was too late to qualify, and the silent mechanics wheeled it away.

## How Have the Mighty Fallen: Cobras Crumble

By Alice Bixler  
Area Editor

DAYTONA BEACH, Fla., Feb. 7— The future for the Cobras in international competition doesn't appear quite as bright as it once did, following a dismal showing in the 24-hr. Continental here.

The less-than-luminous look might be explained by the complete lack of factory backed cars. Shelby elected not to race any Cobras this year, presumably to give private owners a chance at the prize money. But no checks were collected

by Cobra owners when the shouting died away.

In fact, the race might be called the collapse of the Cobras. None of the three cars entered was running at the finish of the ordeal. This was a complete change from last year when one Cobra finished second overall and four of them finished in the top 10.

Of the three snakes running in this year's race, two were entered by Ford dealers and the third was an individual bid.

Shelby representative Lew Spen-

cer was on hand to offer advice and obtain parts via air express from the factory. But unless there happens to be a spare car it's difficult to guess what parts are going to be needed, and that was the trio's downfall.

Hal Keck, A. M. Kovaleski and Ed Lowther's 427 had alternator problems early in the race and finally replaced the ailing part with an alternator from a '66 Ford parked near the pits.

All three cars lasted past the halfway mark but the 289 of Dan Gerber/Peter Lerch and Bob Johnson withdrew in the early morning.

Following it to the dead car park around sunrise, with a broken axle, was the Keck car.

The lone surviving Snake driven by Ralph Nosedo, Grant Clark and Bob Thorpe kept up a reassuring roar for 19 hours but then expired with a dull thud as its rear axle also went out. No replacement for the 289 could be found.

The various entrants were quite willing to loan parts, but the catch was that Cobra parts aren't interchangeable. Unlike Volkswagens.

## Bob Signs Haddock

AKRON, Ohio, Jan. 28— Bob Bondurant, leading international racing figure and 1965 Shelby American team driver, has retained Personal Management Co. and Bruce L. Haddock to act as business and personal manager.

Haddock, a former driver, has several other well-known drivers under contract for this season.

Bondurant has signed with Ferrari to drive the manufacturer's championship events beginning at Daytona with co-driver and 1965 USAC Champion, Mario Andretti.



Waltmann/Given/Swanson TR4 forces South African Ferrari 250LM of Paul Hawkins and Jackie Epstein to take to the inside verge while Bruce McLaren in the Ford Mk.2 gingerly awaits the outcome. (Bill Dunne photo)

## Continental Achieves International Status

By Wally Huskonen  
Area Editor

DAYTONA BEACH, Fla., Feb. 6— Why does Bill France continue to stage the Daytona Continental when it draws only tiny crowds?

The reason became clear at a

press conference following the fifth running of the Continental, now expanded to 24-hours duration. France stated the Speedway had received more requests for international press coverage for this event than any other in its history.

Obviously, France has long known that such a race is necessary for true international prestige. With this in mind, he gradually developed the Continental from its original 3-hr. format into America's first 24-hr. road race.

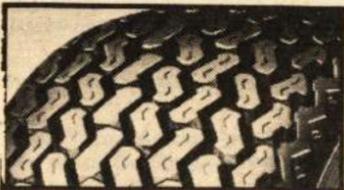
Also, he announced that attendance was officially tallied at 29,362—up sharply from previous years. In view of the frigid weather at the start and throughout the night it might be rated as a success.

Finally, France announced that the 24-hr. Continental would be an annual event on the first full weekend in February.

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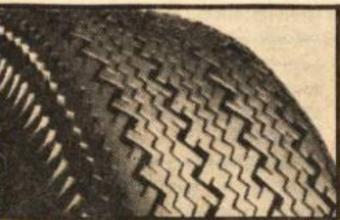
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