

CAN/AM SERIES DRAWS SUPERLATIVES

By Al Bochroch

Commenting on the CanAm series makes me uneasy.

You get so accustomed to superlatives that when something legitimately big and important comes along it's frustrating to find yourself falling back on the same old big, biggest, best routine. The Can-Am components, the raw materials that make up the series: drivers, cars and purse, are so remarkable that an unadorned pick-up of Dick van der Feen's SCCA fact sheet number four should be enough to get you off the edge of your bed-pan.

*The Canadian-American Challenge Cup is now assured of \$306,220 in awards:

- \$178,320 in prize money (six race purses).
- \$72,900 in accessory money.
- \$55,000 in championship award fund.

*The Canadian-American Challenge Cup is:

- a driver championship at premier North American road racing circuits.

• a series of six, 200-mi. FIA International races in nine weeks for overall finishing position only.

• by V8-powered cars like Chaparral, Lola, Wolverine, McLaren, McKee.

*The Canadian-American Challenge Cup has:

- championship points awarded to drivers in each race, nine for 1st; six for 2nd; four for 3rd; three for 4th; two for 5th; one for 6th.

• and event prize money with up to \$8,000 for a race winner.

*The Championship Award Fund is:

- a separate \$55,000 sponsored by the Johnson Wax Co.
- to be split among the 10 drivers with the most points in the series.

• with the champion receiving \$19,250 of the fund and the Johnson Wax Trophy, a precedent-breaking work of sculpture by Alberto Collie. *American industry . . .

• is supporting the Canadian-American Challenge Cup with \$72,900 awards contingent upon use of product are now being posted by: Champion Spark Plug Co., Goodyear Tire & Rubber Co., Firestone Tire & Rubber Co., Union Oil Co., Fram Corp., Valvoline Oil Co. Div., Autolite Division, Bardahl, STP, Wynn Oil Co.

*The Canadian-American Challenge Cup schedule is:

- Sept. 11, Player's Quebec, St. Jovite, Que.
- Sept. 18, Bridgehampton GP, Bridgehampton, N.Y.
- Sept. 24, Canadian GP, Mosport Pk., Ont.
- Oct. 16, Monterey GP, Laguna Seca, Calif.
- Oct. 30, LA Times GP, Riverside, Calif.
- Nov. 13, Stardust GP, Las Vegas, Nev.

RATHER WELL TUNED

The V8 power refers primarily to some rather well-tuned Chevrolet and Ford engines. Ford is rumored to have a new 351CID mill for Gurney and Grant's Lolas, as well as Skip Scott's and Peter Revson's McLarens, so while Chevys will be more widely used, a good Ford-Chevrolet donnybrook is in the making. Also AAR is said to be in production and ready to sell their Weslake heads.

Now that you are convinced that the CanAm series will enable you to watch the world's fastest sports cars (you can get a nice argument going by saying that a good group 7 sports car is quicker than many of the new 3-liter F1 machines) let's move on to those curiously interdependent items, the drivers and the purse.

THE DRIVERS

Drivers: shall we list them alphabetically?

No, let's just say: Everyone is coming but Jimmy Clark. . . unless Chapman comes up with a competitive group 7 car, or that Clark, who is Lotus all the way, found an excellent ride elsewhere with someone Chapman did not mind, who in turn would pay Jimmy the substantial sum that he is worth.

There remains some question on Graham Hill. He may run a team Surtees Lola, but we're not sure. So there are two good men we may miss.

Who is racing?

Well, Jim Hall is running one Chaparral and Hap Sharp and Phil Hill are sharing another. Dan Gurney and Jerry Grant have a couple of new AAR Lola-Fords and Le Mans winners Bruce McLaren, Chris Amon and Masten Gregory.

All the USRRC hot-dogs — Fulp, Cannon, Hudson, Parsons, Kronn, Donohue, Hayes and Mottschenbacher, and Skip Scott and Peter Revson will run. Team Mecum has Parnelli Jones running all six races with George Follmer and Jackie Stewart sharing the second machine, the 1965 USRRC champ taking the eastern swing.

Brabham is reported to have a new Repco-Brabham sports car and Jack's F1 teammate Dennis Hulme is hoping to come over in Sid Taylor's Lola.

Wait until you see Mr. Hulme go. We watched him win the Martini at Silverstone in the wet, the week before the British GP. He started far back on the grid, as he had been over to Rouen for F2 practice and had missed qualifying for the Martini on Friday, when it was dry. The

fact that we saw the race at all was remarkable since Silverstone was absolutely alive with lovely, long-legged, mini-skirted English birds.

Had it been anyone but Hulme slithering about in that ridiculous weather, we would have stayed around the near-naked crumpets in the tea tent. But we did watch the quiet, balding New Zealander and we did come away impressed, so we say to hell with no superlatives — Denny Hulme for President! We best stop the name-dropping bit before this reads like a phone book, but don't forget Andretti and Foyt are good possibilities and Grossman and Bucknum and Pedro Rodriguez and Jo Schessler and Bob Bondurant.

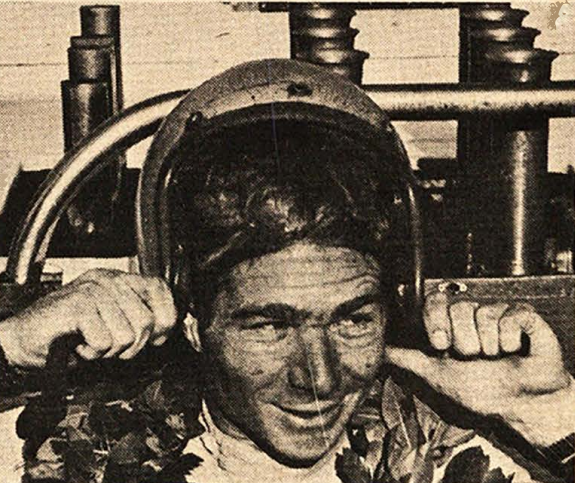
SCCA Competition Director Jim Kaser, who has lived with the series since its beginnings, estimates about 60 entries per race. This should result in some good dicey trials as most of the starting fields are limited to 40 cars or less.

AND THE LOOT

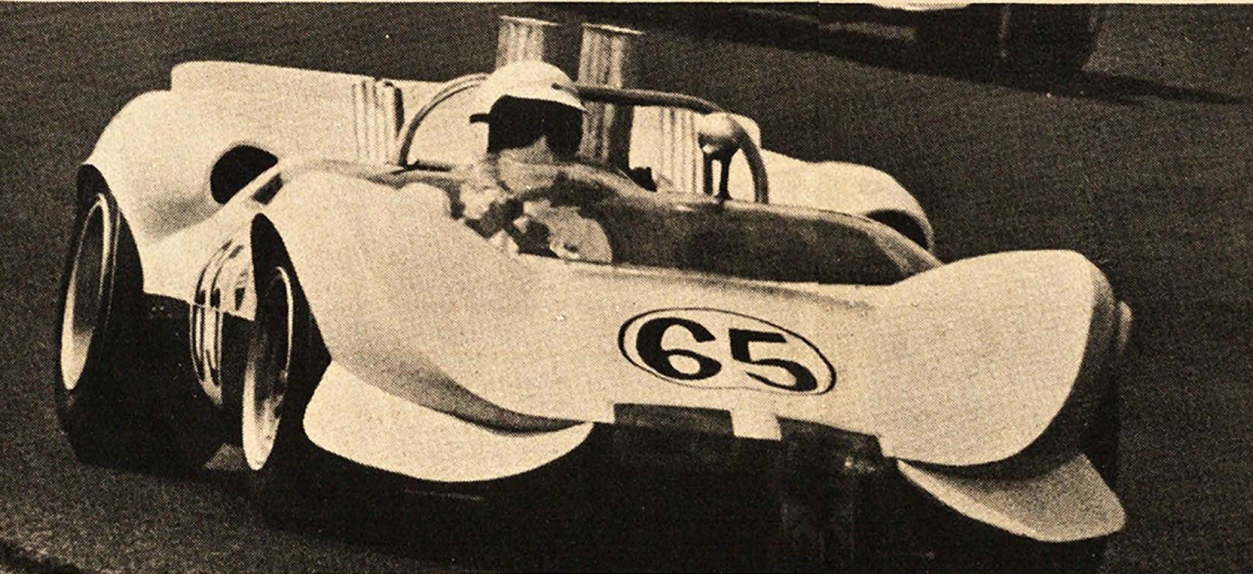
The purse: this is still another area where it's hard to remain modest. The total pot is over



John Surtees, leader of the Lola team, could take it all.

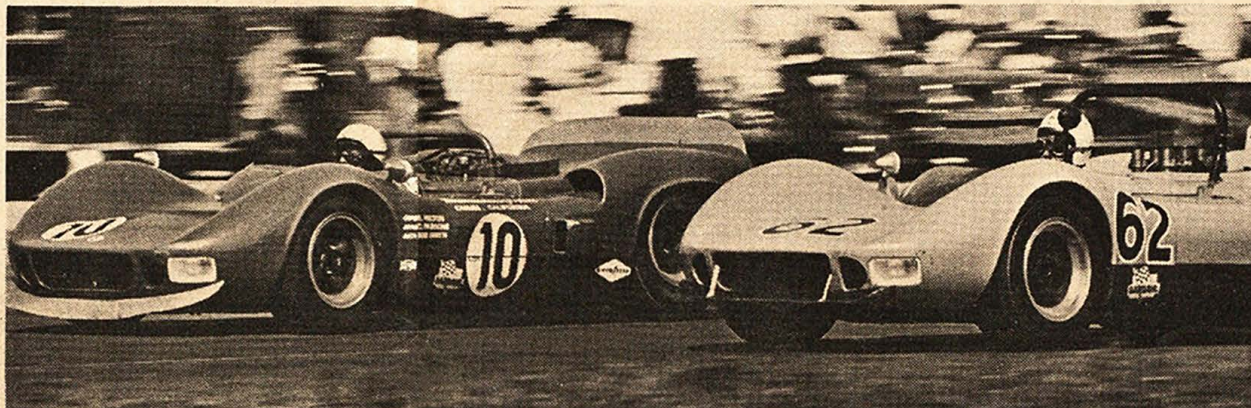


Jim Hall, last year's over-2-liter USRRC winner watched his partner Hap Sharp take the Autoweek Championship, 1965's equivalent of the CanAm. The Hall-Sharp combination is a favorite in 1966.

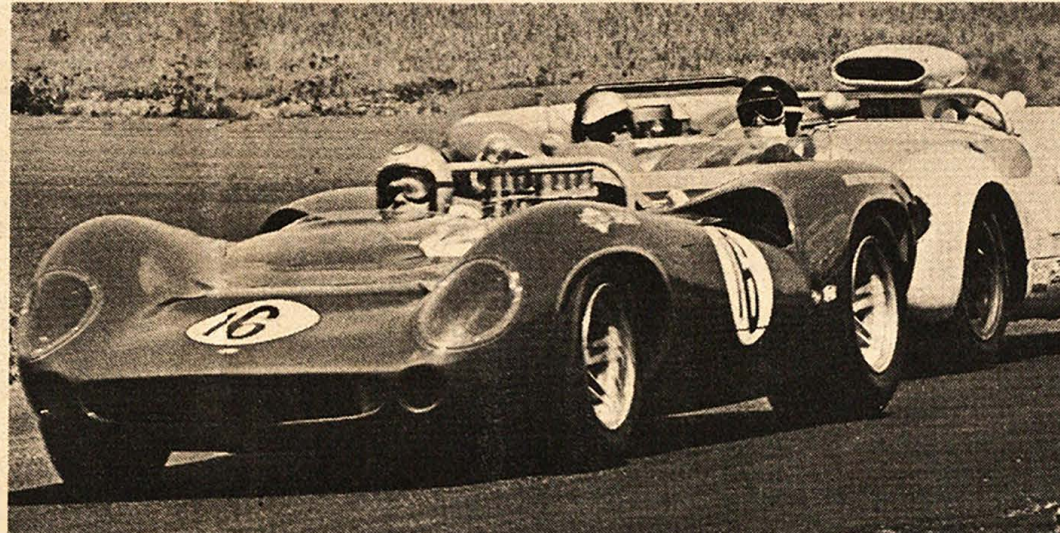


Five to one on the morning line for the CanAm: The Chaparrals.

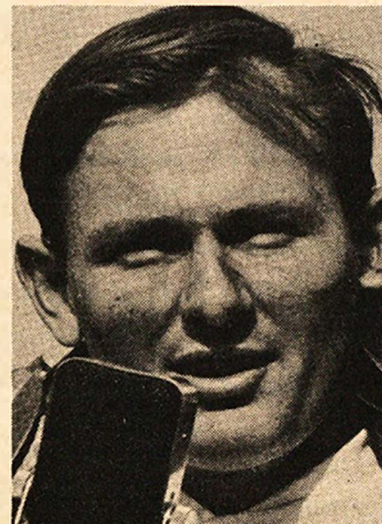
(Bill Dunne photo)



USRRC hot dogs John Cannon #2 and Chuck Parsons #10 both have new McLarens for the CanAm, both could figure high in the results. (Ron Miller photo)



Mark Donohue, here trailed by Terry Kniss at Kent, is one of the strong challengers from the U.S. in the Sunoco-Penske Lola. (Ron Miller photo)



Off this year's performance, favorite for the CanAm has to be Bruce McLaren.

\$300,000 and won't stop growing.

Prize money is nudging \$180,000 (St. Jovite just added \$11,500), accessory money should get close to the \$100,000 mark and the driver's championship award fund is \$55,000 and it goes 10 deep.

The contribution of the Johnson Wax people has gone beyond their vital financial support and the stunning piece of modern art awarded to the Challenge Cup series and individual event winners.

The efforts of the Johnson public relations staff in taking series news beyond the usual boundaries of motor racing has helped get the CanAm off on the right foot.

One component we have overlooked is the tracks. Look at the diagrams of the two Canadian and four U.S. circuits on this page. They are among the best road racing plants in the world and all six are working hard to bring their racing and spectator facilities into top condition.

Final note, we have avoided the superlatives, not one mention of historic or epic.

Both of which the CanAm is.

Dramatic Change Due In Group 7 Cars

By Frederick W. Miller

It is usually difficult to predict the future of the design of any automobile, especially a racing car.

In the case of the group 7 sports cars, however, there ARE a few logical steps which designers will probably be taking, at least in the near future.

Perhaps the best way to arrive at predictions such as these is to see first what the present limitations of group 7 cars are, and from this determine where they may be improved.

For these purposes, the definition of a group 7 car can best be expressed in terms of the demands of the circuits upon which it is raced.

TWO DIFFERENT CARS

With their vast horsepower, the larger cars are called upon, in effect, to do the job of two different vehicles.

They must have the agility, brakes and acceleration to negotiate the slow, tight corners and short straights to be found on most circuits.

In addition most of these circuits have one or more straightaways where top speed is limited only by horsepower, and the car becomes subject to many of the problems facing a land speed record vehicle. It is the inability of the current state of design to meet the challenges of both of these extremes with one car that now plagues their builders. Predictions for the future will thus be based on possible improvements in this area.

GENEALOGY AND ANATOMY

To learn the cause of these shortcomings, consider for a moment the genealogy and anatomy of a typical group 7 car.

Its suspension and running gear have evolved from recent grand prix practice, as has the placement of the engine and other major components.

The engine is typically a large, reworked passenger car powerplant.

The frame is usually a tubular space frame, though there is a tendency in some camps toward monocoque construction. The body is an attempt at a reasonably smooth covering for all this, with a few added frills in the form of spoilers, fins and the like to keep the car near the ground at high speeds.

Thus the end product is a vehicle with excellent acceleration, handling and braking at speeds up to 140-150mph, but which has a tendency to become unmanageable at speeds in excess of that range.

THE CAUSES

This high speed unmanageability results from either of two factors or, more commonly, a combination of both: directional instability resulting from poor aerodynamics and less than ideal mass distribution; and lack of tire adhesion caused by aerodynamic lift. It will, therefore, be in the form of attempts to solve these two problems that the really rewarding improvements will be made.

The designers of today's cars will have difficulty with these improvements, however, for they will be operating in areas where most of them are lacking in experience. Achieving the kind of aerodynamics even potentially capable of eliminating lift problems will require a complete change of shape, and may require radical revision of current drivetrain and accessory component

layout. Careful attention will have to be paid to such details as air intakes, exhaust outlets and cockpit openings in order to avoid excessive boundary layer separation and resultant increase in drag. Summers and Korff, for example, found in their wind tunnel tests for the design of the "Goldenrod," that the addition of a spoiler of sufficient size to increase negative lift significantly increased the drag coefficient by almost half.

It will also be possible to improve directional stability (without the addition of stabilizing fins) by paying careful attention not only to aerodynamics and suspension geometry but to the placement of the center of gravity and the moment of inertia of the vehicle about its yaw (spin) axis.

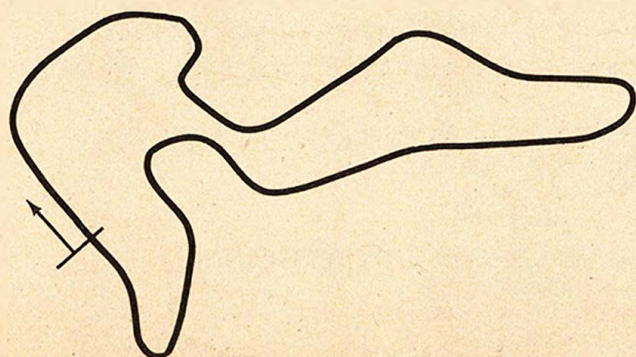
It may be possible to increase this polar moment-of-inertia suf-

ficiently to prevent normal side forces (wind, abrupt change of direction, etc.) from causing the car to yaw uncontrollably. This polar moment increase would require departure from current central engine placement in order to place the major masses as far as possible from the center of rotation.

A possible solution might be the use of two engines at opposite ends of the car. It might be necessary to resort to smaller, more exotic power plants and transmissions in order to avoid the obvious weight penalty, but such a configuration would vastly improve traction during acceleration.

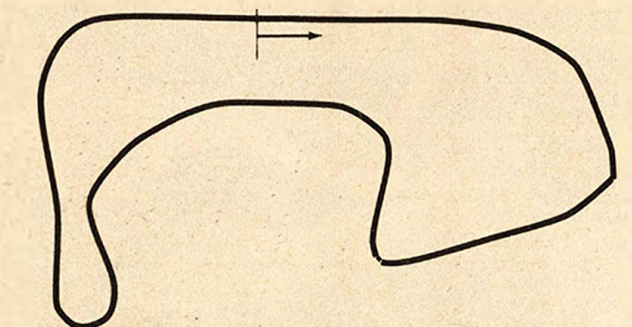
The influence of change in anyone area of the car's design often has influence on the others. And as each component is changed to match, a wholly new vehicle evolves.

1 Mt. Tremblant Circuit St. Jovite, Que.



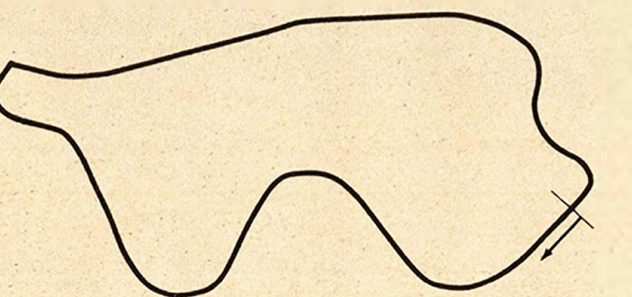
Sept. 11 — Player's Quebec, prize money \$31,000, accessory money \$7,250, 203 mi., 75 laps of 2.72-mi. circuit, race lap record: 93.3mph (McLaren), contact: John W. Ross, Jr., 30 Woodcroft, Dollard-des-Ormeaux, Que., Canada, (514) 866-8861.

2 Bridgehampton Circuit Bridgehampton, N.Y.



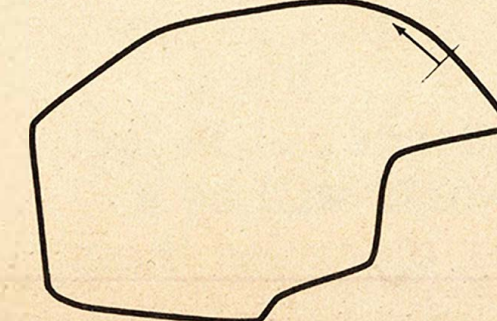
Sept. 18 — Bridgehampton GP, prize money \$20,000, accessory money \$7,850, 199.5 mi., 70 laps of 2.85-mi. circuit, race lap record: 102.6mph (Grant), contact: Arthur Schmidt, Bridgehampton Enterprises, Inc., 38 New St., Huntington, N.Y. 11743, (516) HA 3-6704.

3 Mosport Park Bowmanville, Ont.



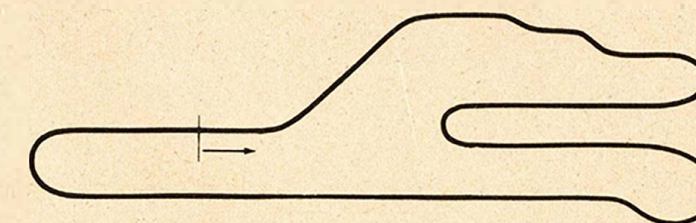
Sept. 24 — Canadian GP, prize money \$30,000, accessory money \$7,250, 209 mi., 85 laps of 2.45-mi. circuit, race lap record: 104.15mph (Amon), contact: British Empire Motor Club, Box 193, Terminal A, Toronto, Canada.

4 Laguna Seca Monterey, Calif.



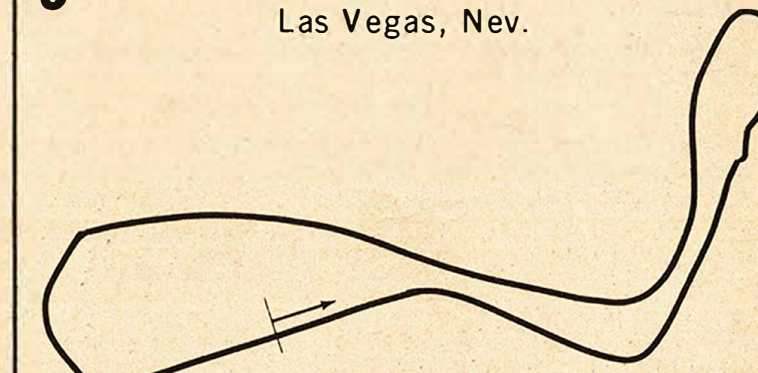
Oct. 16 — Monterey GP, prize money \$30,000, accessory money \$15,500, 201.4 mi., 106 laps of 1.9-mi. circuit in two heats, race lap record: 108.8mph (Hansgen), contact: E. H. Simpson, GM, SCRAMP, P.O. Box 781, Monterey, Calif., (408) 373-1811.

5 Riverside International Raceway, Riverside, Calif.



Oct. 30 — Los Angeles Times GP, prize money \$33,720 plus a new car, accessory money \$18,950, 203 mi., 62 laps of 3.275-mi. circuit, race lap record: 97.4mph (Gurney), contact: Glenn Davis, Dir. of Special Events, Los Angeles Times, Los Angeles, Calif., (213) 624-2345ext. 496.

6 Stardust International Raceway Las Vegas, Nev.



Nov. 13 — Stardust GP, prize money \$33,500, accessory money \$16,050, 199.5 mi., 70 laps of 3.0-mi. circuit, race lap record: 110.2mph (Sharp), contact: Leo Margolian, GM, Stardust Racing Assn., 3000 Las Vegas Blvd. So., Las Vegas, Nev., (702) 735-1122.



Competition Press & Autoweek

Competition Press & Autoweek allows its columnists the fullest latitude in expressing opinions on controversial subjects so our readers will be better informed. The views expressed are not necessarily those of the newspaper.

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SEPT. 24, 1966

CP Readers Say

'Old & Slow' Produce Best Racing?

● In answer to Owen King (Readers Say, CP&A Sept. 10), I think that SCCA races should be given the coverage that they are due.

Some of the best racing that I have seen has been in "old and slow" cars. The race is not always among the swiftest. If King persists in his belief that the real racing is among the pros, I say that SCCA racing is the backbone of popular road racing in the U.S., and I refer him to another sport which has gone bad because it became obsessed with money, boxing. Whoever hears about a Golden Gloves Champion any more, or even cars? The whole image of this once-popular sport has been polluted by the pros.

When the "old and slow" cars are no longer running, and the SCCA has approached the status of the WBA, then it will be time to weep and reminisce about the good old days of SCCA national races when everyone had fun and didn't even know about national points or raceoffs.

I am an SCCA national license holder, and I drive a F/V which is the largest single class in SCCA (ask Westport), provides the most cars with the closest racing, and receives less publicity in the press of any form of motor racing with the possible exception of slot cars.

LASH D. HANSBOROUGH
Austin, Tex.

Rule Changes

● There seem to have been some last-minute rule changes at the Watkins Glen 500.

Hal Keck and Ed Lowther entered two Cobras — both men to change cars in the mid-point of the race. The entry was accepted thus, they were inspected and practiced this way. At the driver's meeting 15 min. before the start of the race they were told this could not be done.

The supplementary rules read that a driver cannot change cars except upon the approval of the chief steward. Obviously the chief steward was aware of the dual entry of this team effort long before the race. It was publicized on radio, TV and in newspapers. Why was it allowed to go all weekend through tech., practice, then 15 min. before the race completely thrown out?

The man responsible for this had no A prod cars entered, why did he protest the above entry?

N. KECK
Fernport, Pa.

Influence

● That's some Plymouth (#13) you've got Curtis Turner driving in the lead photo (CP&A Aug. 27).

From our viewpoint, and that of Curtis' and Smokey Yunick's, too, it sure looks like a Chevelle. If you folks keep this up, by golly, Chevrolet factory will just never come back and have anything to do with stock car racing! We're glad to have Smokey back racing... please don't create a situation where he'll have to give all that stuff back where it came from.

DICK WILLIFORD,
Editor, Stock Car Racing Magazine
(Reader: From so authoritative a source as the fine new Stock Car Racing and its well-known and highly respected editor, we're pleased to find we have so much influence. — ed.)

Another Facet

● I could only offer one thing more to J. Lewis Spencer's excellent tribute to Ken Miles (CP&A Sept. 10). Actually it's all there in the charming photograph of Ken in the same issue listening to a youngster. This outspoken courageous man had a little-known side to him: completely unsentimental, he loved and respected children. Hearing him talk to young people revealed gentleness, patience, interest in them, and above all, his treatment of youngsters as individuals.

There was so much to admire about Ken I didn't want this facet to be unknown.

FRANK FALKNER
Prospect, Ky.

Frua AC 427

● As an avid reader of CP&A and a dedicated owner and enthusiast of AC automobiles (in particular), I'd like to share this bit of information with you.

I visited the AC works at Thames Ditton while in Britain this summer and was given a demonstration ride in the new Frua-designed (Italy) AC 427 convertible. It is an extremely attractive, up-to-date design. The coachwork was flawless. The chassis is the same as that in the 427 Cobra version, except that it is six in. longer.

The engine is the same Shelby-tuned 427 Ford. One big difference in the one I rode in was an automatic

transmission that had been especially worked out for the car by Ford.

As might be expected, performance was phenomenal, except that one was seated in a somewhat more refined car than is experienced in the Cobra version. The factory seems to be under the impression that if one is going to pay the price necessary to become an owner of a 427 AC, he might feel that he should be able to roll up the side windows, etc. All in all it seems to be a significant improvement over the older body style, probably including greater aerodynamic stability.

The factory is actually a large and highly-specialized machine shop by our standards, which is primarily geared to the production of ACs. I'd highly recommend this side trip from London to any reader who finds himself in that area.

STAN McDONALD
Chicago

Chevy Rally Car

● Just a note about what could be a very interesting development.

On the Dawnbuster SCCA divisional rally put on by the Detroit Region a Chevelle owned by GM proving grounds and driven by one of their test drivers was entered.

For what it's worth, the Dawnbuster is known for its high speeds and twisting roads through lower Michigan and would be an excellent first step in development work on a rally car for the POR, the Winter Rally and the Shell 4000.

JOHN CAMPBELL
President, Detroit Triumph Club.
Plymouth, Mich.

Happiness at Marlboro

● On behalf of Marlboro Speedway's "THE GREAT RACE" (12 Hour), Marlboro Speedway, the Trans-American series, racing in general, Marlboro's staff and myself, I would like to take this opportunity to express our appreciation for the great coverage given the 12 Hour by CP&A. The cover photo was especially good (MOPAR MUNCHES MARLBORO) and kudos to Dave Roethel on a fine article. We have in the past complained about the lack of coverage of Eastern events, but never again!

If possible, we'd much appreciate receiving six extra copies of that particular issue. (We'd actually like a couple thousand to send to everyone we know... but the postage is ridiculous!)

LES NETHERTON, President
Marlboro Park Speedway

Mini Corvair

● Just a note about NSU and car #77 in the Great Race, a 12-hour test at Marlboro:

The car is in D class (996cc) yet beat all C class cars including 1300 VW and the Renault Gordinis. There were 16 entries for D class and only 7 could qualify.

We covered 352 laps, 597 mi., averaged 49.8mph including 5 pit stops.

Oil consumed was one pint.

Only part to be replaced was a 20¢ carb return spg. No brake adjustment or replacement of fluid. Front pads were worn about 30% we found after the race. The car was running perfectly after the race (we would have liked to have kept on going).

We were very fortunate to be able to get Dr. Don Petersen and Ralph Steele, both local drivers, to drive our little NSU. We did make one goof — we forgot to take the bumpers off when we got to the track (the only car in the 12-hour with bumpers). Oh, well, we didn't have to put them on to drive the car back home. It's against the law in Maryland to drive without them on the highway.

GEORGE DUVALL
Seabrook, Md.

Corvette Owner Protests

● What is this bit (CP&A Sept. 3) about the new Porsche 911S as the first GT car in the world with hollow cast disc brakes?

Corvette owners have benefitted from internally-ventilated discs as standard equipment since 1965.

PAUL CASTLE
Rock Island, Ill.

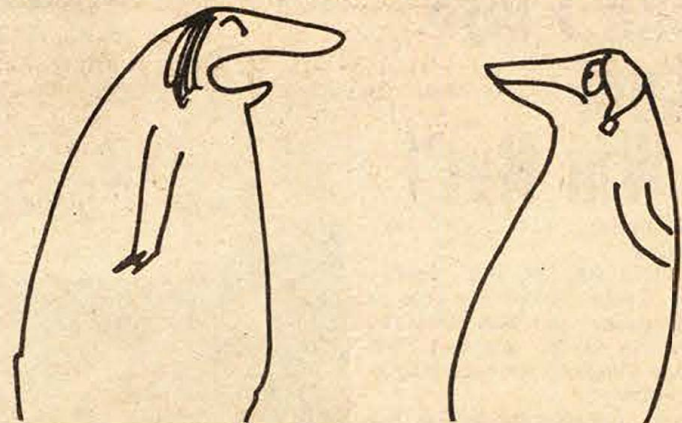
Relatives?

● The photo (CP&A Sept. 3) of George Fejer's Chinook-Chev looks remarkably like one of those road runners from Midland.

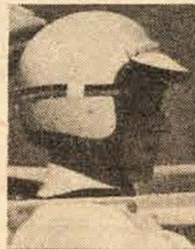
Purely coincidental?

FRANK E. CORNELL
Ledyard, Conn.
(Reader: Almost. — ed.)

Wheela Monsters by Saltzman



"I've heard some dumb reasons for being disqualified. But pornographic tire treads?"



Pro Notes

Start of Classic Duel: CanAm, U.S., Britain

By Charlie Hayes

This Fall's Canadian American Challenge Cup championship has to be the most fiercely-fought contest ever seen on these shores.

I realize that I may sound like a carnival barker, but when you look at an entry list you look at a Who's Who in Motor Racing. Then consider that these people will be driving the best unlimited sports machinery in the world, and you can see that there is no way of over-rating this series.

If you have to draw battle lines, I think there will be two major ones. First I anticipate a fantastic battle between the McLarens and the Lolas. This is something that has been going on for almost two seasons now with the McLarens dominating the North American scene lately. But this, without doubt, is because of their sheer numbers.

The huge European contingent, not seen earlier in the season, will make the forces about equal.

But let's not forget about that shiftless bunch from Midland.

They may have had some problems with their European project, but the 2C is still a formidable and competitive automobile. And with a little more development (you just know it hasn't been sitting in mothballs for the last months) it could easily be a repeat performance of last year.

The second battle line, I think, will be between the American and British drivers.

At the parties, in the pits or in the garages, it's all one big happy family, and the rivalry only pops up as occasional ribbing.

But it's there — friendly, but strong.

The British for years have produced top talent. But the Americans of late have produced quite a bit too. The names in the British delegation demand respect but so do Phil Hill, Dan Gurney, Jim Hall, Hap Sharp, Jerry Grant and the others.

I say it's going to be a toss-up for the cup, but if I have to make a choice, the best I can do is two: John Surtees and Phil Hill. Surtees in my opinion has to be about the best in the world. Phil Hill is another man of great talent, and in a Chaparral 2C makes a combination tough to beat by anyone.

As for our own effort, we're predicating our entire program on two points: maximum effort and finishing. With 12-15 cars easily capable of attaining the pole position we will have to perform at maximum in order just to qualify. Once the flags drop, there are going to be some fantastic early lap lead shows, and while I personally would enjoy dicing with them, I think the chargers will find themselves out pretty quickly.

Our idea is that our best chance lies in finishing rather than in spectacular, but brief, showmanship. With three McLarens and a Genie I feel pretty confident about our machinery and I think Lothar just gave a sample at Mid-Ohio of what he can do given the assistance he needed. (You have to admire someone who works night and day on his car and quietly goes out and wins.)

I don't know how we'll do in such fast company, but I do know we'll be in there giving it our best.

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Autoweeek Reports

You've Got to Finish... The Key to CanAm Money

By J. C. Cogg
A hard look at the Canadian American Challenge Cup says that probably the most important angle is the \$55,000 championship award fund.

This is really the big innovation in the whole thing. This is why the CanAm is a legitimate series and not six, one-shot races.

And this is how shrewd drivers are going to cut themselves in for some large money, while some big names miss the boat.

It is quite true that \$180-190,000 in prize money (race purses) is going to be paid out to finishers in the six events, almost double what the six races paid last year. And it is quite true that at least half the posted accessory money (total, at least \$85,000) will actually be earned by race finishers.

But think of the competition this series is going to see. Then think of the attrition among these fragile group 7 cars. Finally, contemplate the repair-and-maintenance challenge for the "hard-chargers" with six races compressed in nine weeks.

Get the picture? The final story should be a classic "you've got to finish to win" situation.

"Winning" in the SERIES — while the big names cop a race purse now and then, and DNF then and now — will mean winning part of that \$55,000 swag. And the only way to do it will be to get into each race, and then to finish each race. Other peoples' breakdowns will do the job for the canny.

Here is how the championship award fund goes:
● first six finishers in each of the six races are awarded points (9-6-4-3-2-1);

● each driver's points are added up at end of series;
● the 10 drivers with the most points share the \$55,000 exactly as follows: first, \$19,250; second, \$10,450; third, \$6,600; fourth, \$4,400; fifth, \$3,300; sixth, \$2,750; seventh, \$2,475; eighth, \$2,200; ninth, \$1,975; 10th, \$1,650.

It doesn't take high school arithmetic to start figuring things out. Sure, a McLaren or a Hall is liable to take the \$19,250 with, say, 20 points. But 10 or 11 points is likely to get you awfully high in the top 10. And lives there a driver with V8 so weak he doesn't think he can get a dozen points in six races?

Finally, it's probably near impossible for most people to imagine what the CanAm fields are going to be like.

Try this: a preview would have to persuade belief in a 35-car grid made up entirely of McLaren 2s, new Chaparrals, Lola T70s and 72s, maybe two McKee/Wolverine/Genie/Mirages and two 906s at the very most.

Resting behind in the working pits, perfectly healthy but unable to qualify because they couldn't go fast enough, would be 15-25 McLaren 1s, Lola T70s, GT40s, Cobras, half a dozen good U.S. spls., half a dozen 906s and a covey of less competitive cars.

And a bunch of shocked drivers.



From Abroad

Big Engines a Race Car Do Not Make, Limit Size

By Dennis J. Cipriac
Motor racing is the less for the death of Ken Miles, and while this might not seem the most appropriate place to say it, his loss, and Walt Hansgen's, and Bob McLean's bring me back to a point I've been making between the lines for months now:

Big engines do not a race car make, nor a driver's skill do prove. I firmly believe that it takes more guts than skill to go 200mph down the Mulsanne straight. As Dan Gurney, who should know if anyone does, explained to me: "at that speed any movement of the controls at all will send you off the road." He went on to say that the ideal car in such circumstances is one which doesn't have to be steered at all. A robot could do it.

The big torque engine, it seems to me, does little to demonstrate the one thing about a race driver which is worth watching: his ability to handle an automobile. Just as much skill can be demonstrated in a Porsche or Alfa, or, if you like, a three-liter Ferrari, as in any other car on the race track.

I've stood at the Websters year after year at Sebring and watched no-name drivers come into those turns in anything from 904s to MGBs behind a big Corvette or GT40, or what have you, and outcorner them right up to the point that the drag race down the back bend started. If anything, admiration of the big-bore driver often becomes a matter of perverse appreciation of the fact that he can keep the thing under control at all.

The sole reckoning of a driver's skill and fame should be his demonstrative answer to the question: can you do better than anyone else in a machine equal to the one you are driving? Which, of course, is what F/1 was designed to show, even if some cars have turned out to be more equal than others. It does not require a huge engine to make skill apparent.

I think, therefore, and I know this will be regarded as heresy by many; as traitorous to the sport by some; and as chicken-heartedness by still others (all of whom I do not give a damn about) that a limit should be placed on the size of engines in motor racing.

Which is, in fact, what may be about to happen anyway. In Europe last month I was told by a member of the FIA that what had started as an unfounded rumor, namely the deletion of the seven-liter engine from Le Mans for '67, was now, in fact, under study in many forms, one of which was the re-dividing of prototype classes to place an upper limit to engines in the current over-two-liter class.

One possible solution was a new split, with one class up to 2.5 liters, the other going from 2.5 to 5 liters. No larger-engined car would be eligible to win the world championship for GT prototypes.

The FIA is reportedly split on this issue. Some purists say it would not be in keeping with the spirit of prototype racing to limit engine sizes. Others say it isn't in keeping with the spirit to have monster engines in impossible cars masquerade as GT prototypes. And still others are on the fence.

Events

(All events are races except as noted. Events verified by CP&A are marked *, events cancelled are marked CANCELLED, which refers to that single event only and not those following.)

International

- SEPT. 5-10 — Alpine Rally, France (European c'ship).
- SEPT. 8-17 — Tour de France (S, GT, T)
- SEPT. 10-11 — Mont Tremblant, St. Jovite, Canada (F/3, GT).
- SEPT. 11 — Players Quebec. Mt. Tremblant, Canada (CanAm).
- SEPT. 11 — Austrian Grand Prix (S-1, 2, 3).
- SEPT. 11 — NASCAR 300, Richmond, Va.
- * SEPT. 11 — Pan American Endurance Race, TransAmerican Sedan Championships, Green Valley Raceway, Smithfield, Tex. (T)
- SEPT. 17 — Gold Cup, Oulton Park, Eng. (F/1, or F/2-F/3, SR).
- SEPT. 17-18 — Texaco GP, ICSCC, Westwood Racing Circuit, Port Coquitlam, B.C. (GT, S, S/R, T).
- SEPT. 17-18 — Bridgehampton Double 500 kms. (SP, S-1-2-3, GT).
- SEPT. 18 — NASCAR 150, Hillsborough, N. C.
- * SEPT. 18 — TransAmerican Sedan Championships, Riverside, Calif. (T).

East

- * SEPT. 10 — SCCA regional, Reading, Pa.
- * SEPT. 10 — SCCA driver's school, Thompson, Conn. (N.E. Region).
- * SEPT. 11 — Players Quebec, Mt. Tremblant, Canada (CanAm).
- * SEPT. 11 — SCCA national rally, Jersey 500, N.J.
- * SEPT. 13 — NASCAR 100, New Oxford, Pa.
- * SEPT. 17 — SCCA regional, Vineland, N.J.
- * SEPT. 17 — New England Region SCCA divisional rally from Schrafft's Motor Inn, Waterbury, Conn.
- * SEPT. 18 — Championship Autocross, Marlboro Park Speedway, Upper Marlboro, Md.
- * SEPT. 18 — Bridgehampton Grand Prix.

South

- * SEPT. 9 — NASCAR 100, Hickory, N.C.
- * SEPT. 10 — SCCA regional, Courtland, Ala.
- * SEPT. 11 — NASCAR 150, Richmond, Va.
- * SEPT. 15 — NASCAR 150, Manassas, Va.
- * SEPT. 17 — SCCA regional, West Palm Beach, Fla.
- * SEPT. 18 — NASCAR 150, Hillsborough, N. C.
- SEPT. 18 — SCCA regional races, Mansfield, La.

Midwest

- * SEPT. 10 — SCCA national, Nelson Ledges, Ohio.
- * SEPT. 10 — USAC Hoosier 100, Indianapolis, Ind.
- * SEPT. 10 — SCCA regional, Greenwood, Iowa.
- SEPT. 10 — Nelson Ledges national races, CANCELLED, Warren, Ohio.
- * SEPT. 10-11 — SCCA Flaming Falls div'1 rally, Kansas City, Kan.
- SEPT. 10-11 — SCCA national races, Mid-Ohio Raceways, Mansfield, Ohio.
- * SEPT. 17 — SCCA regional, Grattan, Western Mich. region.
- SEPT. 18 — Midwest Council of SCCs, Chicagoland race, venue open.

West

- * SEPT. 10 — SCCA regional, Shelton, Wash.
- * SEPT. 11 — SCCA national, Vacaville, Cal.
- * SEPT. 11 — TransAm Sedan Champ., Green Valley, Tex.
- SEPT. 17 — SCCA hillclimb, Bisbee, Ariz.
- SEPT. 17-18 — Texaco GP, ICSCC, Westwood Racing Circuit, Port Coquitlam, B.C. (GT, S, S/R, T)
- * SEPT. 18 — TransAmerican Sedan Championships, Riverside, Calif. (T)
- SEPT. 18 — Continental Divide national SCCA rally, Colo.



It was another wild weekend for Shelby American. How was yours?

- THOMPSON, Conn.: 1st Ap — Mel Wentzel, 289 Cobra.
- 1st Bp — Mark Donohue, GT350.
- 1st A Sedan — Peter Lake, Grp 2 Mustang.
- DAYTONA, Fla.: 1st Ap — John Seibels, 289 Cobra.
- 1st Bp — Walt Hane, GT350.
- CDR, Colo.: 1st A Sedan — John McComb, Grp 2 Mustang.

Do you know about Shelby American's 1966 Financial and Technical Assistance Program? Write Lew Spencer for details.

SHELBY AMERICAN, INC.
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213-678-6131

Championship Standings

● FIA World Championship for F/1

	Monaco	Belgian GP	French GP	British GP	Dutch GP	German GP	Italian GP	TOTAL	U.S. GP, Oct. 2	Mexican GP, Oct. 23
1 — Jack Brabham, Australia, Repco-Brabham*	-	3	9	9	9	9	-	39		
2 — Jochen Rindt, Austria, Cooper-Maserati	-	6	3	2	-	4	3	18		
3 — Graham Hill, England, BRM	4	-	-	4	6	3	-	17		
4 — John Surtees, England, Ferrari, Cooper-Maserati	-	9	-	-	-	6	-	15		
5 — Jackie Stewart, Scotland, BRM	9	-	-	-	3	2	-	14		
Dennis Hulme, England, Repco-Brabham	-	-	4	6	-	-	4	14		
7 — Mike Parkes, England, Ferrari	-	-	6	-	-	-	6	12		
Lorenzo Bandini, Italy, Ferrari	6	4	-	-	1	1	-	12		
9 — Ludovico Scarfiotti, Italy, Ferrari	-	-	-	-	-	-	9	9		
10 — Jim Clark, Scotland, Lotus	-	-	-	3	4	-	-	7		

OTHERS: four points: Richie Ginther, Cooper-Maserati; three points: Bob Bondurant, BRM; two points: Dan Gurney, Eagle; Mike Spence, Lotus-BRM; one point: Guy Ligier, Cooper-Maserati; John Taylor, Brabham; Bob Anderson, Brabham-Climax.

● U.S. Road Racing Championship

	Las Vegas	Riverside	Laguna Seca	Bridgehampton	Watkins Glen	Kent, Wash.	Mid-Ohio	Road America	TOTAL TO DATE
1 — Charlie Parsons	6	4	6	-	-	4	6	9	35
2 — John Fulp	-	9	-	-	9	-	4	-	22
3 — Skip Hudson	4	6	4	-	3	-	-	4	21
4 — Lothar Motschenbacher	-	-	-	6	-	-	9	3	18
5 — Charlie Hayes	-	-	9	-	-	-	-	6	15
John Cannon	9	-	-	-	-	6	-	-	15
7 — Mak Kronn	3	-	-	-	6	-	-	-	9
Mark Donohue	-	-	-	-	9	-	-	-	9
9 — Bill Eve	-	-	-	4	2	-	-	-	6
Earl Jones	-	-	-	-	-	-	6	-	6

With five points: Scooter Patrick; four points: Mike Goth; three points: Bill Krause, Ken Miles, Ed Hamill, Dave Jordan, Lew Florence, Dick Brown, Joe Buzzetta; two points: Herb Wetanson, Gunther Klass, Ralph Trleschmann; one point: George Follmer, Peter Gregg, Charlie Kolb.

● TransAm Sedan Championship

	Sebring	Mid-America	Bryar	VIR	Marlboro 12-hr.	TOTAL	Green Valley, Sept. 11	Riverside, Sept. 18	Willow Springs, Oct. 2
MANUFACTURERS, OVER-2-LITERS									
1 — Chrysler-Plymouth	6	6	9	4	6	31			
2 — Ford	-	9	6	9	-	24			
3 — Dodge	9	2	3	-	9	23			
4 — Chevrolet	3	-	-	-	-	3			
MANUFACTURERS, UNDER-2-LITERS									
1 — Alfa Romeo	9	9	6	9	9	42			
2 — Ford of England	-	6	9	-	6	21			
3 — BMW	1	-	-	3	-	4			
4 — Volvo	-	-	-	2	-	2			
5 — Fiat Abarth	-	-	-	-	1	1			

● NASCAR Grand Nationals

THROUGH SEPT. 4: 1 — David Pearson, 29,318; 2 — Jim Hylton, 26,980; 3 — Richard Petty, 21,876; 4 — Paul Goldsmith, 19,396; 5 — Wendell Scott, 18,512; 6 — Henley Gray, 18,436; 7 — Bobby Allison, 17,880; 8 — John Sears, 17,050; 9 — Neil Castles, 16,908; 10 — Elmo Langley, 16,870.

● USAC Championship Trail

THROUGH SEPT. 4: 1 — Gordon Johncock, 2090; 2 — Mario Andretti, 2040; 3 — Jim McElreath, 1900; 4 — Joe Leonard, 1075; 5 — Don Branson, 895; 6 — Bobby Unser, 870; 7 — Billy Foster, 850; 8 — Chuck Hulse, 770; 9 — Bud Tinglestad, 760; 10 — Al Unser, 620; 11 — Mel Kenyon, 560; 12 — Rodger Ward and Roger McCluskey, both 540.

● USAC Late Model Stocks

THROUGH SEPT. 4: 1 — Norm Nelson, 3140; 2 — Don White, 2392.5; 3 — Billy Foster, 2125; 4 — Sal Tovella, 1250; 5 — Jim Hurtubise, 1100; 6 — Bay Darnell, 1080; 7 — Roger Regeith, 772.5; 8 — Gary Bettenhausen, 582.5; 9 — J. C. Klotz, 530; 10 — Jack Bowsher, 480; 11 — Bob Wewack, 432.5; 12 — Andy Hampton, 410.

On the Cover

Jack Brabham won the 1966 world driver's title Sept. 4 despite a DNF at Monza. His only mathematical competitors, John Surtees and Graham Hill also failed to finish. Below: CP&A's John Hughes catches new USRRC champion Charlie Parsons on his way to the title at Road America.