

ALL AMERICAN TAKES BRIDGEHAMPTON



An anxious Jerry Grant takes to the verge to try and join boss Dan Gurney #30 coming off the pole to win the Bridgehampton GP wire to wire Sept. 18. Grant finished eighth.

AAR Throws Back Invaders, McLaren Team Leads Series

By John Hearst
Eastern Editor

BRIDGEHAMPTON, N.Y., Sept. 18 — Dan Gurney plain got tired of waiting for the January NASCAR Riverside 500 to roll around again in order to win another race.

He impetuously led from start to finish to win the Bridgehampton Grand Prix. Gurney, who was pushed very hard by Chris Amon at the end, averaged a record 105.58mph.

The 200-miler was the New York track's contribution to the rich Can-Am series, the second of six scheduled events.

Thirty-two cars took the green on a rolling start, and by the time the

screaming horde reached the end of the 3200-ft. main straight, it was clear that Gurney was going to be the man to beat. But it wasn't going to be easy, for behind Gurney, going down the hill, were the likes of John Surtees, Chris Amon, Phil Hill and Bruce McLaren.

HILL CHASES

As the cars finished their first lap Gurney, driving a Gurney Weslake Ford-powered Lola had pulled out a 50-yd. lead over the now second place man Hill, driving Jim Hall's newest 2E Chaparral complete with flapping wing mounted on

(Continued on page 8)

Tiger Titus TransAms For Ford Factory Win

By Ron Hickman
Area Editor

RIVERSIDE, Calif., Sept. 18 — Versatile Jerry Titus survived a fractured oil cooler on his Shelby Mustang to take a 48-sec. win over Bob Tullius' Dodge Dart and bring the over-2-liter manufacturer's championship of the Trans-American Sedan racing series to Ford with a total of 46 points to 39 for Chrysler-Plymouth.

In winning the TransAm finale, Titus averaged 87.297mph, covering 135 laps (351 mi.) in 4:01:14.65. His fastest lap was 1:41.2, seven-tenths better than the qualifying time of 1:41.7, which had earned him first position in line for the Le Mans start.

Under-two-liter honors went to Aussie Frank Gardner whose Lotus Cortina finished some half a lap ahead of the second under-two-liter car, the Horst Kuech/Gaston Andrey Alfa GTA, although this order of finish was not reconciled until after

a check of Scorer Roy Woods' tapes.

The weekend program was sensible. Saturday was devoted to qualifying, Sunday to racing. The thirty-two starters lined up on the grid on the Riverside back straight. They were kept honest by a signal gun fired at the three-min.-to-go mark by starter Dick Keith — live ammo down the space between the cars and the drivers.

After the starting shot had been fired (into the air) the Ron Dykes Mustang was first away, closely trailed by the Bob Johnson/Charlie Rainville Team Star Fish Barracuda. At the end of the first lap Dykes had a three-sec. margin over Johnson, who was trailed by Bob Tullius' Dodge Dart and then the Pete Cordts' Falcon ahead of three under-two-liter machines; Kuech, Alfa GTA; and the Cortinas of Sir John Whitmore and Gardner. Titus flooded his engine on the line and was next to last away, trailed only

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White Downs Great Dane Again

By Gary Shellman
Area Editor

MILWAUKEE, Wisc., Sept. 18 — The State Fair park oval has become the natural habitat for Don White's 1966 Dodge Charger. Leading for 202 laps, White won the 250-mi. USAC late model stock car race here today with little harassment from anyone else. It was his third win in four races here this season.

Norm Nelson broke his monopoly with a 100-mi. win in August.

Nearly newly-crowned USAC champ Nelson was removed from contention with tire trouble when he picked up parts of somebody else's engine early in the race. But the Great Dane of Racine made a strong finish to place fourth behind White, Billy Foster and Jack Bowsher.

Bowsher and teammate A. J. Foyt, making his first stock car appearance here this season (and fifth-place finisher) made a strong effort to crack the Mopar monopoly on USAC races with their immaculately prepared 1966 Fords. But the Dodge boys, White and Foster, were just too quick. When White returned to the track after a precautionary fuel stop late in the race, only Foster's 1965 version was on the same lap with him 22 secs. back. In winning the race in 2:40:39.981 the Keokuk Comet averaged 93.460mph, a purse of \$26,380 was paid by 18,837 spectators.

White collected \$5300.

The red flag actually dropped before the green when a staggle blew

his engine on the pace lap, but when things did finally get going it was obvious that Nelson was out to prove he had earned his impending championship. The Great Dane drove into the first turn ahead of White

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Yunick Defies NASCAR, Appeals to ACCUS

By Bob Glendy

DAYTONA BEACH, Fla., Sept. 18 — Henry "Smokey" Yunick has appealed the legality of his Chevelle to ACCUS after NASCAR officials declared the car illegal, and USAC inspectors said it was OK.

The outcome, according to Yunick, may be a ban not only on the car but on Yunick himself.

"I'd almost predict that the car will never run again in NASCAR and I'll end up getting thrown out and barred. But I'm not going to get shoved around after serving NASCAR's purpose in building a competitive car after they begged me to give the factories some competition."

As a result of a year-old pact, both USAC and NASCAR run the same rules in order to permit an interchange of cars as well as to make it possible for a manufacturer to compete on a realistic basis on both circuits.

Yunick's Chevelle was one of the hottest race cars on the NASCAR circuit during the absence of FoMo-

Co, earning the pole in the Atlanta 400 and finishing second in the Firecracker 400 at Daytona July 4.

With the appeal going to a board made up of both USAC and NASCAR officials (member clubs of ACCUS) as well as representatives from the NHRA and SCCA, any decision on this issue might split the only coordinating U.S. body along strict power lines.

At Atlanta, NASCAR's chief inspector, Norris Friel, handed Yunick a list of about 20 things which would have to be done to the

For NASCAR, USAC

Comments See Page 11

Chevelle before it would be allowed to run NASCAR tracks again.

The car did not appear in the Southern 500 at Darlington on Labor Day but was taken to Langhorne for a 250-mi. USAC race Sept. 11.

Lee Roy Yarborough was scheduled to drive the car but failed to show up. Yunick was unable to get a driver, either USAC or NASCAR, and was unable to run.

With a report that someone had called USAC director of competition Henry Banks to say the car was illegal, Yunick said, "OK, so we can't run the car, but we wanted a clean bill of health. So we called the USAC inspectors. They measured the car from bumper to bumper, and after three hours, I got a written statement that the car meets all the standards of USAC."

Brabham Wins Oulton F/1 Go

By David Phipps

OULTON PARK, Eng., Sept. 17 — Jack Brabham scored yet another win in the F/1 Gold Cup race here today, but the most significant feature of the meeting was the performance of the H16 BRMs of Graham Hill and Jackie Stewart, both of which led for a time before retiring.

The field was small but select, (Continued on page 8)

"Now you know USAC and NASCAR have the same rules. But if my car is legal in USAC and illegal in NASCAR then there's a double set of standards and ACCUS and whatever it's supposed to do, means absolutely nothing."

"It's not that everybody else is all that legal in NASCAR," he went on. "For instance, engines are offset three or four in., set back seven or eight in., frames are pushed in three or four in., gas tanks hold 27-28 gal. and there were blocks and jacks under the front ends of most of the cars."

"I saw the rule book didn't mean anything, so I thought if I was going to race, I might as well get with them," Yunick went on. "The Chevelle is not by the rule book, but it is a lot closer than many of the cars it has run against, and it passed inspection three times (Daytona 500, 400 and Atlanta 400)."

"France told me to keep quiet and he would straighten out the mess. Curtis Turner wanted to stay in my car instead of the Junior Johnson Ford."

"Four days later Turner gets a call from someone in NASCAR telling him he better stay in that Ford or he will be walking, and informing him that the Chevelle will not be at Darlington," Yunick said.

Turner has since been dropped by Johnson as a team driver.

TRIUMPH IN COMPETITION

Northeast Division competition comes right down to the wire, hot and heavy. Labor Day action at Thompson Raceway, Connecticut, produced these results:

1st DP — Buzz Marcus, TR-4
1st FP — Bob Krokus, TR-3

Another active race-sanctioning body, the ICSCC, sanctioned British Sports Car Owners Association races at Lime Rock, August 20. Walking off with class victories were:

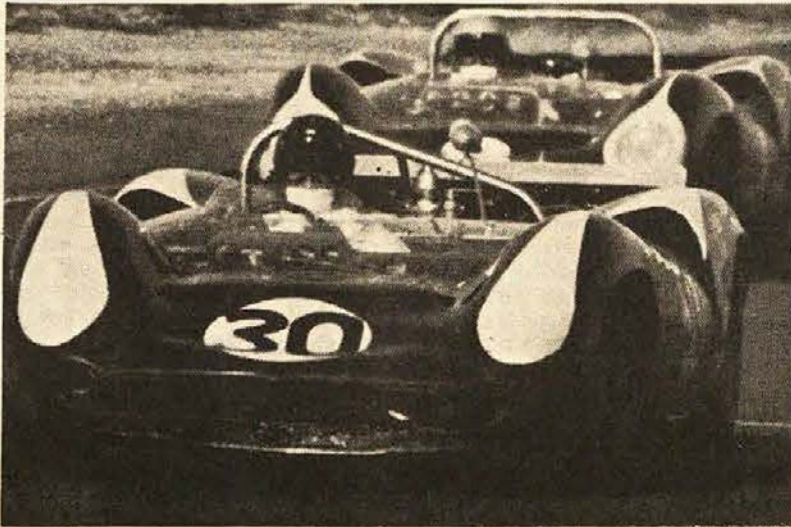
GP — Ira Goldenberg, Spitfire
FP — Robert Wanta, TR-3

Don't forget . . . send SCCA National results (race and rally) to:

111 Galway Place
Teaneck, New Jersey

LATE NEWS

- Canada has a championship F/1 race next year to go with its EXPO '67.
- This year it was called Sebring, next year it will be The 12 Hours of Florida.
- In testing this week the sohc continues to disappoint, turning well under the record at Charlotte, while the Fairlane with a single 4-bbl. came within 1mph of the bigger car.
- Coming down to the ARRC wire, the Northeast Division SCCA still has 14 class champions undecided.
- The final SCCA national of the year has just been set for Tucson Oct. 22-23.
- Frank Martin, longtime Shelby American employee, is the new number-two man; Jim McLean, former general manager, is heading up Shelby operations in Japan where a conversion on a popular Japanese car is said to be underway.
- Fantastic new lap speeds in the CanAm are being attributed to the success of the new tubeless tires. Bridgehampton record was raised 6.2mph, 18 cars qualified under the old mark.
- New cars are making news. The Triumph GT6 is due shortly; a Spitfire with a six-cyl., two-liter engine . . . the new Shelby Mustang will have a spoiler trunk, an extended hood, wider wheels and the 427CID engine as standard . . . Lotus is looking for another small sedan to modify, rumor has it Chapman has come to an agreement with Renault . . . Saab will fit the Taunus 12M V4 engine to satisfy U.S. smog control requirements . . . for '67 the 180 and 140hp Corvairs are no longer to be offered, GM is thought to be phasing the car out from the top . . . Volvo has shown a handsome new 144 sedan with lower, squarer lines . . . Ford of Germany is contemplating producing the Mustang 1 with the V4 for power.



AAR in formation, Gurney in front, Grant behind. Gurney wound the 305CID Ford to 8900 during the race. (John Hearst photo)

CanAm Qualifiers Crack Mark

BRIDGEHAMPTON, N.Y., Sept. 18 — Word soon began leaking out about the fantastic times being turned in by the cars already at the Bridgehampton course Friday.

McLaren, Surtees, Gurney and Amon were all well under the old record of 1:38.8 min. set by Jim Hall in May, 1965. And Saturday, when the official clocks were out, the fastest 18 had all broken Hall's old record, and leading them was Hall himself who clicked off a torrid 1:32.9 for a 110.44mph average.

Next to Hall was Gurney's 1:33.2. He was followed by Surtees, Amon and McLaren, who all turned 1:33.4.

The plan, as stated in the regulations and advertised to the fans, was that the fastest 20 would be given their grid positions, but that there were to be race for a starting spot. Qualifying was halted and some 16 cars were gridded for the consolation race with two medium hot Lolas leading the list.

It was at this point that a bit of

dim-bulb thinking came into play.

A race official made the mistake of polling the drivers to see if they really wanted to have the race, as advertised. Seeing there was no money or trophies involved all said "no!"

An official of the track reminded the poll-taker that it was not up to the drivers, that they were aware from the printed race regulations that a race was scheduled, that the largest Saturday crowd the track had ever enjoyed (at \$4 a head) was waiting for a race, and that they had better get on with it, and soon!

They really shouldn't have bothered, because no one could really get too excited whether they would have 21st, 25th or 30th place on the grid during the big go. The only fun was watching Pedro Rodriguez harass Bob Brown. The little Dino was never more than a few feet behind the huge Lola as they both circled the track for 15 laps, turning lukewarm 1:44s in the process.

More on:

Brabham Outlasts Oulton Park Field As H16 Engine Finally Challenges

(Continued from page 1)

and for the first 12 laps this was by far the closest race of the year, with big heavy 3-liter cars swapping places like Go-Karts. Then the retirements began, and eventually Brabham and Hulme were able to ease off and cruise over the line nose-to-tail as in so many F/2 events this season. As usual, they were on Goodyear tires; for the first time in many, many years there was not a single car in the race on Dunlops.

Oulton Park is the nearest thing

in England to a real road circuit. Nevertheless, lap speeds are now well over 100mph, and the 3-liter cars reach over 150mph on the short, undulating straight.

In practice Brabham was 3.2 seconds inside the lap record, held by Denny Hulme's Lola 70, with 1:34.2 sec. Next came Hulme (1:34.8), Stewart (1:35.4) and Hill (1:35.8).

Jim Clark's H16 Lotus-BRM did 1:36.2 but then jumped out of gear and threw a rod, so he had to revert to the old 2-liter Climax-engined car.

More on:

GURNEY HOLDS OFF CAN/AM PACK, CHAPARRAL AIRFOIL FOILS HALL DEBUT

(Continued from page 1)

poles some three feet above the tail section of the sleek new car.

And it was Hill who did most of the challenging during the first 50 laps of the scheduled 70 around the 2.85-mi. course that twists and dives

Story and photos

by

John Hearst Jr.

Senior Queen Takes Bridge Reg'l Ride

BRIDGEHAMPTON, N.Y., Sept. 18 — Myopic Frank Dominiani and his ageless Corvette easily won the curtain raiser for the GP here.

The most exciting part of the A-D prod event was when Dominiani's mother — frail, gray-haired and in her mid-70s — was hoisted into the

over the hills and dunes on Long Island's south shore.

But ex-world champ Hill never could get by the fleet Gurney and then started to drop back when his wing began acting up. The airfoil is designed to act as a brake as well as a spoiler, and when Hill would near the end of the straight at over 160mph, his right foot would mash the brakes while his left foot depressed the pedal that moved the wing from a level position to one that was angled downward at about 20 degrees.

WING BRAKES

Something broke, and Phil was forced to run the last laps of the race with the wing in its braking position.

passenger seat to carry the checkered flag on his victory lap.

Also, Bob Hutchin's second lap flip of his brand new Ferrari GTB added to the merriment. Except for his wallet and his pride, Hutchin was unhurt.

Which slowed him down considerably.

Amon was the first to get by Hill, and then came McLaren, both driving Chevrolet-powered McLaren Elvas. It was evident that Amon's car had the suds this weekend.

Gurney was promptly informed by his pits that Amon was closing, but there was nothing he could do about it. A slippery track and slower cars in front of him helped to hamper the handsome Californian as Amon drew even closer.

TWO SECONDS BACK

By lap 60 Amon was about two sec. back, but then it was his turn to get caught in traffic and Dan's lead again increased to about four sec. By lap 65 it was back to two sec., and on the next to last lap one sec. As the checkered came out Amon had closed to .2 sec., or so said the timers. It was actually less than a car's length that separated the two of them as they crossed the finish line.

Said Gurney after the race, "If we had been racing for five more laps he probably would have caught me. Hell, with my luck I probably wouldn't have finished!"

About the red line on rev limits



They were as close as this for 12 laps at Oulton Park in the non-championship F/1 race Sept. 18. Here the order is Brabham, Stewart, Hulme, Hill, Clark and Spence. (David Phipps photo)

ham trading the lead on the second lap, but then on the fifth lap Stewart blasted his way up from third to first, and at the same time Hill moved ahead of Hulme.

Stewart held the lead for three laps and then Brabham took over again, with Hill third and Clark challenging Hulme for fourth; at this stage there was only 1.5 sec. between the first five cars. Then Hill flashed past Brabham to take the lead — and even began to pull away a little.

STEWART PITS

The first break in the leading group came when Stewart pulled in to the pits with his engine overheating. This let Clark up to fourth, but a lap later he spun and lost almost half a minute.

Brabham retook the lead on lap 19, but Hill stayed close behind him until his engine blew up in a cloud of smoke on lap 25 — and that to all intents and purposes was the end of the race. In the closing stages Clark began to gain on the Brabhams a little, but only because they had

for his 305CID engine with the Gurney-Weslake heads; "It used to be 8000rpm but I just found I could turn 8900," said a tired but happy Gurney.

URNS 11,000 RPM

Amon, redfaced, admitted looking down and seeing 11,000 on his tach at one point during their furious dice.

McLaren finished in third place 44 sec. behind the leaders, and 58 sec. behind him came Hill who was about to be lapped by leader Gurney. All four were on the same lap. Fifth place went to Mark Donohue in Roger Penske's Chevy-powered Lola whose day ended on the 69th lap, and behind him came sixth-place finisher Chuck Parsons in his McLaren two laps behind Donohue.

Both on lap 66 (and having a good go until the last second) were the seventh and eight place finishers; Jerry Grant in a Lola-Chev and a newcomer to the very fast new car ranks, Sam Posey in a McLaren-Ford. Posey, from Sharon, Conn., is best known for his many wins in local races with a Porsche 904.

Taking first and second in the 2-liter category (11th and 12th overall) were Joe Buzzetta and Doug Revson, both in Carrera 6s. They swapped places continually throughout the race, and when Revson, then leading, lost it for a bit in the horseshoe, Buzzetta moved in front to stay.

LOSES WHEEL

Pedro Rodriguez' Dino Ferrari, a very hot example thereof, never did get up to power on race day and finally lost a wheel causing Pedro's prompt retirement.

Surtees, a big pre-race favorite, had engine trouble during Satur-

day's final qualifying session, and it apparently was never mended as he pulled out of the race on the 17th lap after never really being in contention.

Only one accident marred the event and, luckily, it was minor. Masten Gregory, when exiting the horseshoe turn at the back of the course, had his steering go awry sending his McLaren over a bank causing it to overturn. Masten got out from under, brushed himself off, and walked unassisted back to the pits.

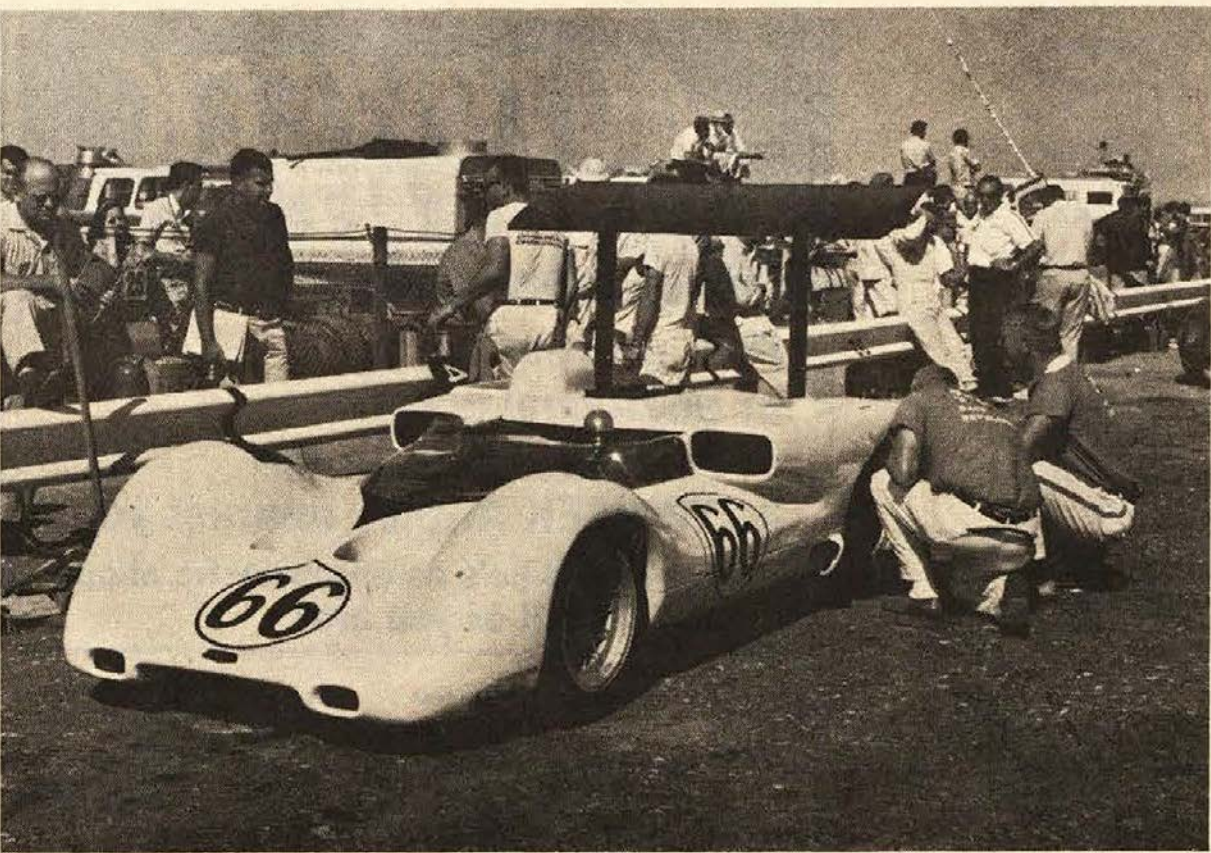
BRIDGEHAMPTON DOUBLE 500, CANADIAN AMERICAN CHALLENGE CUP ROUND, BRIDGEHAMPTON RACE CIRCUIT, BRIDGEHAMPTON, N.Y., SEPT. 18. FINISHERS: 1 — Dan Gurney, AAR Lola-Gurney Ford, 199.5 mi., 70 laps, 105.58 mph (new record), \$7,100; 2 — Chris Amon, McLaren-Chev; 3 — Bruce McLaren, McLaren-Chev; 4 — Phil Hill, Chaparral 2E-Chev; 5 — Mark Donohue, Sunoco Lola-Chev; 6 — Chuck Parsons, Hilton McLaren-Chev; 7 — Jerry Grant, Bardahl Lola-Chev; 8 — Sam Posey, McLaren-Ford; 9 — Dick Brown, McLaren-Ford; 10 — Bill Eve, Genie-Ford; 11 — Joe Buzzetta, Porsche 906; 12 — Doug Revson, Porsche 906; 13 — Bob Brown, Ring Free McLaren spl.; 14 — Bob Bucher, Young Lola-Ford; 15 — Paul Hawkins, Lola-Chev; 16 — Jack Ryan, Genie-Chev; 17 — Herb Wetanston, 150 spl Porsche 906; 18 — Gene Stanton, Stanton spl.

DNF: Skip Scott, McLaren-Ford, 62 laps, dead battery; John Cannon, McLaren-Chev, 59, lost brakes; Masten Gregory, Pace-setter McLaren-Chev, 58, spin; Charlie Kolb, Ferrari Dino, 43, engine; Pedro Rodriguez, Ferrari Dino, 39, lost wheel; Mike Goth, Goth McLaren-Chev, 36, lost wheel; John Denner, Porsche-Dennacher Mk 2, 31, ring and pinion; George Folmer, Mecom Lola-Ford, 29, oil pressure; John Surtees, Lola-Chev, 17, losing oil, electric; Lothar Motschenbacher, Nicley McLaren-Olds, 12, ignition; Bud Morley, McLaren-Ford, 10, gearbox and engine; Al Unser, Mecom Lola-Ford, 7, accident; Ed Hamill, Hamill spl., 1, exhaust system.

DISQUALIFIED: George Alderman, Lola-Ford, entered paddock, reentered race.



A sight far more familiar at Riverside than Bridgehampton, The All American Racer, Dan Gurney, in victory circle.



The new Chaparral 2E has greatly reduced frontal area, the result of locating the water radiators behind the driver. Wing, or flipper, is mounted on hub carrier.

Hall Shakes the World With the 'Flipper'

By Pete Biro

Contributing Editor

BRIDGEHAMPTON, N.Y., Sept. 18 — Chaparral, as usual, shook the world.

Hall showed up with two new 2E models, both derivations from the not-really-successful 2C. The King Kong-sized spoiler cum wing arrangement looks too much to believe at first, but when you see the car perform, you wish you had one. Aside from the obvious, the new car has greatly reduced frontal area, the water radiators (two of them) are located behind the driver not only making the shape of the car much cleaner, but there is little or no heat in the cockpit. Another set-up most competitors will wish they had by Riverside.

The transmission still remains a mystery, but it is not the same unit as seen last year. It appears to be beefier. Hall reported this transmission was not in the '65 Chaparrals, but somewhere along the line (Daytona, Sebring, Nurburgring, Le Mans) this unit made its first appearance. Hall put his new car on the pole with a record-setting qualifying lap of 1:32.9, but damage to Hill's car as well as his own led to the

repair of the less-damaged of the two — Hill's, and the withdrawal of the pole-sitter.

Hall's new creation is the most unusual sports/racing car ever seen. It has an all-aluminum chassis fabricated from riveted and bonded alloys, a chassis described by Hall as "semi-monocoque with box sections and no stringers."

The 2E has a wing 24-in. above the highest point above the bodywork. It is supported by two upright posts and is hydraulically actuated by the driver with his left foot.

At the same time, the same hydraulic system actuates another spoiler located in the nose section of the car where air is directed from below through the body and out just ahead of the windshield. When the spoiler within this bodywork is closed no air flows through, making the front end heavier, thus reducing lift.

The main spoiler is used as a stabilizer when it is in a neutral or nearly horizontal position (approximately six degrees) and as an air brake to maintain traction at high speeds when the front edge dips

down. The wing is attached to the rear suspension hub castings located with a single trailing arm at each side and a single side link attaching the left wing post to a rear chassis bulkhead. Rather than attach this to the bodywork (as all spoilers have been in the past), Hall decided to attach it to the suspension so that he would get maximum effect to the rear wheels. Body roll, apparently, has no effect whatever on the loading of the rear suspension with this spoiler attaching arrangement. The wing, or "flipper" as Hall calls it, can be varied from three to 20 degrees.

Wheelbase is 90 in. with a front track of 53.5 in., rear track is slightly narrower at 52 in. "Design stiffness in our aluminum chassis is the same as with our plastic cars, but the ultimate stiffness of plastic is about double." Jim smiled, adding, "But aluminum is lighter."

With 25 gal. of fuel and Jim's 175-lb frame in the car, the 2E is very near 1600 lbs.

New Spoiler Spoils Chaparral 2E Debut

BRIDGEHAMPTON, N.Y., Sept. 18 — The spoiler on the new Chaparral 2E more than lived up to its name in this second round of the CanAm series.

In practice, a bolt fell off the device on Phil Hill's car, dropped down into the bodywork and onto a tire, causing it to blow, and the car slewed off the course at turn 11 and Hill trudged back to the pits.

Hall offered the ex-world champ his own car "to get some practice in" and out went Hill again. After five tours of the track a bolt fell off the spoiler on Hall's car (Hill driving), dropped down into the bodywork and onto a tire, causing it to blow. The car slewed off the course at turn 11 and parked right next to the first car.

Then, with Hill's the only car capable of proper repair, Hall withdrew his pole-sitting 2E and Hill began a classic chase of eventual winner Dan Gurney.

For 50 laps they were within fractions of a second of each other until the spoiler on the Chaparral stuck in the "brake" position and Hill dropped back to finish fourth.



Clark's Cortina with the near '67 F/2 engine in it out-accelerates the big V8s at the start of the over-1300cc sedan race at Oulton Park. (David Phipps photo)