



They're off in the Canadian GP at Mosport Sept. 25 on their way to a first turn crash that eliminated four top contenders including John Surtees and Charlie Hayes and caused a restart. Chris Amon and Bruce McLaren, #4 and #5, chase Dan Gurney, already off the pole on the left. (Rich Clee photos)

MARK SURVIVES WILD MOSPORT, LEADS CAN/AM

By Rich Clee
Canada Editor

MOSPORT PARK, Ontario, Sept. 25 — Young Mark Donohue of Stony Brook, N.Y. outlasted and outsped the 11 survivors of a 30-car grid to win the Canadian Grand Prix here today.

Never further behind than sixth he pushed Roger Penske's Sunoco Lola T70 Mk 2-Chev up through the diminishing ranks of the fratricidal leaders to take the lead on the 76th of 85 laps on this 2.46 mi. circuit, and at the halfway mark in the series

grab a narrow one-point lead in the rich CanAm Challenge Cup.

Two laps behind a grimly determined Phil Hill still held his collision-battered Chaparral a lap up on USRRC champion Chuck Parsons' sick-sounding McLaren-Chev Mk 2.

The remaining point positions went in order to Earl Jones now driving Charlie Hayes' second McLaren Mk 2-Chev under Nickey sponsorship, Paul Hawkins' Lola T70 Mk 2-Chev (still showing the effects of the Ste. Jovite skyrider) and Eppie Wietzes garnering Can-

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Junior Johnson leads Bobby Allison's Chevelle-Camaro past Cale Yarborough's '66 Ford at Martinsville in the Old Dominion 500. Allison came close, blew his engine and still finished third. (T. T. Warren photo)

Lorenzen Shot Down, Darel Wins

By Bob Glendy

MARTINSVILLE, Va., Sept. 25 — If NASCAR had a theme song it might start out something like "Nobody Knows the Troubles I've Seen."

Fred Lorenzen was disqualified two hours after taking the checkered

flag in the 11th annual Old Dominion 500 at the half-mi. Martinsville Speedway when NASCAR officials discovered the gas tank in Lorenzen's Fairlane was 1.2-gal. over-size. Lorenzen immediately threatened to take his racing elsewhere.

Track President Clay Earls said he was holding the money for first and second place until NASCAR completes an investigation into the incident.

Darel Dieringer, who finished five

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Williams Wins Enna As Scorers Scatter

By D. O. Cozzi

ENNA, Sicily, Sept. 11 — Good fortune descended upon Jonathan Williams and his DeSanctis-Cosworth as he won the fifth Mediterranean GP while second-placed Sevirir Thoroddeson, in his Brabham-Cosworth, crossed the finish line at 120mph on three wheels.

This dramatic finish to one of the hardest-fought F/3 races seen in Italy in some time saw eight cars cross the line within one sec. of each other, the winner averaging 122mph.

Due to be a F/1 race scheduled for mid-August, the race in its original form was cancelled as a result of entrants, in record numbers, declining to run. But the budget allocated by the regional government of Sicily for the event remained, and as a result the Cham-

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LATE NEWS

- Lynndale Farms racing circuit was given a 30-day reprieve when stockholders voted to offer it to the Milwaukee, Chicago or Blackhawk Regions SCCA before subdividing.
- The economic cutbacks in Britain have resulted in BMC's laying off several thousand workers and putting about 45,000 on short time. Other manufacturers will be similarly affected.
- Art Arfons is back in Akron to complete modifications to the Green Monster after running over 400mph at Bonneville.
- Plymouth GTX, Dodge RT and Camaro SS350 will offer blueprinted and balanced engines for sale to the public.
- Fred Lorenzen tore up his entry for the Charlotte 500 after his disqualification in the Old Dominion Sept. 25.
- Curtis Turner has signed with Goodyear for \$25,000 to test in Smokey Yunick's Chevelle. Offer topped Firestone's by \$5,000.
- Group 44 chief Bob Tullius, set down at Thompson for 30 days, missed Marlboro because of suspension, but if he places third or better at Indianapolis nationals he'll take his TR4A to Riverside as well as his NeDiv-winning Dodge Dart.
- John Surtees is said to have tested a V12 in his Lola before leaving England for the CanAm. Lola does not deny it.
- Matra will run F/1 in '67 with BRM for power.
- A new road course is being built to replace the airport circuit at Zeltweg, Austria. Jo Bonnier was a consultant with target date for completion 1968.



Above: Phil Hill storms into his pit after an encounter with Chris Amon on the course tore up the Chaparral's right rear fender. Below: back on the course, Hill laps third-place man Chuck Parsons on his way to finishing second behind Mark Donohue in the Canadian GP, Sept. 25. (Rich Clee photos)

Andretti All But Clinches 2nd Title

By John Hearst Jr.
Eastern Editor

TRENTON, N.J., Sept. 25 — The first battle of Trenton was a close-fought contest between the Americans and the British.

But that was almost 300 years ago. This time Italy conquered all. Mario Andretti, who now calls Pennsylvania home, decimated his opposition by handily winning the annual 200-mi. race for Indy cars at the New Jersey 1-mi. oval. Finishing two laps ahead of second-place man Al Unser, little Mario set a record pace of 105.127mph and collected over \$8,000 for his afternoon's exercise.

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TRIUMPH IN COMPETITION

Riverside Bound!

The 1966 season is almost over and Triumph again appears in the top listings in every Division. We expect over 30 competitors to be on hand at the ARRC this fall. A partial list of the leaders:

DP	Buzz Marcus	Northeast
	Bill Pendleton	Northern Pacific
	Ray Pickering	Midwest
	Jim Dittmore	Southern Pacific
FP	Bob Krokus	Northeast
	Vern Colvin	Northern Pacific
GP	Jack Scoville	Northern Pacific
	Bob Eschauzier	Southwest

See you there!

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More on:

Donohue Tops Canadian GP, Leads CanAm Standings



Bill Eve in the Bid-Genie follows first Canadian finisher Eppie Weitzes in Comstock's GT40 and Bob Brown's Lola-Chev at Mosport Sept. 25 in the third race of the six race CanAm series. Only 11 cars of 30 starters finished, four were eliminated in a first lap accident at turn one. (Rich Clee photo)



John Surtees had electrical trouble, showed at Bridgehampton in a third car while the two other Lolas were off to Mosport. (John Hearst photo)

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ada's first CanAm point with his fast, steady handling of the Comstock Ford GT40.

DEMOLITION DERBY

Throughout, the race had more of the atmosphere of a demolition derby than the flat-out speed blind that actually came about. Drivers desperate to shave each additional split-second from the lap times, and to gain positions at any chance from extremely closely-matched cars, threw caution to the winds and powdered the circuit with fiberglass dust in close-corner attempts to pass.

From the grid the race never got beyond the first corner.

As the flag dropped some 15,000 horsepower rebounded from the pavement in varying states of adhesion, and a solid mass, more sideways than straight-on, rode the three-car-width pavement five abreast.

What happened next was observed by hundreds of spectators, marshals charged with compiling incident reports, veteran Canadian amateur race drivers and CASC stewards. Not one could supply a significant detail. The roar of engines was supplanted by the scream of brakes. Cars of all colors rotated, bounced off earth banks, collided with each other, shot erratically along the grass. The red full-stop signal light blazed out for the first

time in a race at Mosport.

When the dust cleared Skip Scott's McLaren-Ford rested against the outside earth bank, a yard shorter than it had started the race. Scott himself had jumped or been thrown from the machine, sustaining the only injuries of the affair, and they were minor. John Surtees again had failed to make it past turn one; livid with rage he contemplated the twisted steering of his red Lola T70 Mk 2-Chev, hopelessly out of a race that, after last year, he above all had to win.

Player's 200 sensation Lothar Motschenbacher backed off his Nickey Vinegaroon-Olds from the rear, the four wheels pointing three different directions. Fuel from John Cannon's split side tank, the whole hood from Masten Gregory's McLaren-Elva Mk 2-Chev and bits and pieces of other machines littered the pavement.

BACK TO THE GRID

Slowly the survivors were returned to the starting grid. While the track was cleared, the cars were checked for damage. Gregg Linger found a fuel line split beyond repair, withdrawing the Lola T70 Mk 2-Ford. Mark Donohue's crew found a tire split, apparently a failure and not collision damage. The replacement could well represent his difference between a crash and victory. Masten Gregory re-appeared in a harlequin six-color trim, having borrowed the hood from Peter Lerch's non-qualifying McLaren to replace his own. All cars were battered, Charlie Hayes' being among the worst.

Meanwhile John Surtees prowled the grid, arguing briefly with Dan Gurney, tearing a strip off the starter, and talking heatedly to the Chief Steward. Despite later rumors, however, at CP&A's press time no written protest had been filed with the organizing club.

At last with the debris cleared a hasty driver's meeting produced a new start, this time a rolling effort in single file in qualifying order. All 26 remaining cars got through without incident.

The serious racing began fast. Pole-sitter Dan Gurney tried to open a gap, but Bruce McLaren and Chris Amon were not letting the AAR Lola-Ford gain an inch. Dennis Hulme, losing only inches with his tidy Sid Taylor Lola T70 Mk 2-Chev watched in his mirrors as Jim Hall and Phil Hill, the Chaparral airfoils waving in the stiff cold wind, sought to overtake fifth-place Donohue, while Canada's Ludwig Heimrath used all the power of the massive 427 Ford in his McLaren Mk 2's tail to hold with the group. Behind, the balance of the field began to string out.

By lap seven John Cordts, John Cannon, and Heimrath had pitted

and much of the limping field was being lapped. Thus on lap 11 Amon was able to take the lead, his boss McLaren passing Gurney for second four laps later, while Donohue had been sandwiched between Hall and Hill since the ninth tour. Hulme took Gurney on lap 16, but the four-car Amon, McLaren, Hulme, Gurney sequence still rarely spread out to an eight-sec. differential. This sequence continued, with Gurney continually closing on Hulme, to the halfway point in the race.

Behind, private battles were taking their toll. Donohue was hard to pass; Jim Hall, of all people, coasted in on lap 13 with a blown engine. Sam Posey, in his McLaren Mk 2-Ford, held off Chuck Parsons for 28 laps till his total electrical system went dead, while behind, Mike Goth's broadsliding McLaren lost 10th slot with overheating problems. In the shuffle Phil Hill slid by Donohue but had trouble pulling away, even with Parsons getting between as the pair lapped him.

Thus at the halfway mark it looked like another McLaren team sweep; a lap later the issue was in doubt. McLaren, passing Eppie Weitzes and Masten Gregory, appeared to cut things too close; he retired on lap 41 with a broken rear radius rod ascribed to collision damage.

Gurney got the word fast; he turned on the tap to set a new lap record of 1.23.1 (106mph) on lap 42 as, over four laps, he charged up to and past Hulme to begin working on Amon. Within 10 laps Hulme had broken the hub carrier on his car trying to keep the aroused Gurney in sight.

HILL v. AMON

Not one to succumb to pressure, Amon pushed on to keep his edge as even as traffic allowed. This worked till lap 65 when, down in the entrance to the hairpin, he tried to dive inside to lap Phil Hill just as the Chaparral driver shifted to the inside line. Phil Hill shortly reappeared in the pits to have his collision-shattered right rear corner repaired, while Amon made it around to retire with defective steering only after a mob of safety marshals had bodily lifted the car.

AMA Appoints Mann

DETROIT, Sept. 21 — Thomas C. Mann, former Under Secretary of State for Economic Affairs, will become president and chief executive officer of the Automobile Manufacturers Assn., it was announced by Roy Abernethy, who heads the association for the industry.

Abernethy, president of AMC and also currently president of the AMA, will move up to the new post of chairman of the board of the association.

and driver from the hole over the bank and into the burdock where the shunt had deposited him.

Thus on lap 66 Gurney inherited the lead over a field depleted, by this time, to eight cars at one point, though five more intermittently emerged from their lairs in the pits. Being head of 13 proved unlucky; 10 laps from the end Gurney's ignition died, and he coasted to a stop out on the course just as Mark Donohue nipped by Phil Hill to inherit the lead with a full lap in hand over the second-slot Chaparral. Hill soon slid into the pits to establish the winner's two-lap margin; he could afford to as Parsons was two laps behind and sounding sick, thus no threat.

So they finished, Donohue, Hill and Parsons with the rest nowhere; though Earl Jones' fourth provided a good showing for his first sponsored ride and partner Bill Eve was still limping along, though ninth, at the end.

For a Mosport crowd, the draw, cut by unseasonably cold, wet, windy weather to an estimated 20,000, was a serious disappointment, especially since the track is the nearest in this series for anyone from mid New York to the Mississippi, and yet few cars with U.S. plates could be seen. With a Toronto club (the Canadian Racing Drivers Assn.) granted a F/1 world championship date for Aug. 26, 1967, the future format of this event could well be in doubt.

CANADIAN GP, MOSPORT PARK, SEPT. 25.

FINISHERS: 1 - Mark Donohue, Sunoco Lola-Chev, 2.459-mi. track, 209.15 mi., 85 laps, 191.83mph (new record), 2 lap plus 51 sec. margin of victory; 2 - Phil Hill, Chaparral 2E-Chev; 3 - Chuck Parsons, Hilton McLaren-Chev; 4 - Earl Jones, McLaren-Chev; 5 - Paul Hawkins, Lola-Chev; 6 - Eppie Weitzes, Ford GT40; 7 - Hugh Dibley, Lola-Chev; 8 - Bob Brown, Lola-Chev; 9 - Bill Eve, Genie-Ford; 10 - Masten Gregory, Pacesetter McLaren-Chev; 11 - Mike Goth, Goth McLaren-Chev.

DNF: Dan Gurney AAR Lola-Ford, ignition; Chris Amon, McLaren-Chev, suspension; Bud Morley, McLaren-Ford, engine; Dick Brown, McLaren-Ford; Dennis Hulme, Lola-Chev, transmission; Ludwig Heimrath, McLaren-Ford, suspension; Bruce McLaren, McLaren-Chev, suspension; Mak Kromm, McKee-Chev; Sam Posey, McLaren-Ford; Jim Hall Chaparral 2E-Chev, engine; Bob Bucher, Lola-Ford, transmission; Charlie Hayes, Nickey McLaren-Chev, accident; Ed Hamill, Hamill SR3-Chev; John Cannon, McLaren-Chev, gas tank leak; John Cordts, McLaren-Chev; Lothar Motschenbacher, Nickey Vinegaroon-Olds, accident; John Surtees, Lola-Chev, accident; Skip Scott, McLaren-Ford, accident; Brett Lungner, McLaren-Ford, accident.

Jones Wins Prelim in McLaren

By Rich Clee

MOSPORT PARK, Ontario, Sept. 24 — With at least five Canadian Grand Prix starting positions and \$2,500 in purse money on the line, the 25-lap Fall Classic preliminary drew the field and the battle that might be expected.

The result was that Earl Jones had to work very hard to earn a significant victory — worth \$800 — in his first outing with Charlie Hayes' Nickey Lola T70 Mk 2-Chev, here today.

From the start it looked as if the Canadian crowd would have a local victory to celebrate as John Cordts moved Dave Billes' rebodied McLaren-Chev into a convincing lead

and began to pull away, while interest centered on Eppie Weitzes' attempt to pull the Comstock team Ford GT40 past the Lola T70 Mk 2-Ford of Bob Brown and Jones' partner Bill Eve in the Bid-Genie for third. Meanwhile Hugh Dibley, late at the start, was having it out with Bob Bucher for sixth, both with Lola T70 Mk 2.

However, in the lead, Cordt's brakes began to fade, letting Jones pull by to romp off to the win from the halfway mark. Two laps later, however, to the local crowd's delight, Brown was passed by first Eve and then Weitzes, then Bucher who had edged Dibley for the last grid slot on lap 15.

Finally, four laps from the end Weitzes took third from Eve, while Dibley made a last valiant attempt and, though he failed by two feet to pip Bucher on the line, made the GP grid anyway, as did the seventh-place Brown when two reserve entries were required at the last minute.

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