

# ACCUS Okays SCCA-OMS F/1 Race Bid



## Hurst Modified

The new Hurst SSJ, a custom modification of the 1970 Pontiac Grand Prix was introduced at the New York Auto Show. The SSJ features electric sun roof, custom paint and landau half-top. The Hurst-customized Grand Prix is being offered through Pontiac dealerships.

NEW YORK, May 1 — A vote of Automobile Competition Committee of the United States (ACCUS) delegates here today approved a Sports Car Club of America (SCCA) application for a second World Driving Championship Grand Prix F/1 race.

The bid, if approved by the Federation Internationale de l'Automobile, will give the United States an unprecedented second Grand Prix event.

Jim Kaser, director of professional racing for SCCA, said here today following a special meeting of ACCUS that the bid for the important road race will be presented to the FIA at its meeting next week in Florence, Italy.

David B. Lockton, president of the \$25.5 million southern California racing facility, announced that OMS and SCCA have entered into a five-year agreement for SCCA sanction of

the second U.S. Grand Prix to be held in March or April each year, beginning in 1971. Under terms of the pact, SCCA will apply through ACCUS for international listing of the event.

Traditionally, individual countries have been granted only a single Formula 1 World Championship race per year. The existing Grand Prix of the United States has been an important fixture on the international calendar in the fall at Watkins Glen, N.Y., for eight years. The Watkins Glen classic will continue to be a SCCA-sanctioned feature event in the fall.

Both Kaser and Lockton expressed confidence that

precedent might be broken, permitting the United States to host two World Driver Championship road races. They based this feeling on the importance of the new facility which is nearing completion 40 miles east of Los Angeles and the size of the country.

Pending approval, the U.S. Grand Prix of the West would be held on the 3.19-mile road racing which twists through the infield of the 700-acre sports complex.

The SCCA-OMS application was approved in lieu of a similar application by the United States Auto Club for a World Championship F/1 to be staged at Sears Point International Raceway near Sonoma, Calif.

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Paul Newman (right), first entry in the Ontario Motor Speedway charity Pro-Am road race, may be trying to get the edge on the competition by quizzing driving instructor Bob Bondurant on the finer points of the sport.

## Paul Newman First Celeb To Sign For Charity Pro-Am Race At OMS

ONTARIO, Calif., May 4 — Actor Paul Newman is the first celebrity driver to sign up for the Pro-Am road race which informally opens the new Ontario Motor Speedway here Aug. 9.

According to David B. Lockton, president of OMS, the \$50,000 charity affair will match top stars of the entertainment world and professional drivers in team racing competition on the 2.7-mile portion of Ontario's infield road course. Each star will have a pro driver as his teammate.

The \$50,000 purse will be donated to the Motion Picture and Television Relief Fund. Money raised from a special ticket sale through OMS Victory Circle Club members and the public will go to the favorite charity of the winning celebrity driver.

The Pro-Am race is a prelude to the Sept. 6 California 500 for USAC championship cars. The

charity race will be staged for a limited audience, including members of the track's special club for season-ticket holders.

## Dick Williford Joins STP Corp.

CHICAGO, April 30 — Dick Williford, former general manager of American Motors' Javelin Racing Team, has been appointed director of public relations of STP Corp.

Williford, who will report to Bill Dredge, STP vice president of public relations, has an extensive career in automotive public relations.

While with the Javelin team in their first two years on the TransAm circuit, he directed public and press relations activities and also handled public relations for the NASCAR Grand Touring Javelins.

He is a former publisher and editor of several car enthusiast publications and was associated with Chrysler Corp., Champion Spark Plug Co. and the J. Walter Thompson advertising agency.

## New Post At Volvo

ROCKLEIGH, N.J. — Lars Samuelson has been appointed vice president in charge of Volvo Inc.'s new operations department.

Principal objective of the new department will be to make centralized support and services available to all three Volvo distributors and indirectly to all Volvo dealers around the nation.

Samuelson previously was general manager and vice president of Volvo Southwest Inc.

## Lola SW Dealership To Hutchison Racing

DALLAS, Tex., May 1 — Gus Hutchison Racing of Dallas has been named southwest area dealer for Carl Haas Automotile Imports.

Sole North American importer of Lola racing and GT cars and Hewland competition gearboxes, Haas said in making the announcement Hutchison "will be an important link in our expanding national dealer network."

Hutchison's main emphasis will be sales and service of Lola's new T200 Formula Ford but he will also stock a complete line of Hewland gearboxes and components.



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# Newman's D Production Ace Earns Title

FLOWERY BRANCH, Ga.—Every race has its Heavy Question. In Formula One the question is, "can the Fords beat the Ferraris?" In world championship sports cars it's, "can anybody beat Porsche?"

In the SCCA's D Production national championship race, won here by actor Paul Newman, 51, of Westport, Conn., the question was, "will ole P.L. (Newman, craving a bit of privacy, races under the name, P.L. Newman—the L stands for Leonard, according to wife Joanne Woodward—) show up in the pressbox for the traditional victory interview?"

He hadn't, you see, in his one previous opportunity this weekend, a wet third-place finish in Saturday's B Sedan event. But he was wet, and cold, and you know how it is. His absence wasn't totally excused, however, and the *Atlanta Constitution's* reporter on the scene handed Newman "The Booby Prize" in Sunday's edition. In absentia.

But this was different; this was a win, Newman's first-ever national championship, won after some hard driving between he and Lee Mueller. That win was what it took: the actor dutifully made his trip to visit the press—and so did nearly everybody else at the track, and all of a sudden it was possible to understand why ole P.L. tries to avoid the spotlight. All those people!

But nevermind that, they didn't overshadow his performance at all. You liked him as Butch Cassidy? You'd have loved him as Hero Driver. He made not a single mistake and indeed, all second man Mueller could do was bubble, "he was fantastic. He didn't do anything stupid." It wasn't because he wasn't getting pressure from Mueller's TR7, because Mueller was, as Newman put it, "all over me like a wet laundry bag."

That is indeed a fact, but that part of the story didn't start until well into the race.

The event was a barn-burner from start to finish with the early excitement centering around a pair of obsolete cars if ever there were a pair, the Datsun 2000 roadster of Jim Fitzgerald and the Yenke Corvair Stinger of James Reeve, sarcastically labeled "the Polish Porsche" by one of the magazine types present in the pressbox.

Newman started this one from the best of all possible positions—the pole, driving the self-same TR6 John Kelly herded to victory here last year. Beside him was



A study in concentration just before going out to do battle, Paul Newman ponders the meaning of it all. Newman won his first national championship in this, the D Production race. Tony Scodwell

Mueller's TR7, with Reeve and Fitzgerald on the second row.

Fitzgerald emerged from the race to the first turn in possession of the lead, followed by Mueller, with Newman in third—"my car blurled a little at the start," he said afterwards—and by the end of that first lap at least four cars were out of it due to spins or mechanical troubles and Fitzgerald still led, with Mueller, Reeve, Newman, the Alfa Romeo of Alan Ward, the TR7 of Bob Tullius, the Porsche 911T of Greg LaCava, the TR7 of Ken Slagle, the TR6 of Dennis Wilson, and the Alfa of Tom Mankin boiling along in very hot pursuit.

By the end of lap two Reeve had gotten

around the TR7 of Mueller and commenced one of the best battles seen here all weekend, as he and Fitzgerald swapped the lead, then swapped it again, and then again, on through the first eight laps. Sadly it all came to end when the left-rear tire on Reeve's Corvair went flat, but until that happened, everybody in the place was on his feet watching a first-rate motor race.

By the halfway point Fitzgerald still held the lead, with Newman second, Mueller third, LaCava fourth, Ward fifth, and Tullius sixth, with Wilson, Slagle, Mankin and Joe Locario rounding out the top 10. Fitzgerald, driving forcefully, built up a lead of more than nine seconds,

but then—problems, and his car's engine commenced firing on three cylinders, with a rocker arm out of place, so he pitted and climbed out of his car.

An all new race—yet another one—and Newman was leading, with Mueller right on his bumper, trying everything he knew to get by. He tried to go right, he tried to go left, he tried to overpower Newman—nothing worked. Tullius, meanwhile, had moved into fifth behind the two leaders, LaCava and Ward, and led from Wilson, Mankin and Slagle.

With the end of the race quickly approaching Mueller gave Newman one last mighty try, pulling alongside down the start/finish straight—Newman was able to lead slightly into turn one, but Mueller had an edge out of the corner—which he

SCCA D PRODUCTION NATIONAL CHAMPIONSHIPS, ROAD ATLANTA, FLOWERY BRANCH, GEORGIA, OCTOBER 31, 1976.

ENTRY & QUALIFYING

1-P. L. Newman, TR6, 1:37.953; 2-Lee Mueller, TR7, 1:38.233; 3-James Reeve, Stinger, 1:38.280; 4-Jim Fitzgerald, Datsun 2000, 1:38.539; 5-Alan Ward, Alfa, 1:39.062; 6-Carl Liebich, Jensen-Healey, 1:39.081; 7-Bob Tullius, TR7, 1:39.102; 8-Ken Slagle, TR7, 1:39.366; 9-Greg LaCava, Porsche 911T, 1:39.479; 10-Dennis Wilson, TR6, 1:39.754; 11-Joe Locario, Alfa, 1:39.999; 12-Tom Mankin, Alfa, 1:40.030; 13-Thomas Brennan, Datsun 2000, 1:40.294; 14-Bill Swan, Datsun, 1:40.880; 15-John McComb, TR7, 1:41.065; 16-Eric Meislahn, Stinger, 1:41.262; 17-Tom Kelly, Datsun, 1:42.170; 18-Bill DeMichiell, Datsun 2000, 1:42.358; 19-Douglas Hargrove, Stinger, 1:42.792; 20-Dale Hersh, Porsche 911, 1:42.943; 21-Don Schmidt, Datsun 2000, 1:44.652; 22-Joe Carr, Jensen-Healey, 1:44.790; 23-Larry Johnson, Datsun 2000, 1:46.624; 24-Linda Sharp, Datsun 2000, 1:47.665; 25-Dan Rice, Datsun 2000, 1:47.879.

DNQ: Ron McNear, GT6; Arnie Chudej, Datsun 2000.

RESULTS

1-Newman, 18 laps in 29:57.18 for an average speed of 90.97mph; 2-Mueller, 18; 3-LaCava, 18; 4-Ward, 18; 5-Tullius, 18; 6-Wilson, 18; 7-Mankin, 18; 8-Slagle, 18; 9-Swan, 18; 10-Locario, 18; 11-McComb, 18; 12-Carr, 18; 13-Schmidt, 17; 14-DeMichiell, 17; 15-Rice, 17; 16-Sharp, 17; 17-Kelly, 17; 18-Hersh, 17; 19-Johnson, 16; 20-Fitzgerald, 14; 21-Meislahn, 13; 22-Hargrove, 10; 23-Reeve, 9.

DNF: Brennan, 1; Liebich, 0.

flat was unable to hold. The last lap found Newman in firm possession of first place, and as he crossed the finish line and took the flag, he waved a triumphant fist in the air.

A heck of a motor race, and one won by Newman by the scantest of margins, .84 seconds. What did Newman have to say for himself in his pressbox interview? "I feel terrific," he said.

Quite enough.

# Visger Wins E Prod., Fuerstenau Hurt

FLOWERY BRANCH, Ga.—Terry Visger, 27, of Santa Clara, Calif., SCCA's defending E Production national champion, successfully defended his title here Oct. 31 after beating off a strong challenge from the oldest racing car to turn up at Road Atlanta this weekend.

That car was the 1955 Porsche Speed-

SCCA E PRODUCTION NATIONAL CHAMPIONSHIPS, ROAD ATLANTA, FLOWERY BRANCH, GEORGIA, OCTOBER 31, 1976.

ENTRY & QUALIFYING

1-Terry Visger, MGB, 1:38.178; 2-Jack Lewis, Porsche Speedster, 1:39.940; 3-Terry Jesk, MGB, 1:39.776; 4-Dwayne Anderson, MGB, 1:39.931; 5-Robert Overby, Porsche Speedster, 1:40.317; 6-Bill Koch, MGB, 1:40.362; 7-Dan Gilliland, Porsche 914, 1:40.388; 8-Jim Eakin, Porsche S90, 1:40.697; 9-Brian Fuerstenau, MGB, 1:40.849; 10-Dave Lemon, MGB, 1:41.593; 11-Gilbert Meyer, Porsche 914, 1:41.666; 12-Hardy Prentice, TR3, 1:42.846; 13-Paul Spruell, Alfa, 1:42.943; 14-Sam Jones, Porsche Speedster, 1:43.777; 15-Edward Mayo, Porsche, 1:44.321; 16-Bob Rost, Alfa, 1:44.333; 17-Waino Kangas, MGB, 1:45.146; 18-Tom Meeder, MGB, 1:45.146; 19-Charles Loyd, Porsche 912, 1:45.673; 20-Dale Macgowan, Alfa, 1:46.121; 21-Nick Feodorhoff, Porsche Speedster, 1:50.059.

DNQ: Ronald Reed, Speedster; Mickey Guidroz, Speedster; John O'Steen, Speedster.

RESULTS

1-Visger, 18 laps or 45.36 miles in 30:21.22 for an average speed of 89.77mph; 2-Overby, 18; 3-Lewis, 18; 4-Jesk, 18; 5-Anderson, 18; 6-Gilliland, 18; 7-Rost, 18; 8-Kangas, 18; 9-Prentice, 18; 10-Loyd, 17; 11-Meeder, 17; 12-Feodorhoff, 17; 13-Macgowan, 17; 14-Fuerstenau, 11; 15-Lemon, 11.

DNF: Eakin, 7; Mayo, 7; Spruell, 6; Meyer, 6; Koch, 5; Jones, 1.



A good day for Terry Visger is capped off by a victory lap for the Huffaker engineering crew after Visger captured the E Production national championship. Tony Scodwell

This particular race saw the most serious incident of the weekend when the MGB of Brian Fuerstenau crashed heavily into the dirt banking at turn three on the 11th lap of the 18-lap event. After rescue crews finally pried Fuerstenau out of the remains of the MG, he was sent by

ambulance to the Hall County Hospital near here where he was put in traction with a fractured clavicle and possible cervical spine injuries.

The pace lap of this event found Visger on the pole by virtue of a 1:38.178 qualify-

Continued On Next Page

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ster of Jack Lewis and it may well have been the oldest, but with Lewis at the helm it ran as though somebody had screwed a whole new modern Porsche in underneath that bathtub body.

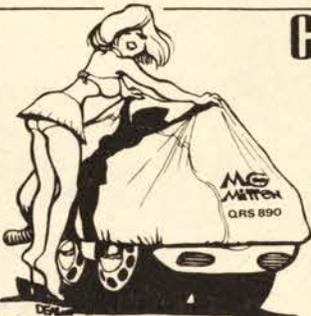
After leading part of the race Lewis wound up finishing third behind the Speedster of Robert Overby, but well ahead of the MGBs of Terry Jesk and Wayne Anderson.

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Hood (MGB-GT only)	\$146.30	\$109.95

#### 1963-70 TRIUMPH TR-4, TR-4A, 250

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#### 1968-75 TRIUMPH TR-6

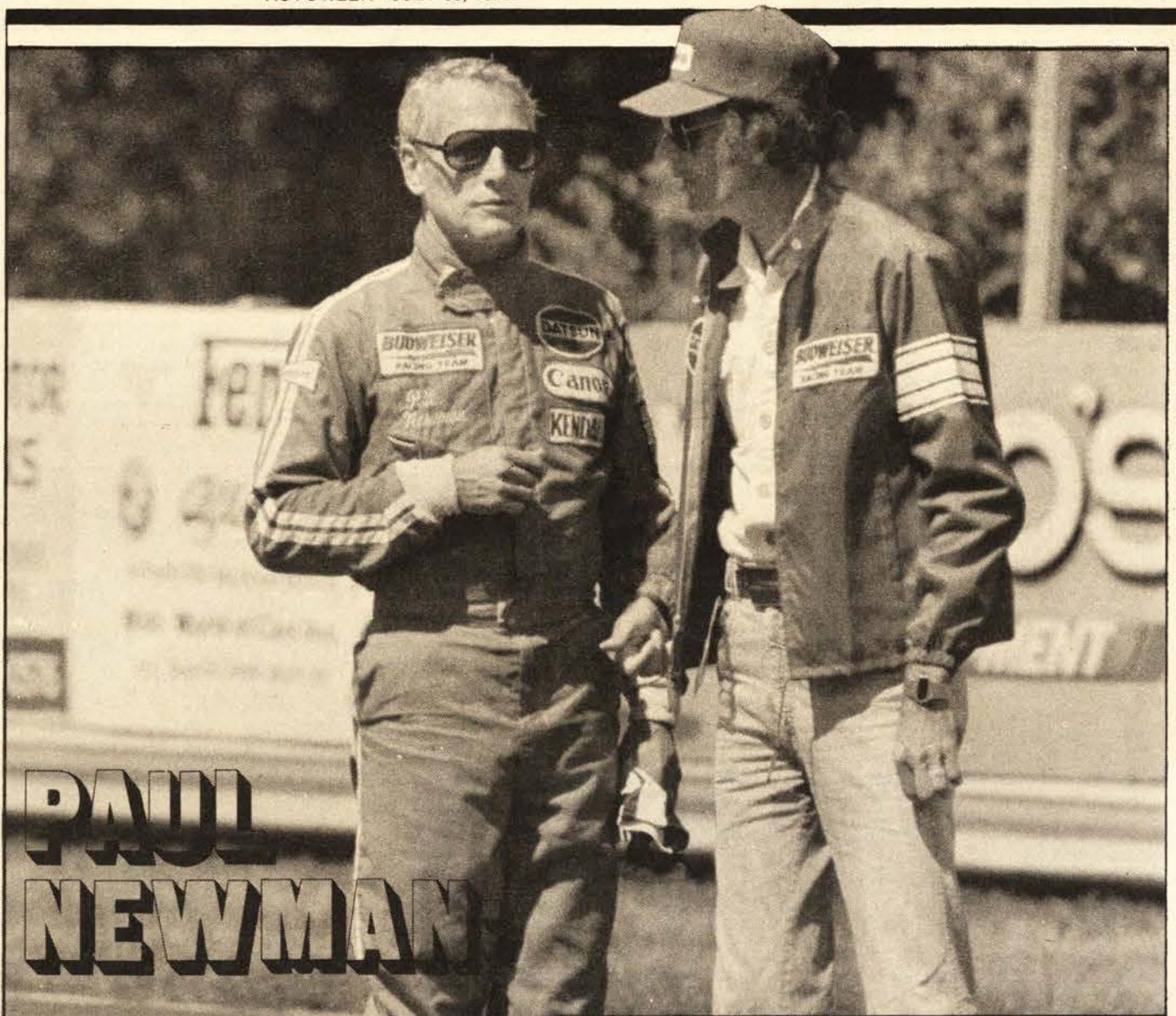
Front fender L/R	\$150.65	\$113.25
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# PAUL NEWMAN

## Respected by His Peers, Hounded by The Public



By Minden Gardnerville

A second overall and first in class at LeMans, numerous SCCA national victories and a co-owner of a Can-Am team. What kind of man is he; why would he turn from his successful career and delve into the world of motorsport? He is a racer.

Paul Newman is a racer. Unfortunately, he is also very good press. This can lead to conflicts, hassles and invasions into the private world of a man who is no different than you or I, with the exception of two things: he is in the public eye and he tries those things which are interesting and challenging, like racing. We too, are now guilty of this invasion of privacy, but we shall try to take a different tack—we will look at his accomplishments as a racer, a look from afar without cloying questions and glib answers. A man is what he has accomplished....

Harboring a desire to race cars is not uncommon, but precious few people ever see their way clear to make their fantasies come true. That Paul Newman should have become as involved as he has in racing is nothing short of incredible, given the man's success in his chosen profession. After starring in *Winning*, the story of a professional driver and his attempt to win the Indy 500, it was only a matter of time before Newman found the time and the way to take to the track for real.

## Winning the DP title affirmed Newman's credentials.



Like so many people who want to race but who have careers and families to think about, Newman chose the Sports Car Club of America's amateur club racing program to get him started. Being famous in your

own right never hurts, and in 1974 Newman arranged a ride in a B Sedan class Datsun fielded by Bob Sharp, a successful and factory-supported C Production and B Sedan racer from Newman's home state of Connecticut. Racing in SCCA's tough Northeast Division, Newman qualified for the Champion Spark Plug Road Racing Championships, known as the Runoffs, the annual national championships of amateur road racing. His first attempt at winning a national title at the tough Road Atlanta track was less than successful, however; he crashed heavily in practice and was never in contention in the race.

In the following seasons, Newman squeezed in as much racing as his film schedule would allow. The breaking point of his racing career came in 1976, when he campaigned his own Triumph TR-6 in the SCCA's D Production class. The TR-7 was a new arrival on the racing scene, and when the powerful British Leyland Group 44 team switched from TR-6s to TR-7s, Newman purchased the TR-6, formed his own independent team, and qualified to go to the Road Atlanta runoffs again. In one of SCCA's legendary races, Newman qualified on the pole, ahead of the TR-7s, and came from behind in the race to win the DP national championship.

Winning the DP title affirmed Newman's credentials as a driver, and since then he has been able to drive as much as his

schedule permits. For the past two seasons, Newman has been the team driver for Bob Sharp's Datsuns, racing both a Datsun 200SX and a 280ZX. Although he has come close, a second national title has eluded him; last year he ended up third in B Sedan and second in C Production.

Newman is perhaps at his best in an endurance race, like the 24-hour races at LeMans or Daytona. Endurance driving demands a different approach than sprints, like SCCA amateur racing. The sub-50 mile races that characterize club racing require a driver to push as hard as he possibly can for the entire distance, with little regard for the machine. Endurance driving means keeping just a little in reserve at all times, cornering just under the capabilities of the machine and braking just a little earlier than at the deepest possible point.

On the track, Newman's style is fluid and cool, befitting his on-screen image. He drives without undue aggression and with extreme self-composure; he can withstand a great deal of pressure without making mistakes.

But Newman suffers from different pressures on the circuit than other drivers are subjected to. The demands placed upon him by outside influences nearly outweigh the inner demands that touring a road course at speed call for from a driver. There are pressures from his other job; the studios and insurance people don't regard what it means to Newman to race, they look only at what he means to them in monetary terms. He is a hot property and has to pay the price.



**He is a hot property, and he has to pay the price.**

Part of that price has been a late start in racing. At 54, Newman is not a young man, certainly not in the perspective of the professional racer. Perhaps age and pressure from the other side have been influential in Newman's choice to run in endurance-type events. In the 24-hour, 12-hour and six-hour events, the preparation of the car is almost as important as the skill of the driver. In some respects, it is even more important. The job of the driver is to be consistent and to try to keep the car together.

Driving Dick Barbour's 935 around the LeMans circuit is different than cracking it around a road course in a sprint race, where every possible second and bit of speed is decisive in whether a race is won or lost. Endurance drivers and sprint drivers are different breeds. To imagine Newman in a sprint against the Peter Greggs and Danny Ongais' is difficult, but he has found a healthy niche in the endurance races.

His performances at Daytona, LeMans and Riverside have gained him the respect of his racing peers.

Although he may have the respect of other racers, to the fans he is an attraction, something to be hounded and annoyed by the endless numbers who happen to catch a glimpse of him and take off chasing a star. And what does that do to the man? He is left with no choice but to hide from the public eye. At LeMans he was forced to remain in "hiding" inside a motorhome to keep from being pestered by the public.

But his interests allow him to go beyond driving. He is also involved in Can-Am racing with Bill Freeman in the Budweiser Newman/Freeman effort. Although he doesn't drive the Can-Am Spyders at the races, he will take a turn or two behind the wheel while the team is out testing at tracks like Willow Springs. And his aspirations as a team owner go beyond that...he has indicated wishes to enter into the world of F1 racing in the future, not as a driver, of course, but as a team owner.

Where his involvement will end probably will be dictated by outside sources. But left alone, Newman's wishes would be to take the same tack as any other racer—on to faster and bigger things.



SCCA club racing was the foundation of Newman's racing success. This year he'll race both this Datsun 200SX and a 280ZX at the Road Atlanta national championships.

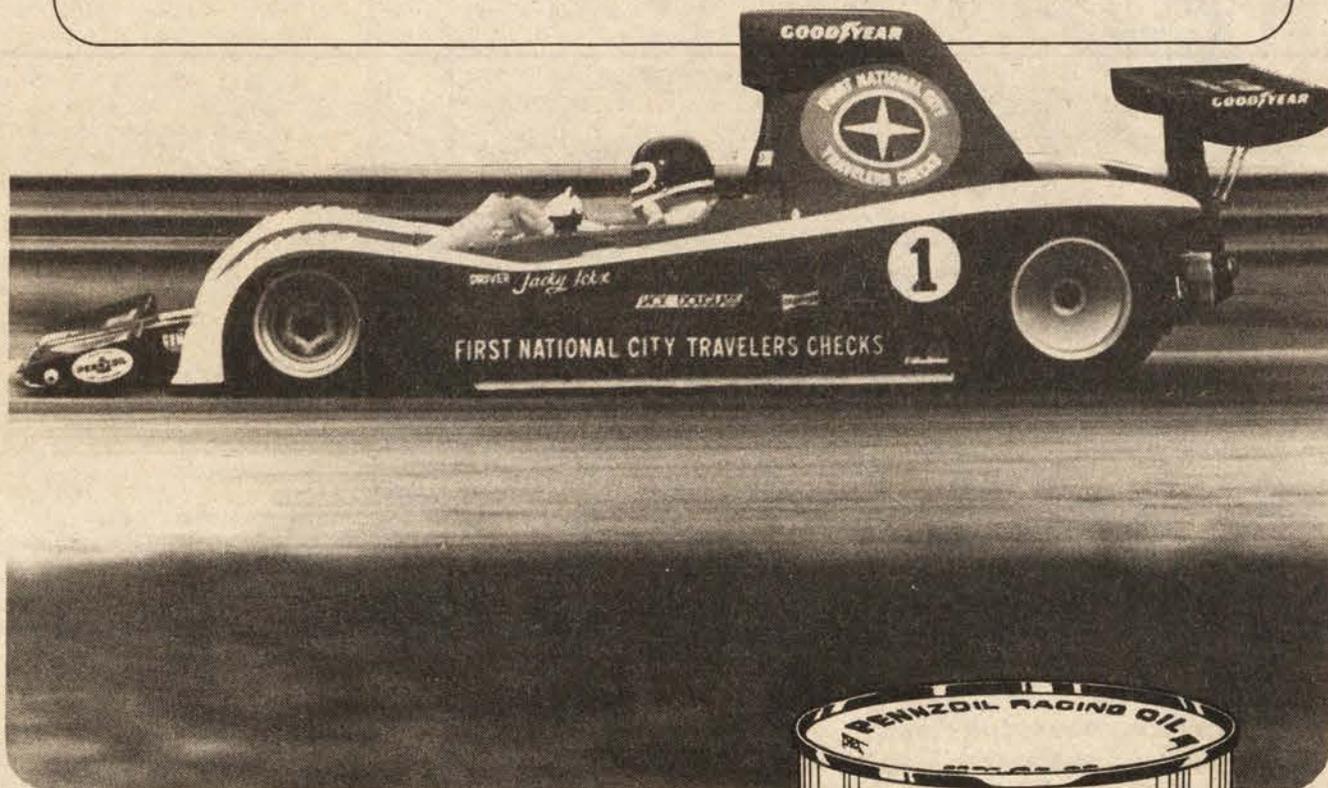
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# PAUL NEWMAN

## 1925-2008

BY MARK VAUGHN



**H**E WAS A RACER who supported his racing habit by acting. That's how he would have wanted to be remembered. Racer/actor/philanthropist Paul Newman, who succeeded in all three fields, died Oct. 26 after a long battle with cancer. He was 83.

He came to racing late in life, driving his first race car in his 40s. Bob Bondurant trained him to drive for the 1969 film *Winning* at the then-new Bondurant School, which used Datsun 510s, Datsun roadsters and a Formula Vee at Orange County International Raceway in California. Newman was the school's fourth student.

Newman fell in love with driving from the start. "The first thing that I ever found I had any grace in," he once said.

He would race the rest of his life. Many of his first rides were in Datsuns prepared by Bob Sharp, an accomplished racer who became a Datsun dealer in 1969. One of his earliest rides was a Bob Sharp Datsun 510 in SCCA B Production. He piloted BSR Zs, too.

"We spent a lot of Tuesdays up at Lime Rock with him following my line and me following him," recalled Sharp. "He wanted a Z car, but I put him in a 510 sedan instead. I thought he'd learn more in a less-powerful car."



ROGER HART

His first race win likely was in one of those 510s, though an early win is listed in a Lotus Elan in Thompson, Conn., in 1972. He co-drove a Porsche 935 at Le Mans in 1979 with Dick Barbour and Rolf Stommelen to first place in the IMSA class and second overall.

Since Newman raced in endurance events, he had a lot of co-drivers during the years. Among them was Sam Posey.

"Paul was guided in much of what he did by the attitude, 'Why not?'" said Posey, who remained a friend throughout life. "He embraced projects that called for a leap of faith."

From the mid-1970s to the early '90s, driving for Bob Sharp Racing, Newman won four SCCA national titles. He



AP IMAGES



### REMEMBERING PAUL NEWMAN

Newman's racing career was diverse: He ran everything from Datsuns (top) to Porsches, and he won LeMans in '79 (above). On a pit bike (left) in Detroit prior to a Trans-Am race.

raced in Trans-Am and in the Baja 1000. As a team owner, he joined Carl Haas in 1983 to form Newman-Haas racing and won 105 Indy car races and eight championships.

He stayed behind the wheel long after most reasonable men had given up even playing golf. At 70, he co-drove a Mustang to victory in the GTS class of the 24 Hours of Daytona, the oldest driver to win a major sanctioned race. A decade later, he was still at it.

Newman is survived by his wife, actress Joanne Woodward, and their daughters

Susan and Nell, three other daughters from a previous marriage, Stephanie, Melissa and Clea, two grandchildren, and a brother.

The Newman's Own Foundation, which has directed more than \$250 million to charity since its inception, gave perhaps the best summation of his life:

"Paul Newman's craft was acting. His passion was racing. His love was his family and friends. And his heart and soul were dedicated to helping make the world a better place for all." 🍷