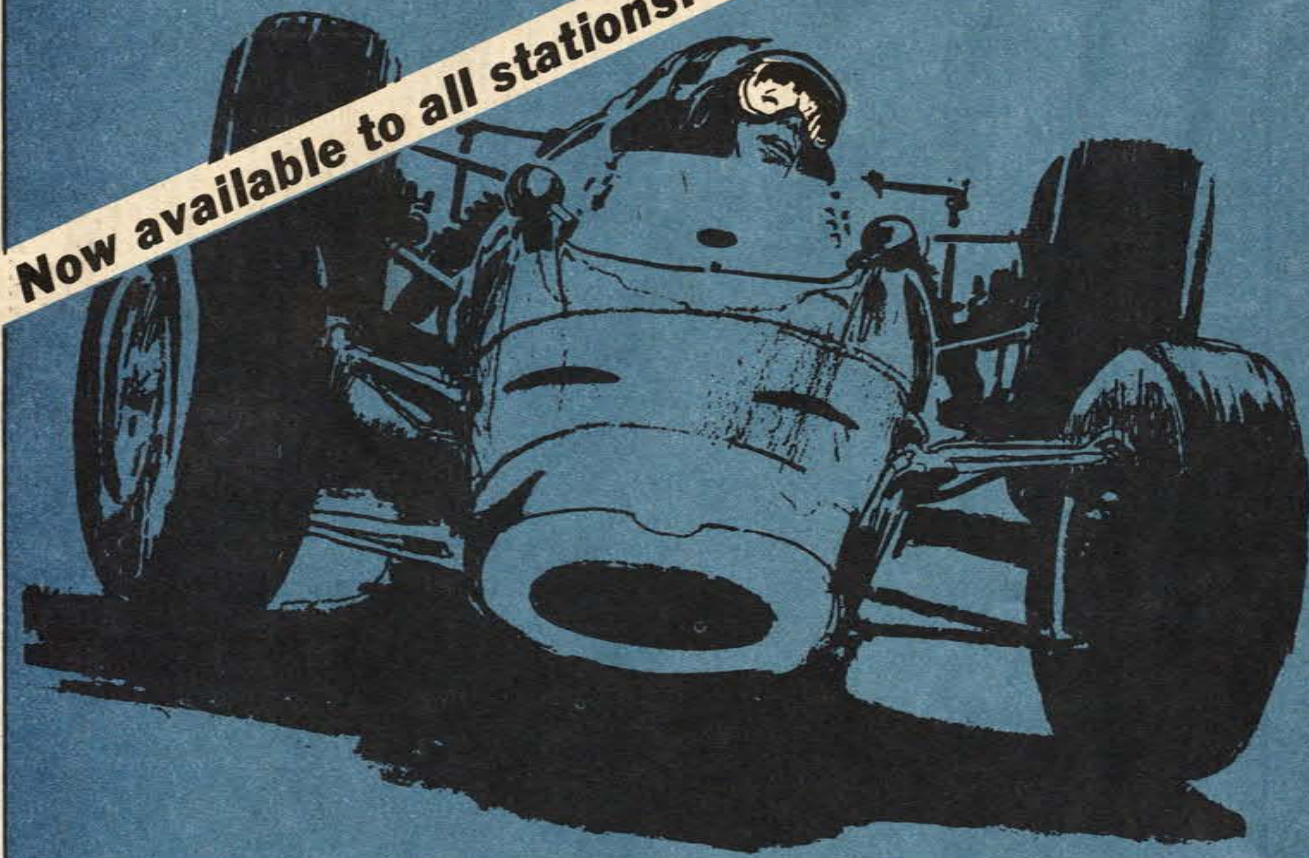


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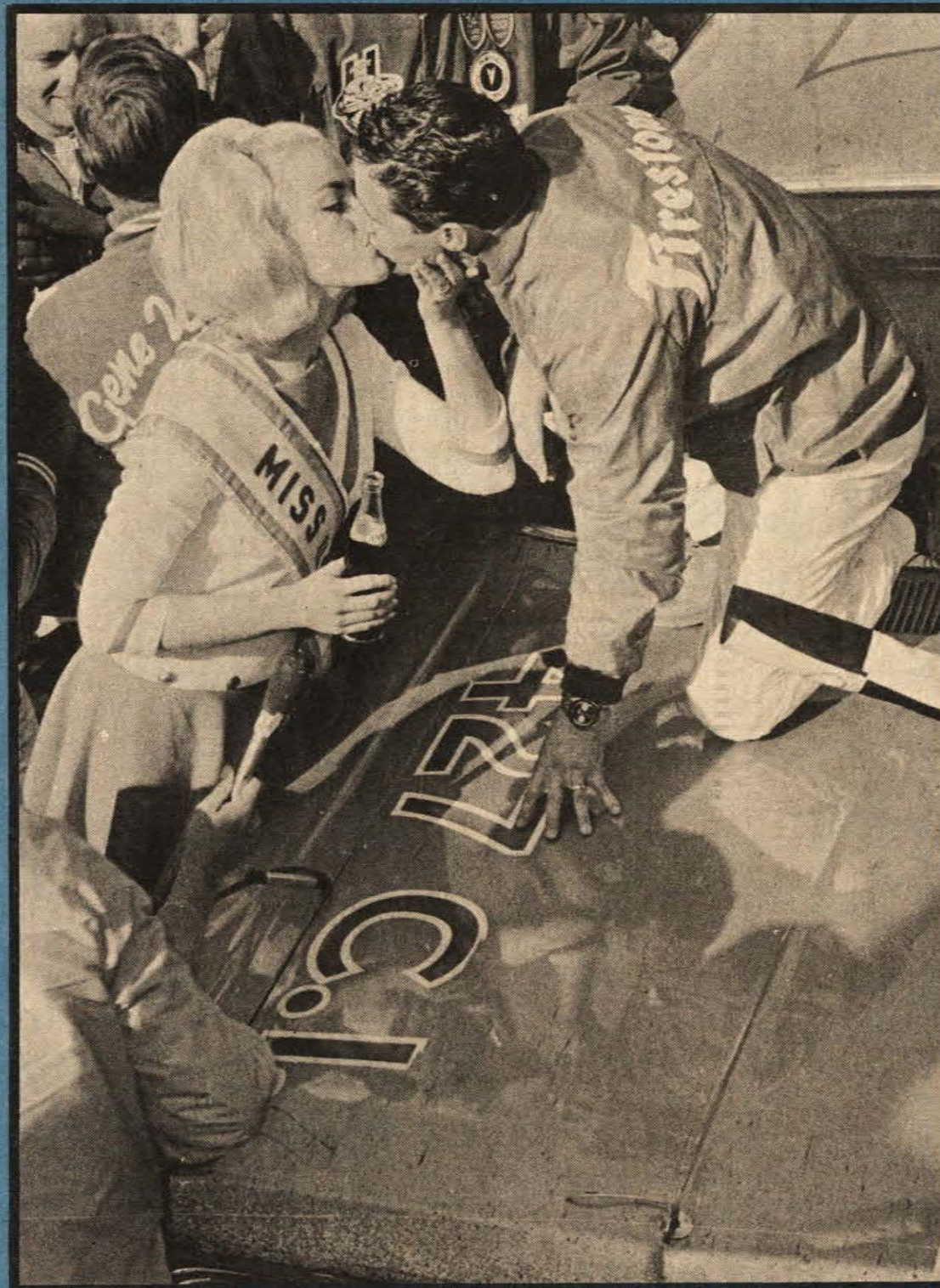


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COMPETITION PRESS & **AUTOWEEK**

March 18, 1967

25 CENTS





Darel Dieringer in Junior Johnson's Fairlane motions Andretti by up on the banking at Daytona Feb. 26 as he gets ready to pit. (John Hearst photo)

'Good Old Boys' Take it on Chin As USACer Wins 2nd Big Stocker

By L. Mandel

DAYTONA, Fla., Feb. 26 — It was one thing for Parnelli Jones to win NASCAR's annual road racing exercise last month in California.

But when USAC National Champion Mario Andretti won the big one at Daytona today, it had the good old boys talking to themselves.

Andretti took the measure of the "Big D" in NASCAR's biggest race, winning convincingly from a fine field that disintegrated trying to stay with him.

Nine caution flags held his race average to 146.926mph, but when he was on the green he purely flew turning 179 laps with regularity, several at 180, an official 181.818 mph and two unofficial tours at over 182. Time for the 200-lap, 500-mile event was 3:24.11 and over 94,000 fans braved near freezing weather and knife-cold winds to watch.

Andretti's virtuosity gained him \$43,500 to second-place man Freddy Lorenzen's \$14,000.

1966 NASCAR rookie of the year James Hylton was third in a '65 Dodge, Tiny Lund was fourth in the second Petty team Plymouth, and Jerry Grant took a fifth in Tommy Friedkin's independent Plymouth.

NINE LEADERS

Nine drivers led the event, but it was clearly dominated by Andretti in a Ralph Moody supervised and built Holman-Moody Ford Fairlane 427CID.

Curtis Turner led from the pole in a '66 Chevelle that had Chevrolet's Chief Resident Engineer Ralph Johnson in attendance. (Said Johnson, "I am not here on anything official, actually I am on vacation.")

But the early laps looked like a Dodge showroom with Lee Roy Yarborough in second with a purple Charger accompanied by David Pearson and Buddy Baker, also Charger mounted.

Still, it took them a while to get there and drama was in store early.

Frank Warren's '66 Chevy spun on the west turn and out came the yellow for the first time on lap 6. Paul Lewis' blue Charger came weaving into pit lane nearly flat out and obviously without brakes. He had a small fire on the underside but no one could get to it because he couldn't stop the car. Lewis went on down the short straight on the inside verge and finally managed to bring the blue car to a halt with the fire already out.

Two of the great names in NASCAR stock car racing, CoCo Marlin and Friday Hassler, had already retired along with George England and Warren. Lewis' demise was the fifth in a race that saw only 20 of 50 cars last the distance.

RACING AGAIN

Back on the green it was Buddy Baker and David Pearson leading a tight train of nine cars at over 179 mph around the 2.5-mile tri-oval. Strung out behind were Lee Roy Yarborough, A. J. Foyt (Fairlane), Turner, Darel Dieringer, in Junior



It was "O.K. Mario" for most of the race at Daytona, as the USAC champ topped the NASCAR troops to win stock car racing's richest purse. (Russ Goebel photo)

Johnson's Fairlane, and Andretti. Lorenzen was off the pace and Petty's outside pole Plymouth had dropped to 13th.

The top cars were all drafting within a foot of each other and weaving in and out for second, third and fourth while the starter, little thinking he would be so busy with the yellow during the afternoon, got in a little practice waving the passing flag.

On lap 24 Red Farmer's '66 Ford blew an engine spilling oil on the track, and out came the yellow again.

The 4000-pound Grand National cars are restricted to 22 gallons and get about 4 to 4-1/2 mpg, and the time was opportune for the first series of pit stops.

Baker, Dieringer, Turner, Goldsmith, Lund, Petty, Hutcherson, and Lorenzen all came in. Not so Mario. With Lorenzen and Hutcherson, Andretti had been caught out blowing air into his gas tank and expanding it from a legal 22 gals to near 24 early in the week. Lorenzen had won one of Friday's 100milers on a single tank of gas, but had crossed the line on the fumes. Andretti was clearly living dangerously.

The yellow came off 10 laps later (it was to be out a total of 57 laps). Goldsmith's '67 Plymouth took an almost immediate lead from Andretti only to have Mario take it back.

ALL-IMPORTANT DRAFT

Passing at Daytona is done on the back chute, taking advantage of the draft. Andretti went it one better. Each time he set up to pass he went rim-riding on the 31-degree second turn, charged down the bank to pick up an extra mile an hour (Continued on page 10)

COMPETITION PRESS & AUTOWEEK

Vol. 17, No. 11

Entered as second class mail at
Lafayette, California

March 18, 1967

Clark Cinches Tasman at Sandown

By Peter Bakalor
Contributing Editor

SANDOWN PARK, Melbourne, Australia, Feb. 26 — Jim Clark cinched the 1967 Tasman Championship when he won the Sandown International Cup race here today. His victory gave him 39 points, a total his nearest rival Jackie Stewart (18 points) cannot better with only

the Longford race to go.

Clark needed seven points from the Sandown and Longford races to make sure of the title, but both of these circuits are power circuits, and Clark's Lotus Climax V8 2-liter was way down on power compared with the BRMs and the Brabhams.

Consequently, his Sandown win

came as a welcome surprise to Jim.

Mechanical problems among the more powerful cars left the way clear for the ever-reliable Lotus to take the gold.

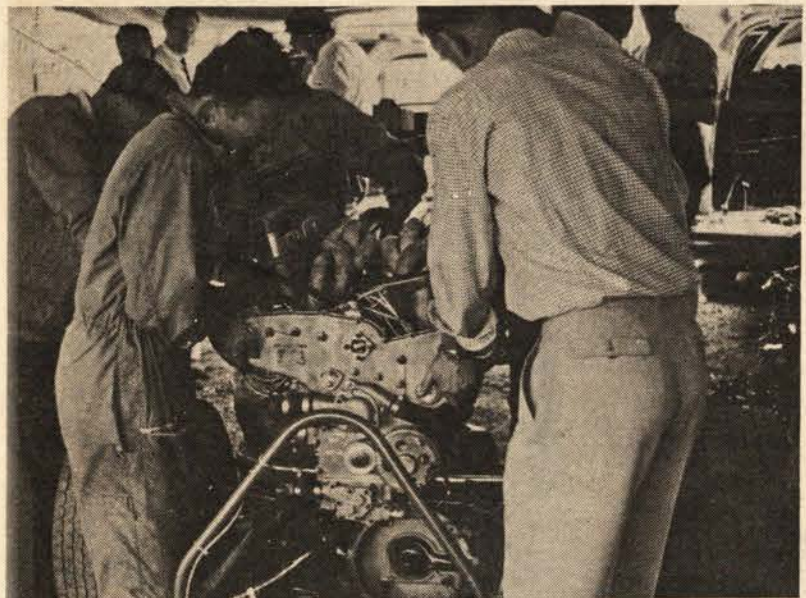
STEWART FASTEST

Practice began officially Friday, but Brabham had a go earlier, and started to sort his car. Stewart was fastest Friday at 1:06.2, but Brabham was just .1 sec slower.

On Saturday Brabham had things properly organized and he lapped repeatedly at better than 1:06.0, taking pole position for Sunday's preliminary race with a time of 1:05.7. Hulme was not far behind Brabham and Stewart at 1:06.6, but Clark was quite a way off, his best lap being 1:07.5, one second quicker than Frank Gardner, quickest of the four-cylinder Climax-powered Brabhams.

The qualifying race determined starters and grid positions for this Tasman championship race, with the fastest lap times in the qualifier determining grid positions.

Brabham led all the way in the prelim to record his first race win in 1967. He was tailed first by Hulme and then by Stewart, with Clark running a steady fourth, steadily dropping back. The main dice of (Continued on page 8)



Jack Brabham won the preliminary race at Sandown Park in his Repco Brabham, but it cost him an engine. His crew changed the engine in two hours, but Brabham went out of contention with ignition ills. (N. A. Conlon photo)

LATE NEWS

- Chevrolet is taking a long look at participation in the Mobil Economy Run. Morning line odds say they're out.
- McLaren Mk 4 G/7 sports race cars are monocoque. Daytona Ford debacle cancelled plans to have McLaren develop a Ford G/7.
- A. J. Foyt will join Parnelli Jones and Dan Gurney on the Cougar Team for Sebring. Foyt asked for the ride. Bobby Allison will be number two to Ed Leslie for the remainder of the TransAms.
- GM is rumored to be ready to come out in the open at Le Mans, putting a full effort behind three Lola-Chevys and three Chaparrals.
- Pedro Rodriguez is officially number two to Rindt for Cooper in F/1.
- Daytona 500 winner Mario Andretti will test the rebodied J-Car at Kingman, Ariz.
- Matra might have its Ford-engined prototype for the Le Mans trials.
- Look for Ferrari and Honda engines to be at Indy in '68 in chassis other than their own manufacture. Both, however, will also be there with factory teams.
- The Mach 2 Ford will be "substantially lighter" than its 2650lbs in race form. It is to be market tested after the Chicago show.
- Plans for a Mercury G/7 car have been turned over to an exotic metals company in Detroit. The car, which has a 50-50 chance of being built, is projected to weigh 1040 lbs. It will look much like a Cougar.
- France is going F/V—but with its own formula in three classes. All cars must be painted racing blue, the national colors.

SCCA Divides Sports Racing Competition Into 4 Classes

SAN FRANCISCO, Feb. 24 — Competition in the sports racing class of the Sports Car Club of America will be divided into only four classes starting in 1968.

The SCCA's governors approved a recommendation from the club's Competition Board to divide the classes along the lines of current FIA championship classes.

Class A will be for cars with engines of more than 2000cc, Class B is for engines over 1300cc and not greater than 2000cc, Class C is from 850cc to 1300cc, and Class D is for engines below or equal to 850cc.

Little comment was made when the changes, which go into effect Jan. 1, 1968, were announced at a Competition Board meeting at the annual SCCA convention.

Owners of Porsche 911s, center of considerable discussion since the FIA listed them a group 2 touring

car (sedan), were assured that the club would not remove them from a sedan status. Members were reminded, however, that a given car could not race in two classes at a given event.

In another action, the governors approved a Competition Board recommendation that Formula Vees not race with other formula cars. The new rule, however, does not include restrictions on practice. Stewards of the meeting at each event are permitted to waive the restriction where necessary.

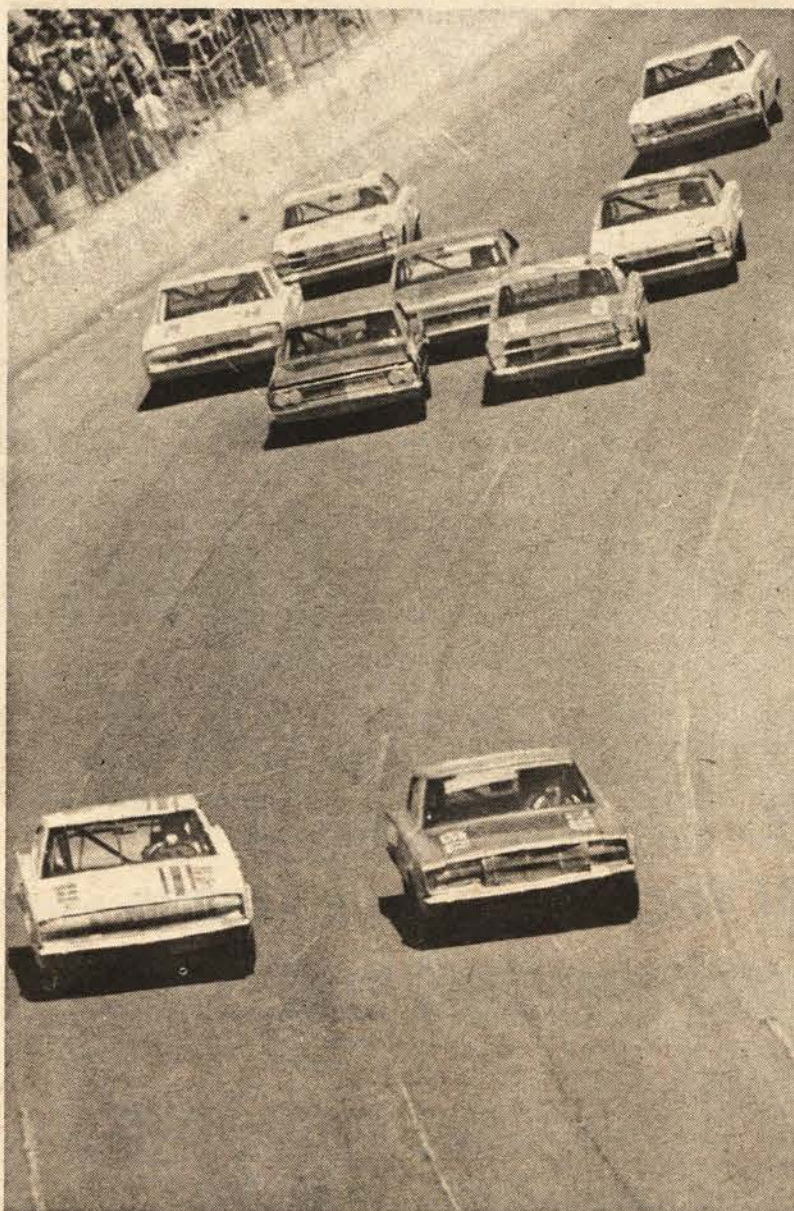
In other actions, the governors: 1. Okayed a Competition Board recommendation that drivers must wear gloves and flame-resistant socks effective May 1.

2. Selected Denver, Colo. as the site of the 1969 annual convention (Continued on page 6)

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MARIO DOMINATES BIG

(Continued from page 1)
and then used the draft to slingshot by.

The same nine-car train was at it again, but everyone except Andretti was fueled and most had fresh tires. Mario couldn't possibly stay in as the laps completed mounted—no way.

He didn't have to.

As he came down the back straight on lap 39 he motioned Goldsmith by and Darel Dieringer came right with him. The three entered the third turn in tight echelon with Mario taking the low line and Darel the outside—and Goldsmith lost it in a wild screaming, howling spin. Cale Yarborough, right behind, dove into the infield damaging his front suspension and putting him out, but Goldie only flat-spotted his tires and came right in for a change. Meanwhile, Mario was trying to pit, his fuel pressure gauge fluctuating menacingly. But Curtis Turner, wailing down the inside of the dogleg front chute, put his door up against the H&M Fairlane and kept Andretti from darting into the pits. Another lap and Mario made it—42 laps completed, 105 miles at 170-180mph on 22 gallons of gas.

The second yellow occasioned another rash of stops including one by Petty to change a flat left rear tire and by Don White, second-place man in the '66 USAC standings, to try and stanch a flow of oil.

CRISIS THE THIRD

It was White's problem that was to bring on the next crisis.

The green came back on at 44 laps, two laps later White pitted

But Lady, This Is No Turnpike!

DAYTONA, Fla., Feb. 26—A confused lady pulled her car up to the first Florida Highway Patrolman she spotted inside the gates of the Daytona Speedway and leaned out the window.

She had just come through the tunnel with a line-up of cars headed for the infield parking for the NASCAR 200-miler two days before the big 500.

"Where," she asked, "do I go to get on the Sunshine State turnpike? I just paid my money. Now where do I go?"

spewing smoke, took on oil, and went back out.

He got as far as the second turn and promptly spun in his own oil taking John Sears' Ford with him.

Out came the yellow again, in came another procession of cars, out spun Ramo Stott's '66 Plymouth and H. B. Bailey's '66 Pontiac in the slippery number 2 turn.

Foyt's orange/red Fairlane took the opportunity to explode its fly-wheel and there were 14 cars already retired with the race not yet a quarter run. Lap 55 and the track was back on green, but contender Dick Hutcherson had blown an engine.

Andretti, who had not pitted, was now in the lead again piling up lap money and staying there for a good long piece. It was Mario, Pearson, Tiny Lund, Curtis Turner and Bobby Isaac (in a Charger) with the duo

of Buddy Baker and Lorenzen coming hard.

The Charger troops were trying but it was not going to be their day. Paul Lewis had already made a spectacular exit, Lee Roy Yarborough blew on the 71st lap, Don White was out of it, Buddy Baker was to blow and so were Pearson and Bobby Isaac.

First there was some crowd-pleasing to do.

Pearson was hanging in, but the real dice as the race approached half way was Andretti and pole-sitter Turner, whose car had a spoiler on the roof, and waxed metal covering everything possible underneath despite a "no belly pan" edict by NASCAR.

In came Petty to repair—of all things—the quick release panch pins that hold down deck and bonnet lids on Grand National cars. He went behind the wall and there was a deep sigh of disappointment from the crowd. And then a great cheer when he popped back out.

It was time for another yellow flag.

Ken Spikes blew big on the front chute to retire the '67 Pontiac, and everyone came in for sustenance including Andretti.

It was almost halfway when the green was back out, and in no time Andretti had taken back the lead from Darel Dieringer (and, briefly, Fred Lorenzen).

Lorenzen was busy being the coolest citizen of a very cool day. He spent the race drafting in an effort to conserve engine and fuel—a handsome strategy that won him one of the prelims and was to lose him the big one.

Frugal as he was of his supply

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NASCAR RACE

MAR. 18, 1967

COMPETITION PRESS & AUTOWEEK

PAGE 11

Flywheel Becomes Obstacle at 500

DAYTONA, Fla., Feb. 26 — With cars turning this 2.5-mile track at speeds up to 182mph, curious things happen to parts that come adrift.

A piece of A. J. Foyt's flywheel, which had exploded, embedded itself in the asphalt in the middle of the short straight between the first and second turn. It stuck up vertically about 3 in. above the surface and it was very sharp. Richard Petty lost two tires running over it, and other competitors had tires ripped up, too.

A mechanic left a wrench in Dick Hutcherson's engine compartment. When Hutch's Fairlane got up to speed on the backchute the wrench came flying back and into the drivers compartment, missing Hutcherson's head by inches and landing in the back of the car.

race was Freddy by a solid two seconds.

It was the last thing he won all day.

Off the caution, Andretti jumped Tiny Lund (a lap back, but running with the leaders) and Lorenzen, broke the draft and was gone. Freddy was still drafting when Mario started to pull away, saw his mistake, tried to brake away from Lund and couldn't.

On lap 85 it was 4.5 sec between the two Fairlanes. Mario opened to 5.2 sec over Lorenzen the next lap around; 6.8 on lap 187, 10 on lap 189, 13 by 191, 18 by 193 and the announcer wowed the crowd by saying "Freddy's letting Andretti set the pace." By lap 197 Mario had opened to 22 sec.

There were only two laps but the yellow wouldn't leave well enough alone. Richard Petty blew in a big way out of turn 4, Jerry Grant and Jim Hurtubise spun in his oil, and the race finished on the caution light.

"You never really have the situation in hand here," said Andretti that night. "You can never tell, they hang behind you and slingshot on the last lap."

Unless you open 22 sec on the man behind.

"When Freddy pulled in behind Tiny it was all over," Mario said. "It was his mistake. I broke Tiny's

Starting Grid

Curtis Turner '66 Chevelle	Richard Petty '67 Plymouth
Lee Roy Yarbrough '67 Charger	Fred Lorenzen '67 Ford
A. J. Foyt '67 Ford	Darel Dieringer '67 Ford
Paul Goldsmith '67 Plymouth	Cale Yarborough '67 Ford
Buddy Baker '67 Dodge	Dick Hutcherson '67 Ford
Tiny Lund '66 Plymouth	Mario Andretti '67 Ford
Jim Paschal '67 Plymouth	Don White '67 Charger
David Pearson '67 Charger	Paul Lewis '67 Charger
Charles Glotzbach '65 Dodge	Sonny Hutchen '67 Ford
James Hylton '65 Dodge	Innes Ireland '66 Dodge
Gary Bettenhausen '66 Ford	Gordon Johncock '67 Plymouth
Bobby Isaac '67 Charger	John Sears '66 Ford
Ramo Stott '66 Plymouth	Neil Castle '65 Plymouth
Coo Coo Marlin '65 Chevy	Red Farmer '66 Ford
Dorus Wisecarver '66 Ford	H. B. Bailey '66 Pontiac
Bobby Allison '67 Cyclone	Ben Lane '66 Chevy
Elmo Langley '66 Ford	Friday Hassler '66 Chevelle
Frank Warren '66 Chevy	Henley Gray '67 Ford
Bobby Johns '66 Chevelle	Wendell Scott '65 Ford
Ken Spike '67 Pontiac	Clyde Lynn '66 Ford
Donnie Allison '66 Chevelle	Tom Raley '65 Ford
G. C. Spencer '67 Plymouth	Blackie Watt '66 Chevy
Wayne Smith '66 Chevy	George England '65 Chevy
Don Biederman '66 Chevy	Sam McQuagg '67 Cyclone
Bob Pickle '66 Chevy	J. T. Putney '66 Chevelle

of gas, he had to pit on lap 131. On lap 132 Innes ("Eyeness") Ireland blew an engine and out came the increasingly familiar yellow. Again everyone who counted pitted and took on tires and fuel, all stops taking about 28-32 sec. It was at this point that Curtis Turner came barreling in for fuel ("they run faster in the pits here than they do at the track at Asheville-Weaver-ville"), missed his pit and had to go around again. Embarrassing and time-consuming, too.

On came the green with Lorenzen a clear leader, except that Andretti found a middle line through traffic in the front dog leg and pulled everyone into the second turn. More lap money.

SERIOUS BUSINESS

Things were getting down to the point where it mattered, and it mattered so much to Curtis Turner that Pops blew his engine trying.

Just before, a National Airlines Electra landed at the adjacent Daytona airport, its landing pattern taking it in parallel to the back chute and in full sight of the grandstand. Andretti pulled it easy, and some wag suggested that Lorenzen tried to pick up the draft.

Out came the green, Pearson, Andretti and Lorenzen charged for the lead which Mario snaffled, and David blew his cool and his engine at the same time. No yellow for two laps until a report came to NASCAR Chief Steward John Bruner Sr. of debris all over the track, and the starter was at it again, waving the big yellow with practiced grace.

It was here, according to the press box experts, that the race would be won or lost as Andretti and Lorenzen came into the pits nose to tail. Tires for both, fuel for both, and the winner of the pit

Hey, Anybody Seen That Fellow Mario?

DAYTONA, Fla., Feb. 26 — Mario Andretti had told his wife that the leader of the 500 would never win it.

And she believed him.

She stayed in a car with their twin boys, and there was no radio. Only the scoreboard, which listed Mario's number 11 most of the time.

So, naturally she didn't think he'd won. But she went over to victory lane hoping someone would tell her where to find Mario.

She didn't have to look far.



Lee Roy Yarbrough, Cale Yarborough and Don White lead a parade into the pits for the first stop at the Daytona 500 Feb. 26. Below: David Pearson and Tiny Lund are about ready to go out when Richard Petty tries to find some pit room between them. (Alice Bixler photos)

draft and left them."

Lorenzen joins an increasingly large group who realizes you don't make mistakes when you are running against Andretti.

DAYTONA 500, DAYTONA INTERNATIONAL SPEEDWAY, DAYTONA, FLA., FEB. 26 — 1 - Mario Andretti, '67 Fairlane, 200 laps, 500 miles, 3:24.11, 146.926mph (no record), \$43,500; 2 - Fred Lorenzen, '67 Fairlane; 3 - James Hylton, '65 Dodge; 4 - Tiny Lund, '66 Plymouth; 5 - Jerry Grant, '67 Plymouth; 6 - Darel Dieringer, '67 Ford; 7 - Sonny Hutchins, '67 Ford; 8 - Richard Petty, '67 Plymouth; 9 - Jim Hurtubise, '67 Plymouth; 10 - Neil Castles, '65 Plymouth; 11 - Donnie Allison, '67 Chevy; 12 - John Sears, '66 Ford; 13 - Roy Mayne, '66 Chevy; 14 - Dorus Wisecarver, '66 Ford; 15 - Wendell Scott, '65 Ford; 16 - Paul Goldsmith, '67 Plymouth; 17 - Henley Gray, '67 Ford; 18 - H. B. Bailey, '66 Pontiac; 19 - Bobby Isaac, '67 Dodge; 20 - Elmo Langley, '66 Ford.

Paschal Takes Permatex 300

DAYTONA, Fla., Feb. 25 — Jim Paschal took Tommy Friedkin's '64 Plymouth into the winner's circle at the Permatex 300, the modified/sportsman preview to the big Daytona 500.

Paschal drove the '64 Plymouth ex-Grand National car fitted with a '67 Plymouth engine to a win over Paul Goldsmith in another '64 Plymouth.

The average speed of the race, 148.188mph (a new record) topped the speed of the 500 the day after. Goldsmith had qualified on the pole at almost 180mph.

The only spectacular incident on

the race came when Jack Harden and Bubba Into touched and spun into the wall on the east turn. Neither was injured.

Name drivers Curtis Turner and Lee Roy Yarbrough failed to finish the grind, and third overall was Freddy Fryar driving the first modified car home.

FEB. 25.

TOP 10: 1 - Jim Paschal, '64 Plymouth; 2 - Paul Goldsmith, '64 Plymouth; 3 - Freddy Fryar, '64 Ford; 4 - Gil Hearne, '64 Ford; 5 - Donnie Allison, '60 Ford; 6 - John Sears, '64 Ford; 7 - Curtis Turner, '63 Ford; 8 - Pete Hamilton, '63 Ford; 9 - Bill Wimbler, '61 Pontiac; 10 - Carl Stevens, '64 Ford.



1966 Daytona winner Richard Petty had nothing but bad luck in 1967, blowing tires right and left and finally blowing his engine. He takes on left side tires and 20 gallons of fuel for his final run, only to blow on lap 198 of the 200-lapper. (Russ Goebel photo)



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500 Prelims Have Fans Screaming As Lorenzen, Yarbrough Triumph

DAYTONA BEACH, Fla., Feb. 24 — Insiders were saying the two Friday 100-mile qualifying races for the Daytona 500 just might top the big show for sheer excitement.

They might even have been right. Lee Yarbrough copped the first race after a wild dice with A. J. Foyt and Paul Goldsmith.

And Fred Lorenzen took the last one after playing it cool for 39 laps of the 40 lapper and gambling his fuel supply would last. He barely got by the finish line for the checkered on the fumes and had to be pushed back to the pits.

NEW MARK

The second race set a record for a 100-miler at 174.583mph, topping the old mark by almost 4mph.

You could see it coming.

The only two drivers to qualify for the 500, Curtis Turner on the pole and Richard Petty on the outside, had the poles for each of today's prelims.

Turner blew promptly in the first race, but Richard was jumped off the start by one of the fierce Ford drivers: Cale Yarborough in the Wood Brothers' car. The first half of the race was a Ford parade with Richard Petty hanging in—mainly in third, but every once in a while taking the lead off the back chute after a particularly successful effort in drafting.

But mostly it was Yarborough and Mario Andretti in a Ralph Moody-prepared H&M Fairlane, and Darel Dieringer in Junion Johnson's Fairlane and Dick Hutcherson driving a Fairlane for Bondy Long.

Mostly it was Mario.

He had gone a 182-plus unofficially in practice the day before, and it was the talk of the Speedway. His car handled nowhere near as well as Cale Yarborough's, who had a lane on him in the turns either above or below. Yarborough could pretty well put his car where he wanted it. Mario had one groove and one only.

But he managed to lead the race for most of the distance until his routine pit stop for fuel took 4 sec longer than the slowest of his competitors and the result was a sixth-place finish.

At these speeds you measure places in fractions of a second.

Of the other drivers who tried to hold out without pitting, Dick Hutcherson went the farthest; he waited until lap 37 until he came in—too soon to match Fred Lorenzen's feat, too late to win the race.

EASIER IN FIRST

Pits stops were easier in the day's opener, G. C. Spencer blew an engine and spun on lap 33, and the pits



Paul Goldsmith came in third in one of the 100-mile qualifiers for the Daytona 500 and provided the wildest spin of the day in Sunday's big one.



A. J. Foyt pushed qualifying race winner Lee Roy Yarbrough to the limit and would have won the first of the two races if he had not been blocked by Tiny Lund.

were filled with cars as the yellow came out and the pace car went on the 31 percent banking of the 2.5-mile big D.

Until then, it too was a wild affair, with A. J. Foyt's flamingo-colored Ford going by early leader David Pearson's white Charger and holding the lead despite the challenges of Paul Goldsmith—the crowd favorite.

In the second echelon came Buddy Baker (Charger), Tiny Lund (in

the second Petty Plymouth), Jim Paschal in the Tommy Friedkin Plymouth and Bobby Allison driving the number two Mercury Comet Cyclone.

This foursome broke up with pit stops halfway into the race, but Tiny Lund was instrumental in Lee Roy Yarbrough's Charger win.

Coming off the yellow flag on the 35th lap with five laps to go, the order was: Foyt, Yarbrough and Goldsmith about to lap Paschal and Lund.

But neither Jim nor Tiny was about to give an inch, and it took four laps for the leaders to get by Paschal.

On the last lap it was a question of Lund.

Yarbrough got by out of the last turn with Foyt charging behind and Goldsmith trying hard to make it by on the outside.

The veteran Yarbrough saw no reason to ignore what a bountiful Providence had provided as a block to Foyt's progress and made sure there was no space for the Foyt Ford, using Lund as a moving obstacle.

It worked.

Lee Roy won and A. J.—obviously put out—chased NASCAR Steward John Bruner Sr. out on the grass apron between the racing pits and the track to protest. Bruner walked away, but Foyt drove right on the grass behind him protesting for all 26,138 in the grandstands to see.



Mario Andretti won \$43,500, a magnum of champagne and a chance to watch Miss U.S.A. and Firebird's Winky Louise pose for the photographers at the 500. (Russ Goebel photo)

It was no contest.

Someone said after the two beauties today they should run the 500 in five 100-mile heats. You couldn't get too many people to disagree with that this afternoon.

QUALIFYING RACES, DAYTONA INTERNATIONAL SPEEDWAY, FEB. 24.

RACE 1, TOP 10: 1 - Lee Yarbrough, '67 Charger, 40 laps, 163.934mph, \$1100; 2 - A. J. Foyt, '67 Ford; 3 - Paul Goldsmith, '67 Plymouth; 4 - Buddy Baker, '67 Dodge; 5 - Tiny Lund, '66 Plymouth; 6 - Jim Paschal, '67 Plymouth; 7 - David Pearson, '67 Charg-

er; 8 - Charles Glotzbach, '65 Dodge; 9 - James Hylton, '65 Dodge; 10 - Gary G. Bettenhausen, '66 Ford.

SECOND 100-MILE QUALIFYING RACE, DAYTONA INTERNATIONAL SPEEDWAY, FEB. 24.

TOP 10: 1 - Fred Lorenzen, '67 Fairlane, 34:22, 174.583mph (new record); 2 - Darel Dieringer, '67 Fairlane; 3 - Cale Yarborough, '67 Fairlane; 4 - Dick Hutcherson, '67 Fairlane; 5 - Richard Petty, '67 Plymouth; 6 - Mario Andretti, '67 Fairlane; 7 - Don White, '67 Charger; 8 - Paul Lewis, '67 Charger; 9 - Sonny Hutchins, '67 Ford; 10 - Innes Ireland, '66 Dodge.

Daytona 500: You Really Have to See It To Believe, As There's Nothing Like It

By L. Mandel

DAYTONA, Fla., Feb. 26—"If You Want to Race—Go to Daytona" says the bumper strip.

It is very assertive, strongly identifying and the God's honest truth.

To get the real impact of the Big D, you have to come in on the Red Eye, early in the morning, sleepless, fresh from a two-hour layover in Tampa's 1932 Greyhound-bus-station-like airport.

The joy of leaving (the relief is still upon you 34 minutes later at the Daytona airport) carries over to the speedway which is right next door and profits therefrom.

Banked on the sides, earth buttressed, the Speedway grips the land low in the only elevated landscape for miles.

The roadway in front of the Big D is Florida Boondoggle: a very wide six-lane parkway in the palms and palmettos, and it is dead straight glistening white concrete until it curves off towards Deland and the NASCAR tow strip.

Mostly, though, it is there in order to turn left into the Speedway (only a little further is a dog track—the road also turns left into the dog track).

There are lines on Wednesday practicing for the lines which will form on Sunday.

But nothing prepares you for Sunday.

Okie boxes have spent the night hustling inside. The infield is full and everywhere you look there are tents—tents in the infield, tents along the fine Florida road, tents and beer and blanket-wrapped people.

And there is the Florida State Police. There is no point in counting past 50 patrol cars (yellow and black, you learn that very quickly. Daytona must make a good part of its municipal budget during the 500 in traffic fines.)

There is no point in looking at the race cars either, no point in wandering through the splendid garages, wondering how to get into the Goodyear tower, talking to drivers, crew chiefs, vice presidents.

No point at all, because it is time for the big Pace car parade.

Here comes Firebird Miss Everything, Winky Louise, standing arched-backed on a wooden firebird on top of a convertible, the sex object of every rednecked fan who has got off from behind the mule and trekked hundreds or thousands of miles to Daytona. And there are Pace cars from: Asheville-Weaver-ville (the announcer is brimming with gratitude but is cautious about making these tracks sound too important—no easy task), Islip, "the Long Island home of the world-famous, world championship destruction derby and figure eight racing," Charlotte, Orange speedway, Hillsborough, N.C., Catamount, Burlington, Vermont, Nashville, Tenn.

Pace cars from Providence, R.I., Darlington, the John Naughton Insurance pace car, Linda Vaughn,

the golden shifter.

Cars from Greenville-Pickens, Plattsburg, N.Y., Oxford, Me., Smokey Mountain Dragway and more and more and more.

Finally, "Those famous wreckers of Ernest Holmes . . ." an ominous portent borne out by the nine caution flags in the race.

"If You Want to Race—Go to Daytona." Over 90,000 fans have, and it takes for ever and next week to get out of the track.

In the meanwhile, the fans are in the pits, lining the cyclone fence by the garages as the Grand National drivers load up. One blonde teenybopper is straddled on the fence like a fly. "I want Richard," she says desperately. "Can't anyone get me in to see Richard?"

Richard Petty saunters over to sign autographs. "We're still behind you, Richard," says one fan. "I was pretty far behind myself," he says, entering into a ritual exchange as he has done many times before. "Get Maw-ricer over here," says another, "Maw-ricer is the one who done it to you." Maurice Petty is the engine man of the family and Richard blew in a big cloud. "No way he's goin' to come over here with you all," says Richard with a grin.

Just then a power line is struck by the top of the Holman-Moody transporter and lightning-blue flame shoots down the line just overhead, crackling and sputtering. The fans move two feet out of the way and yell for David Pearson.

Outside the track directly across the way the Holiday Motel's billboard says, "Mario Andretti 500 Stock Car Race Winner," and the six-lane highway is packed.

Four hours later the road is empty and the Holiday Inn sign man has taken Mario down and put up an announcement of a Republican party lunch.

Public invited.



Lee Roy Yarbrough wanted action during an early pit stop at the Daytona 500. Decals on the cars were worth almost as much as the purse, Richard Petty said his paid him "... about \$20,000."

(Russ Goebel photo)

Number of Cars Sets U.S. Mark

DAYTONA, Fla., Feb. 26—The Florida Highway Patrol which handles the crowd that assembles for the 500, annually averts what could be the world's largest traffic jam. The race draws the largest number of cars to be parked at any sporting event in the U.S. Indy attracts more spectators, but they tend to arrive by other means. No so Daytona. This year's assemblage of automobiles was estimated at 104,000.