

You Won't Get Stoned At Grattan

LAFAYETTE, Calif., Aug. 29 — The Western Michigan Region SCCA has sent a letter to all Central Division drivers apologizing for the "wrong" kind of stones at their recent national race at Grattan Raceway.

The letter describes the new kind of "smooth" stones that have been placed on the edges of the course, and the region has even gone so far as to picture one for first-hand inspection.

The well-thought-up apology is to advertise upcoming regional races on Sept. 16-17.

The region promises the Grattan track "has the best possible edges for spinning-out on that you ever saw."

SCCA's 6 National Rallies Have 6 Separate Winners

WESTPORT, Conn., Aug. 16 — The team of Richard Leslie and Richard Klein, from Yorktown Heights, N.Y., became the sixth pair of winners in as many 1967 SCCA National rallies after victory in the Finger Lakes National Rally Aug. 12-13. The winners, in a Mustang, finished with a total score of 101, while second place went to the team of Ralph Yoho and Don Kirkpatrick, from the Philadelphia area, who scored 109 error points for the 30 checkpoints on the event. Conducted by the SCCA's Finger Lakes Region, the rally brought together 72 teams in competition that covered a course of 460 miles through the picturesque upstate New York Finger Lakes area.

By virtue of their second-place finish, the Yoho-Kirkpatrick team assumes a slim lead in the SCCA 1967 Rally Championship over the quartet now tied for second — Russell Brown and Nathan Jones from Houston, Tex., and Frank Didot and Moishe Mark from West Chester, Pa. In the Manufacturers Championship, Chevrolet extended its lead with a second-place finish of a Roger Penske-sponsored Camaro, while Ford moved into second over Porsche.

TOUR NEXT YEAR

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Parts/Sales/Service

Swede Savage on Way Up, Turns Wrenches and Drives for Holman

By Joe Whitlock
NASCAR Editor

CHARLOTTE, N.C., Aug. 23 — When a handsome, young fellow named Swede Savage goes roaring into the victory circle at one of the major stock car plants in the South sometime in the future don't say you didn't get advance notice.

Swede Savage, just 21 years old this month, is the hottest conversation piece in NASCAR country... and he's just getting started.

So who's Swede Savage? He's a young, 6-foot-2, 190-pounder from San Bernardino, Calif., who has opened the hallowed doors of the Holman-Moody Ford operation here with relative ease and he's aimed at the top of the stock car racing ladder. He'll probably make it, too.

"I don't want to be just another stock car racer. I don't care how long it takes me to get to the top, either."

Savage has a lot of folks in the right places convinced that the top is exactly where he's going.

HIRED LAST MONTH

He was hired last month as an apprentice race mechanic at Holman-Moody and within a couple of weeks his co-workers had already built him a car to drive, a 1964

Ford Sportsman constructed in their spare time with left-over parts.

Savage and his buddies high-tailed it for a special \$5000 sportsman race Aug. 12 in Hickory, N.C. Some of the best sportsman competitors in the nation were in the field for the 300-lapper at the recently-paved 4/10th-mile layout.

So what does Savage do? In his first stock car appearance he qualified sixth fastest and moved up into the fourth position before a rear-end malfunction ruined his debut.

"I've never seen a newcomer with so much ability," said Ned Jarrett, one-time Grand National champ who now handles the Hickory promotion. "I took his car out for a few laps before the race just to check it out for him and I'll be darned if he didn't go right out and run just as fast as I did. It was his first time in the car and the first time here, too. He's a real comer."

BIKE RIDER

Holman-Moody first noticed Swede when he was participating in a motorcycle race at Daytona (he was the California dirt track champ and high-point half-mile rider on the West Coast in the novice class when he was 17).

Savage didn't waste any time get-

ting to Charlotte when Holman-Moody asked for a look-see in late June. Swede landed a job at H-M and his wife Sheryl and two-year-old daughter Shelly moved here a few weeks ago.

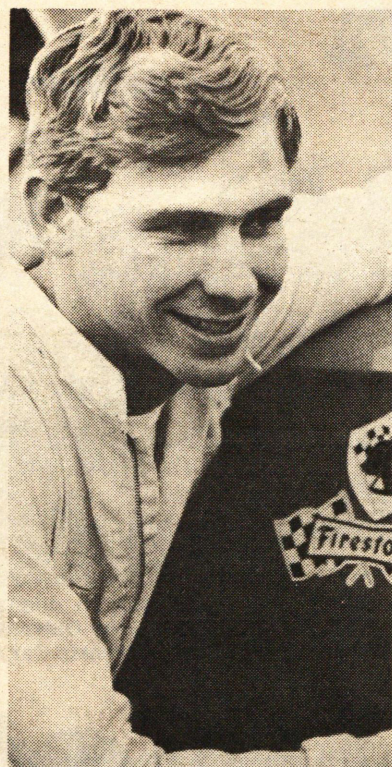
"I decided when I was nine years old that I wanted to be a race driver," Savage said. "Motorcycles were the only thing I could afford up until now. But I've always been aiming at a career in auto racing."

"Right now all I'm thinking about is stock car racing," he said. "I want to race 'em until I'm the best. Maybe someday I'll race in the Indianapolis 500 and I'd like to race Formula Ones, too, but that's a long way off. I'm just concentrating on stock cars and if it takes me five or 10 years, it won't bother me a bit. I want to be the best."

Savage is currently logging about 72 hours a week in the Holman-Moody shop, working in all phases of the operation.

"I'm not bustin' at the seams to jump into a race car," he said. "I want to learn everything about them. I want to be able to communicate with the mechanics. Honestly, I've learned so much since I've been here I can almost feel the knowledge soaking in."

Savage isn't sure when or where



he'll race again but you can bet it'll be in a H-M machine.

"There's no way I can come down here and outrun these southern guys right off the bat. They're the best in the world and that's really why I'm here. I want to learn from the best."

"I think I can get the job done. I've got confidence and I'm ready to apply myself for as long as it takes. I'm going to do just what I'm told to do when I get in a race car... but I'm still going to run just as fast as I can."

"I want to be the best."

P.J. Uses Jack Bowsher's Race Car to Beat Bowsher

By Mike Kupper
Area Editor

MILWAUKEE, Wis., Aug. 17 — Jack Bowsher lent Parnelli Jones one of his 1967 Ford Fairlanes, then had cause to regret it when Jones beat him, and everybody else, in the 200-mile USAC stock car race here today.

And the race will be forever remembered as one of the most interesting, unusual, confusing races ever run at State Fair Park.

When it was over, Bowsher thought that he had won, perhaps by as much as a lap. Jones, however, laughed off Bowsher's feign and detailed how his judicious use of caution lights had made him the winner by more than a lap.

When the scoring had all been checked, the decision went to Jones, by more than a lap and in a record speed of 95.377mph. Bowsher was second, three laps ahead of Norm Nelson in a 1967 Plymouth.

TOSSES TROPHY

And the exchange between Jones and Bowsher afterwards ended with Jones tossing the first-place trophy into the car he had borrowed from the fiery Springfield, O. driver and walking away.

That Jones was even in the car at all has to rank as a fine candidate for the upset of the year, for Parnelli and Bowsher have a relationship that could hardly be described as harmonious.

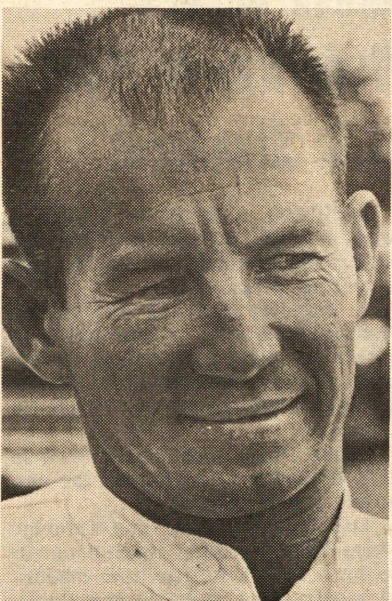
A bumping incident here between the two July 9 ended with Jones on the wall after a tap from Bowsher. Just five days ago, in the 150-miler here, Jones partially returned the favor by bumping Bowsher, leaving the imprint of his car's wheel-housing on the side of Bowsher's.

And this morning, Bowsher and his crew had a hassle with Jones' crew over who would use which pit.

All of this, however, happened before Jones hit the wall in practice with his Holman-Moody-Stroppe Ford. That apparently left him without a ride until Bowsher, an independent, suddenly showed up in Jones' pit and said, "Use my other car."

"I was really surprised," Jones said. "We haven't been on the best of terms."

If Jones was puzzled by the offer,



PARNELLI JONES

Bowsher at least had the satisfaction of producing the desired reaction.

"I did that to another fellow once," Bowsher said, "and he's still wondering why. I'll tell you why I did it, I'm a little guy, but I'm not as little as some other people. When I'm down I get run over. I don't like to do that to other people. I offered the car because I wanted to show them I'm not as small as they are, I even gave them the good car."

The car Jones drove was the one Bowsher had intended to drive last Sunday. When it acted up, he switched to his dirt track car and won the race.

Today, he decided to stick to the dirt track car, leaving the other as a backup mount. From the way Jones drove it, Bowsher may have been guilty of poor judgment.

Causing most of the confusion was the identical numbering and paint jobs on the cars. Both were numbered 21 until a couple of strips of painted masking tape transformed Jones' car into 121. That did not help the scoreboard, which is equipped to show only two-digit numbers.

And since the cars ran first and second most of the afternoon the board showed #21 running first and #21 running second. Adding to the

confusion was some unusual work by the driver of the pace car. On one occasion he paced Bowsher for several laps while Jones was actually leading. And on another he went out to pick up the leader, then came back in when he couldn't decide who the leader was. There is little doubt that most of the 16,782 fans were among the most bewildered in the country at certain stages of the race.

One thing was evident, though, the two Bowsher cars were the fastest on the track and the race was a Jones-Bowsher duel almost from the start.

BEATS MARIO

Parnelli, starting inside on the second row, beat Mario Andretti into the first turn, even though Andretti had won the pole with a record qualifying speed of 103.359mph, and nine laps later Bowsher had worked his way from fifth to second. The yellow light flashed for a lap on the 13th when Red Owen spun his 1965 Chevrolet and when the green flag came out again Bowsher shot past Jones and into the lead.

He held it then until the 73rd lap, when he made his first pit stop. His timing was just slightly off, for on the 76th Andretti's engine seized and his Ford went piling into the wall in the south turn. That gave Jones a chance to stop with the yellow light on, and he got out of his pit without losing the lead.

He did lose it on the 99th mile, though, when he came in again to have his crew change the weight distribution on the car's chassis.

"I didn't have a chance for many practice laps in the car," Jones said, "so I didn't want to change it earlier. Once we changed it, though, it really went."

That stop, however, put Bowsher back in command and he stayed there even though both stopped again just after Dave Hirschfield had brought out the yellow with his spin.

Jones' stop was quicker, though, and he gained ground on Bowsher then passed him on the 138th lap only to have a corner of his car's hood fly up, making it necessary for another quick stop to have it latched.

HALF A LAP DOWN

That put him half a lap back but he made it up again when Glen Bradley spun at the top of the main

straight, and when the green flag came out again, he needed only six laps to catch and pass Bowsher for good.

Bowsher, however, apparently was under the impression that he still led and made what he thought was a precautionary pit stop on the 176th lap.

"I thought I was leading then and I still think I won the race," he said afterward.

Whatever chance he had to catch Jones was wiped out with that stop, though, and Bowsher had to settle for second money, \$2869, plus his share of Jones' \$4606 as car owner.

And that share was as hard to pinpoint as anything else during the race. "We didn't talk about that," Bowsher said of his split with Jones.

It was interesting to note, however, that the checks for both first and second money were made out to Bowsher.

USAC 200-MILE STOCK CAR RACE, MILWAUKEE STATE FAIR PARK, MILWAUKEE, WIS., AUG. 17

1 - Parnelli Jones, 1967 Ford (200 miles, winner's average speed 95.377mph, new record; old record 94.268mph by Don White, 1967 Dodge, July 9, 1967); 2 - Jack Bowsher, 1967 Ford (199 miles); 3 - Norm Nelson, '67 Plymouth (196); 4 - Al Unser, '67 Dodge (194); 5 - Bay Darnell, '66 Plymouth (193); 6 - Jerry Smith, '65 Plymouth (192); 7 - Roger Regehr, '66 Ford (191); 8 - LaMarr Marshall, '65 Plymouth (191); 9 - Eddie Meyer, '65 Dodge (190); 10 - Frank Freda, '66 Plymouth (190); 11 - Whitey Gerken, '67 Ford (189); 12 - Sal Tovella, '67 Dodge (189); 13 - Andy Hampton, '65 Dodge (187); 14 - Mike Terrafino, '65 Chevrolet (186); 15 - Terry Parker, '65 Chevrolet (186); 16 - Glen Bradley, '65 Dodge (184); 17 - Bill Behling, '67 Ford (183); 18 - Dave Hirschfield, '65 Plymouth (182); 19 - Tom Klippel, '65 Chevrolet (182); 20 - Jim Martin, '65 Chevrolet (180); 21 - Rich Oertel, '66 Ford (177); 22 - Paul Feldner, '67 Ford (169); 23 - Dave Whitcomb, '65 Plymouth (166).

DNF: 24 - Red Owen, '65 Chevrolet (158, handling); 25 - Jim Welty, '65 Dodge (157, overheating); 26 - Jim Nussbaum, '67 Ford (153, engine failure); 27 - Don White, '67 Dodge (129, engine failure); 28 - Bob Schultz, '67 Chevrolet (118, carburetor failure); 29 - Dave Dayton, '67 Mercury (103, overheating); 30 - Bill Cheesbourg, '67 Ford (101, engine failure); 31 - A. J. Foyt, '67 Ford (87, engine failure); 32 - Butch Hartman, '65 Dodge (87, engine failure); 33 - Bob Phermeton, '67 Mercury (84, engine failure); 34 - Mario Andretti, '67 Ford (75, accident); 35 - J. C. Klotz, '67 Plymouth (67, overheating); 36 - Dale Jett, '65 Plymouth (66, overheating); 37 - Benny Parsons, '67 Ford (62, overheating); 38 - Gary Bettenhausen, '66 Ford (23, engine failure); 39 - John Ziehm, '66 Pontiac (16, overheating); 40 - Herb Hill, '66 Ford (9, carburetor failure).