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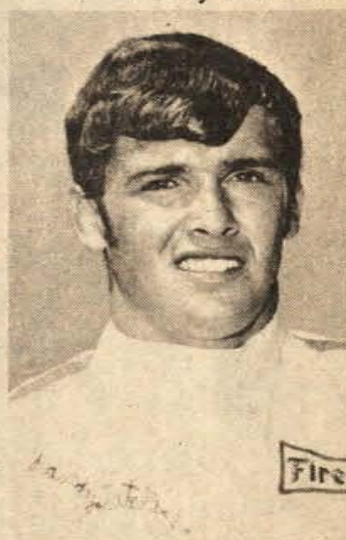
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Randy Hutchison

## Funny Cars Star at Ontario Supernationals

### COMPETITION PRESS & MAC **AUTOWEEK**

December 12, 1970

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## PHOENIX 150

**Swede Savage  
Takes USAC  
Thriller!**





# Savage Tops Phoenix USAC Field

## Fuel Proves Undoing Of Unser, McCluskey

By Mike Knepper  
Managing Editor

PHOENIX, Ariz., Nov. 21 — Swede Savage passed Roger McCluskey's Scorpion-turbo Offy on the last lap of the Bobby Ball 150 here today to score his first professional driving win in the final event of the 1970 Marlboro-USAC Championship series.

Al Unser's Colt-turbo Ford followed Savage's stock block Ford-powered Eagle across the finish line, but the 1970 USAC driving champion was disqualified when post-race inspection revealed the car held three-fourths of a quart more fuel than the 75 gallon maximum.

### RESULTS PROVISIONAL

The decision has been appealed, but no date has been set for the appeal hearing. Until that time all results, except Savage's win, are provisional.

Savage, running with the leaders all afternoon, inherited second behind McCluskey when race leader Unser, who had also been slowed by a clogged fuel injector, pitted under the yellow on lap 129 of the 150-lap event after tagging the wall in a set-to with Dick Simon's Vollstedt-turbo Ford.

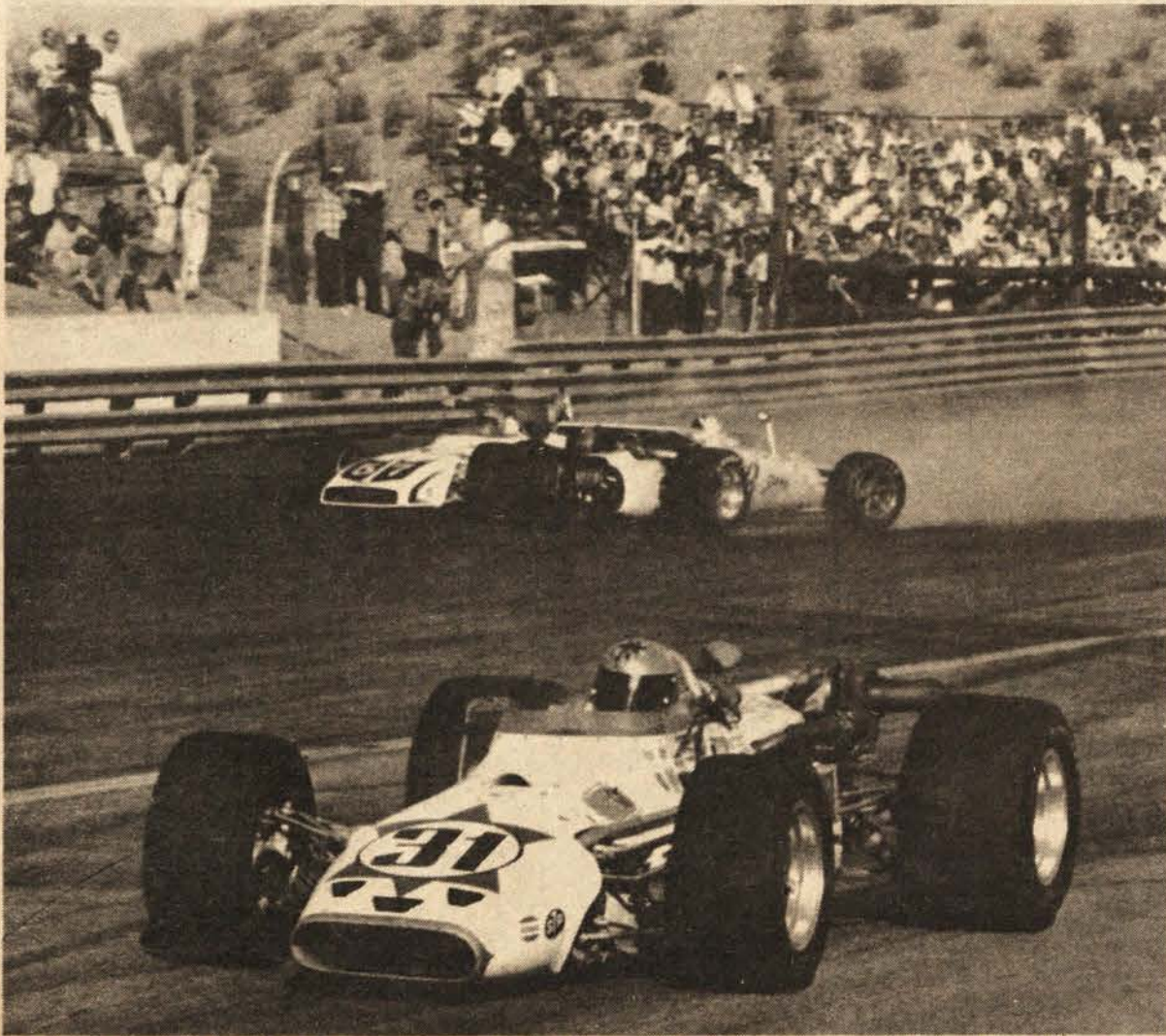
When the green came out on lap 133, Savage had the nose of this Gurney AAR Eagle planted on



**SWEDE SAVAGE**  
... grabs win for Gurney

McCluskey's nerf bar. Although the Eagle seemed to have the advantage through the turns, McCluskey's Offy power would move him ahead on the straights, and it looked like a stand-off as the last laps went by at a 28 seconds-a-circuit pace.

But it was Savage's day. Coming  
(Continued on page 16)



Johnny Rutherford had a good shot at winning the Bobby Ball 150 at Phoenix International Raceway Nov. 21, but spun himself out of contention coming out of turn four. As Jim Malloy (31) moves into the pits, Roger McCluskey barely slips by Rutherford's spinning machine.  
(Autoweek photo)

## COMPETITION PRESS & AUTOWEEK

Vol. 20, No. 48

December 12, 1970

# Ford Drops From Racing

## Passino Stunned

By Joe Dowdall

DEARBORN, Mich., Nov. 18 — A veil of stunned silence hung over the neat row of offices along the first floor of the Ford Engineering complex here.

Two men sat deep in thought, staring at, but not seeing, the colorful montage on the wall depicting the glorious moments in Ford racing history.

A.J. Foyt was pictured up there a couple of times. Once with the Borg Warner trophy he captured at Indianapolis. Another with him atop his car, a Ford, after winning this year's Riverside (Calif.) 500-mile NASCAR stock car race.

David Pearson was up there. So was Cale Yarborough and Parnelli Jones and Donnie Allison and Jack Bowsher and Mario Andretti and Dan Gurney. There were Fords and Ford-powered cars winning here, winning there, winning everywhere.

"It doesn't make sense. We did all that we set out to do."



**MATT McLAUGHLIN**  
... drops bombshell

The speaker was Jacque Passino, who had just been advised his entire performance program—racing—had been wiped out in a top echelon decision by the Ford hierarchy that caught both the sport and the industry by surprise.

The man with him was John  
(Continued on page 2)

## NASCAR Affected

By Bob Myers

NASCAR Editor

CHARLOTTE, N.C., Nov. 24 — Cale Yarborough officially became the first big name NASCAR driver to leave the circuit in favor of USAC's Marlboro Cup championship tour for 1971 in the wake of the near-total withdrawal of Ford Motor Co. aid from auto sports.

Gene White, Firestone race tire distributor, announced in Atlanta, Ga., today Yarborough will drive cars owned by him in all 12 USAC championship events next year—including the three rich 500-milers at Indianapolis, Pocono and Ontario.

The contract for the NASCAR king of 1968 and recent American 500-mile winner at Rockingham, N.C., is said to be multi-year and to call for a salary of \$25,000 per year plus 40 percent of the winnings.

Yarborough will become a  
(Continued on page 14)

## LATE NEWS

● SCCA's Pro Competition Board has made a decision, apparently negative, on ground effects systems as used in the Chaparral 2J but will not reveal that decision until cleared with ACCUS and Canadian officials. The club's Board of Governors has approved the 2.5-liter maximum displacement for small-bore TransAm and B sedan cars.

● Bobby Isaac, in a Dodge Daytona, set a new closed course speed record of 201.104 MPH Nov. 24 at Alabama International Motor Speedway. The record was one of four laps bettering Buddy Baker's 200.447 MPH mark.

● The American Hot Rod Assn. will again host a 10-race Grand American Series of Professional Drag Races in 1971. Dates and locations are being finalized and cash awards are expected to be higher. The only major change will be deletion of the Grand Touring III category.

## Supernationals At OMS

By Jon Asher

ONTARIO, Calif., Nov. 22 — Gene Snow and Ronnie Sox continued their winning ways at the nationally televised Hot Wheels Supernationals here today while Don Cain and Rick Ramsey took home their first major titles of the year.

Sanctioned by the National Hot Rod Assn., the first drag race ever run at the new Ontario Motor Speedway was termed a success—big name racers were there in force and the spectator count for the three-day affair totaled more than 61,000.

The first two days were set aside for qualifying attempts with top fuel eliminator led by Danny Ongais at the wheel of Carl Casper's AA/FD. Don "The Snake" Prudhomme was the class of the field in funny car. In pro stock, Sox was the number one qualifier and Dale Funk took his twin-Chrysler powered AA/gas car to top gas lead.

Funny car eliminators stole the show at this event, each round more exciting than the last.

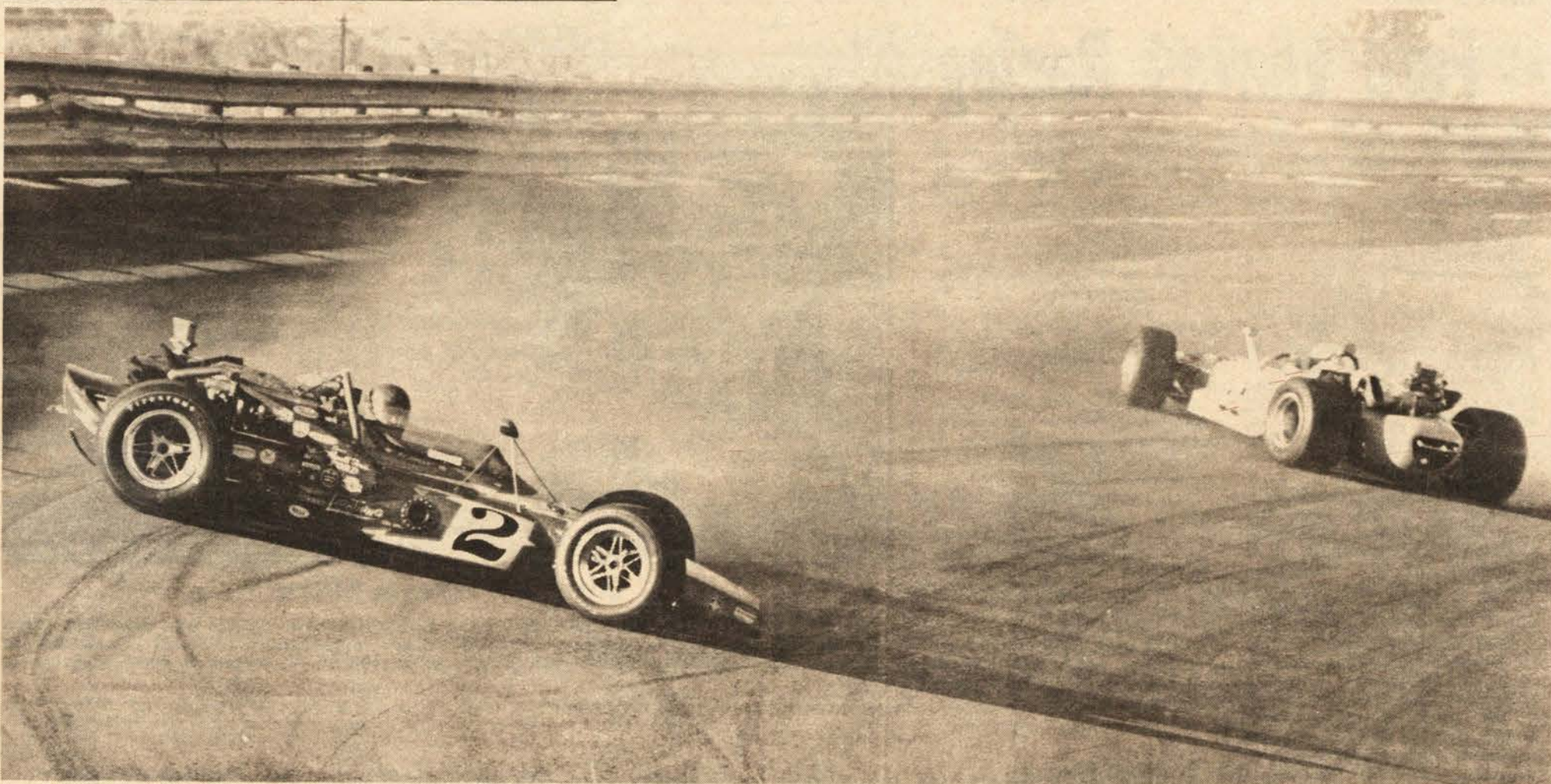
Mike Snivley won his opener

over Ed McCulloch and Kenny Goodell singled when Don Shumacher's car broke on a burnout. Jim Dunn defeated Larry Reyes and Richard Tharp upset  
(Continued on page 10)

## NINE DIVISIONAL CHAMPS TO LEAD TRIUMPH ARRC ENTRIES

Nine Sports Car Club of America (SCCA) divisional champions, led by the East and West Coast C production title holders, Bob Tullius and Lee Mueller, will be heading a list of 26 Triumph entrants who will be vying for national titles in the American Road Race of Champions at Road Atlanta (Gainesville, Ga.) this weekend. The 26 Triumph ARRC qualifiers will be competing in five separate 30-minute run-off races, the C, D, E, F and G production events.





Al Unser's Colt (2), although down on power with a clogged fuel injector, was leading by a wide margin when this incident occurred between turns one and two. Dick Simon (44) went high and spun in the first turn, forcing Unser to the outside just as Unser's ailing engine faltered, throwing him into

the rail. Both cars were able to continue, although Unser lost the lead when he pitted to have the damage inspected. (Gordon Rietveld photo)

More on:

# Swede's Eagle Swoops Past Mc

(Continued from page 1)

out of turn two on the last lap, with 16,500 fans on their feet and screaming, McCluskey's car coughed from lack of fuel, drifted a little too high under the power loss and Savage charged by.

Unser, his Colt undamaged by the incident and the falter in his turbo Ford cleaned out, followed through into second place and the hapless McCluskey, who had been only two turns of the 1-mile

banked oval from victory and the \$11,500 first place money, tucked in behind the 1970 USAC champion to finish third.

The win was also the first as a team manager for recently retired Dan Gurney who had earlier seen his old number 48 Eagle-turbo Offy in the hands of new All American Racers team member Bobby Unser, retired with a broken transmission housing.

Wally Dallenbach, Kuzma-

turbo Offy, and Ontario 500 winner Jim McElreath, Gerhardt-turbo Offy, finished fourth and fifth, respectively. Johnny Rutherford's Eagle-turbo Offy, George Snider in a Watson-turbo Offy, Mario Andretti in a Hawk-turbo Ford, Dick Simon in a Volstedt-turbo Ford and Billy Vukovich in a Brabham-turbo Offy rounded out the top 10.

Qualifying this morning went off in rapid-fire fashion with the only real excitement provided by Andretti. Attempting to put the

McNamara-turbo Ford on the grid, he lost it coming out of turn four, spun and whacked the inside guardrail with sufficient force to damage the car's front end extensively enough to prevent its repair in time for the race.

## MARIO BUMPS STEVE

However, Steve Krisiloff had qualified the STP Hawk-turbo Ford. He was told to climb into his civies, and Andretti told to climb into the Hawk, his work cut out for him since the car was put

last on the grid due to the driver change.

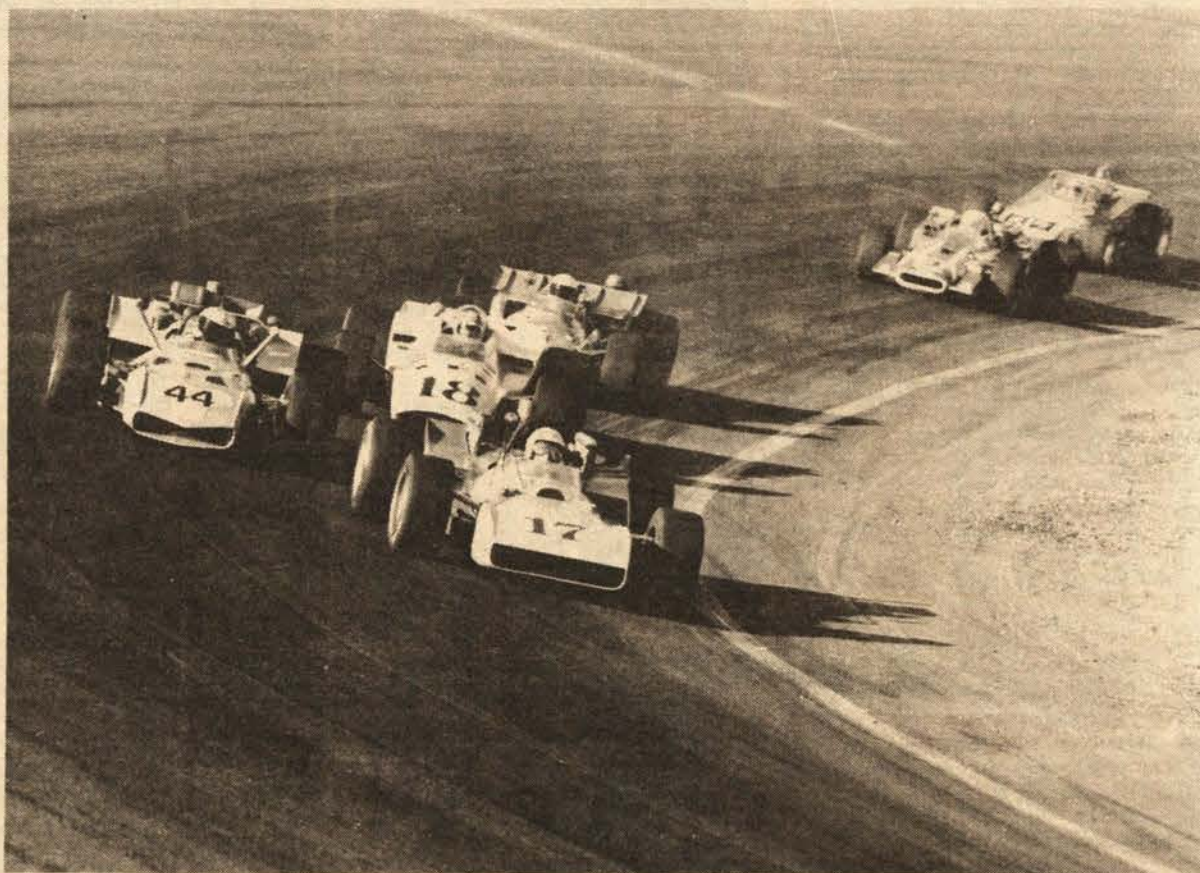
On the front row were the Unser brothers, Al just a twitch faster, 27.22, than Bobby, 27.28. Behind them were A.J. Foyt's Coyote-turbo Ford at 27.51 and Savage with a 27.76.

Gurney climbed into the pace car when race time rolled around and starter Shim Malone, his maroon dinner jacket glistening in the Arizona sun, waved the pack off for the pace laps. Savage, however, continued to sit on the grid.

# THANK YOU!

DAN GURNEY  
OZZIE OLSON  
GOODYEAR

# 42 Swede Savage



The tight 1-mile oval at Phoenix keeps the cars bunched. Here, Larry Dickson leads Dick Simon (44), Johnny Rutherford (18) and Wally Dallenbach, with a gap back to Jim McElreath and Roger McCluskey. (Gordon Rietveld photo)





It's difficult to tell who is happier—Dan Gurney (left) or Swede Savage. The victory was the first for Savage as a professional driver, and the first for Gurney as a team manager. (Autoweek photo)



Jerry Grant, Eagle, DNF'd after 75 laps with overheating, but here he takes an off-course excursion earlier in the race. (John Prescott photo)

# Cluskey In Phoenix

The AAR crew charged back out with the battery cart and frantically tried to start the balky stock block. As Gurney, unaware of the predicament facing half of his team, led the field around, the Eagle was pushed to the inside guard rail and ministrations continued.

Malone sent the pack around for another slow pace lap and Savage was pushed to the end of the pit lane. The problem, later diagnosed as fuel overload, was rectified as the field passed start-finish for the third time and Savage charged out to assume his second-row position.

## UNSEERS OUT FRONT

Gurney brought the pace car in and the Unseers led the 24-car grid around one more time. At the flag, Bobby U. pulled out the stops and led his brother into turn one with

the rest of the field following in a wheel-to-wheel and nose-to-tail jumble.

Bobby immediately began to pull out a comfortable lead, giving some credence to the talk that Al had qualified on a stickier, therefore faster, compound than he was running in the race.

At the end of five laps the order was B. Unser, Al Unser, Foyt, Lloyd Ruby in his Mongoose-turbo Ford, Dallenbach, Savage back in the sixth slot, McCluskey, Rutherford and Mike Mosley's Watson-turbo Offy.

Two laps later, Dallenbach and Savage passed Ruby as Bobby U. began lapping the tail-enders.

For the next several laps, the order remained basically unchanged with Bobby holding on to a

four-second lead over Al and Foyt another second or two back. Andretti, with a track full of cars to pass on his way up from dead last, was finding the task more difficult than expected. The Hawk just wasn't all that fast, but he managed to improve his position little by little until he was running in the top 10.

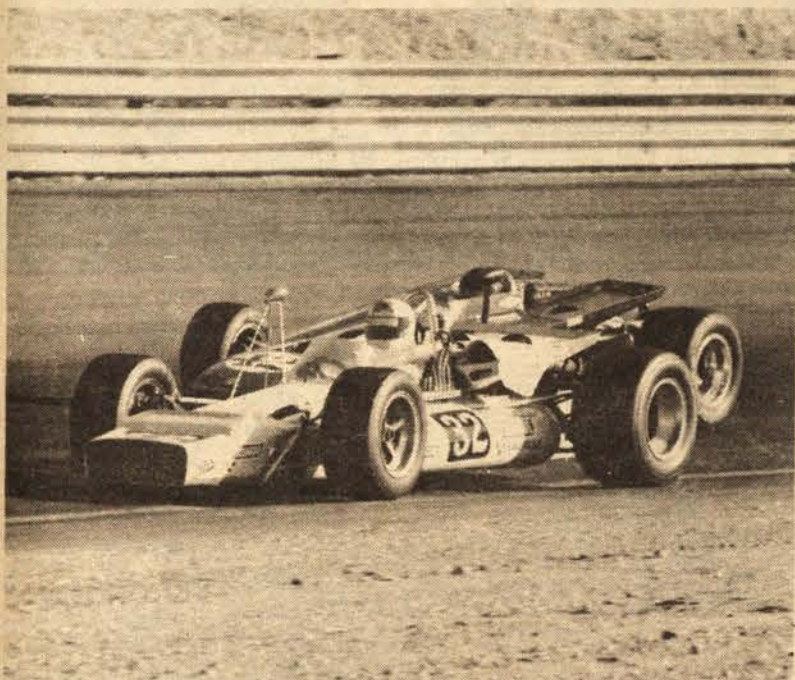
## POINTS BATTLE

Besides the race for the money at Phoenix, Andretti, Mike Mosley and McElreath were in a battle for third place in the USAC championship standings, a title worth \$10,000 at the close of the

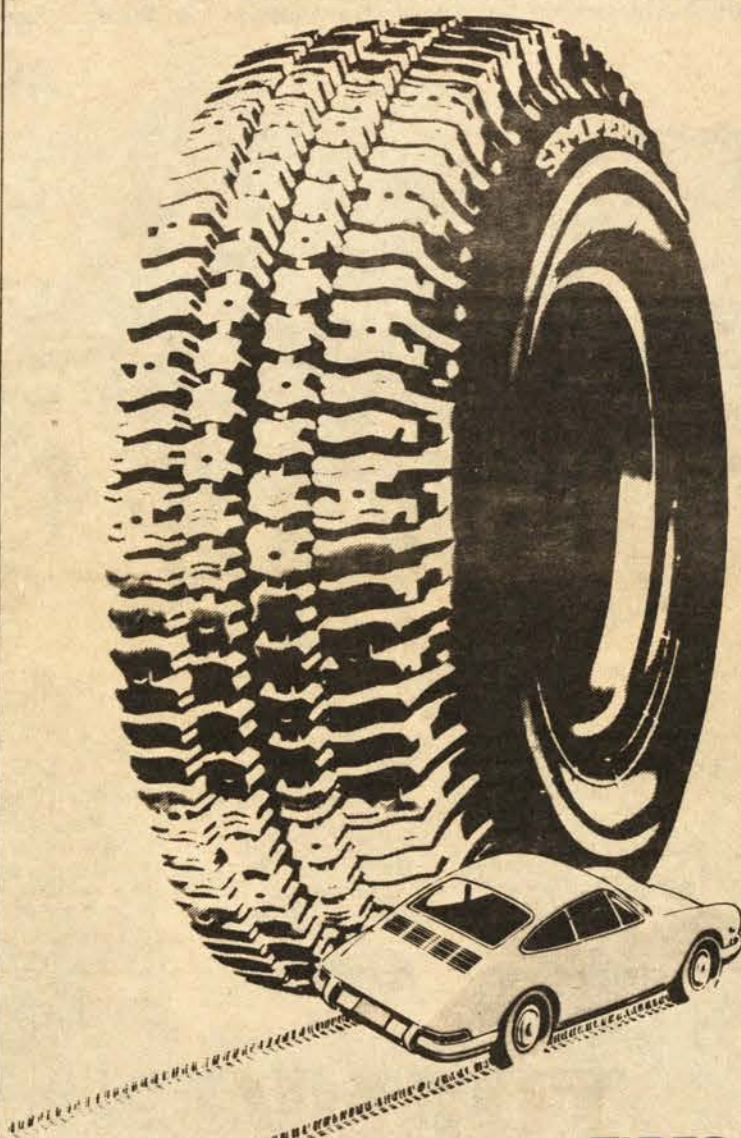
(Continued on page 18)

### BOBBY BALL 150 GRID

No. 2-Al Unser Colt-Ford (T) 27.22, 132.256mph (F)	No. 48-Bobby Unser Eagle-Ford (T) 27.28, 131.965mph (G)
14-A.J. Foyt Coyote-Ford (T) 27.51, 130.862 (G)	42-Swede Savage Eagle-Ford 27.76, 129.683 (G)
12-Lloyd Ruby Mongoose-Ford (T) 27.81, 129.450 (F)	18-Johnny Rutherford Eagle-Offy (T) 27.82, 129.403 (G)
22-Wally Dallenbach Kusma-Offy (T) 28.00, 128.571 (G)	9-Mike Mosley Watson-Offy (T) 28.16, 127.841 (G)
57-Roger McCluskey Scorpion-Ford (T) 28.28, 127.298 (G)	3-Jim McElreath Eagle-Ford (T) 28.31, 127.164 (G)
16-Gary Bettenhausen Gerhardt-Offy (T) 28.32, 127.119 (G)	89-Jerry Grant Eagle-Offy (T) 28.45, 126.538 (G)
44-Dick Simon Vollstedt-Ford (T) 28.48, 126.404 (F)	17-Larry Dickson Vollstedt-Ford (T) 28.55, 126.095 (G)
77-Art Pollard Morris-Ford (T) 28.83, 124.870 (F)	28-Bill Simpson Eagle-Chevy 28.84, 124.827 (F)
90-George Snider Watson-Offy (T) 28.89, 124.611 (G)	54-Rick Muther Gerhardt-Turbine 28.90, 124.567 (F)
32-Bill Vukovich Brabham-Offy (T) 28.94, 124.395 (F)	31-Jim Malloy Gerhardt-Offy (T) 29.03, 124.010 (F)
35-Sam Sessions Gerhardt-Offy (T) 29.13, 123.584 (F)	92-Bud Tingstad Brabham-Offy (T) 29.20, 123.288 (F)
73-Karl Busson Shrike-Chevy 29.21, 123.245 (F)	20-Mario Andretti Hawk-Ford (T) 28.91, 124.524 (F)
T - Turbocharged	G - Goodyear
F - Firestone	



Bill Vukovich hugs the inside as Savage puts a lap on him. Vukovich's Brabham completed 124 of the 150 laps for 10th place. (John Prescott photo)



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More on:

# Al Unser's Early Lead Lost In Pits

(Continued from page 17)

season. As it turned out, Mosley blew an engine, and Andretti's eighth-place finish moved him into fourth in the final standings behind McElreath, who held on to third.

## SWEDE'S EARLY BATTLE

With the Unsers and Foyt running their own race in the first three positions, the action began to center around the three-way battle between Rutherford, Dallench and Savage, some 15 seconds behind the leaders. Rutherford had a slight lead in hand, but Savage was pushing Dallench hard. Again, the Eagle was clearly quicker through the corners, but Dallench's turbo-Offy would make up on the straights anything it lost in the turns.

Art Pollard started the list of

DNFs on lap 30 when he retired with a dropped valve. He was followed five laps later by Foyt who relinquished his third-place slot when failing brakes forced him in for keeps, and Rick Muther retired the City of Memphis turbine.

That moved Rutherford into third and the Dallench/Savage dice was now for Dallench's fourth position. McCluskey, in the meantime, was motoring around, staying out of trouble in sixth place.

Action began to pickup when slower traffic slowed Bobby U. and let Al move in right on his tail. Just as the fans were beginning to edge forward on their seats in anticipation of real sibling rivalry from the Brothers Unser, the transmission on Bobby's Eagle

began to drip, then flow, oil.

The black flag came out and the car was parked on the 61st circuit with a hole punched in the transmission case by an errant gear.

That moved Al into the lead, followed by Rutherford, Dallench, Savage and McCluskey.

As the race droned on towards the half-way mark, it looked like another Al Unser walk-away with second place up for grabs, but on lap 65 Ruby lost it between turns one and two, smacked the wall a healthy one and the yellow came out to slow the proceedings for six laps.

At the green, Unser sprinted into another comfortable lead. McCluskey slipped around

Dallench a few laps later, followed by McElreath, and the pair set out after Rutherford.

In the shuffle at the green flag, Savage got caught in traffic and was hustled back to fifth. The order was now Unser, Rutherford, McCluskey, Dallench, Savage and McElreath. Then two laps off the pace, but running in a group with the leaders, were Andretti, Dick Simon and USAC sprint car champ Larry Dickson who had steadily moved up from his seventh row starting position. Dickson, however, didn't bring his Sprint Division luck with him and DNF'd at the end of 103 laps with a broken gear case on his Vollstedt turbo-Ford.

Rutherford, looking good, was

now a good bet to finish in second and, with Unser's later problems, could have taken the win, but instead took himself out of contention. Coming out of turn four he swapped ends with all four wheels locked up. He did a fine job of regaining control and kept the fire going, but lost a lot of time and several positions.

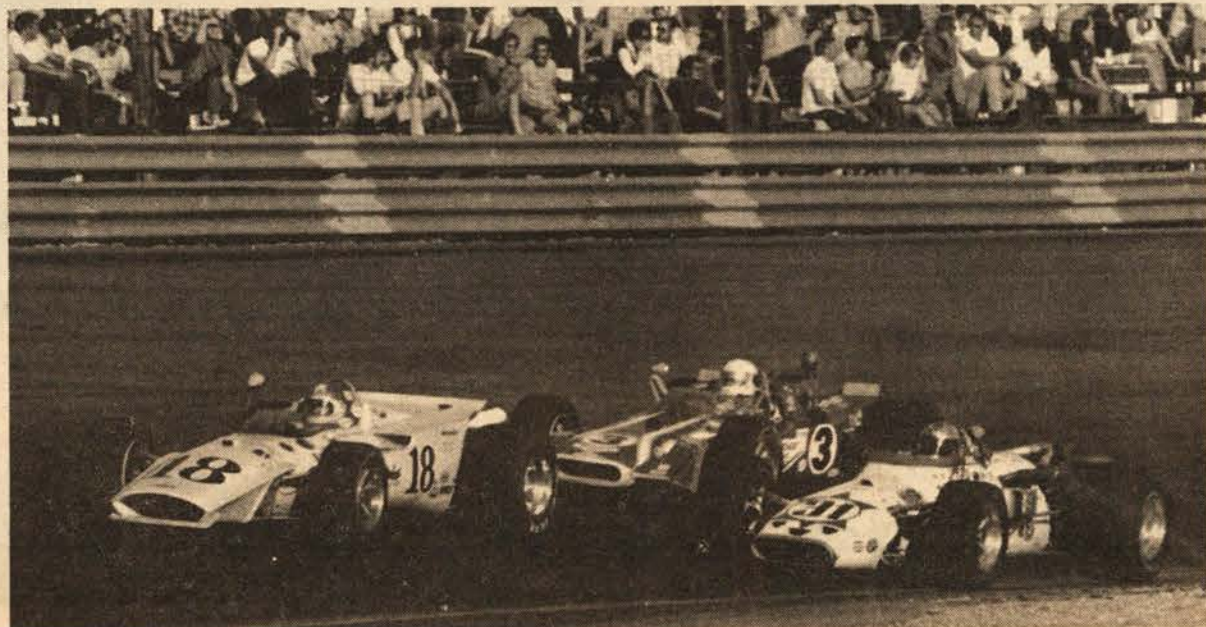
McCluskey, only a wink behind when Rutherford lost it, avoided a collision by going high in the exit of the turn and took over second place with Dallench and Savage following.

As the race passed the 100-lap mark, it was Unser with a half-lap lead over the field and moving

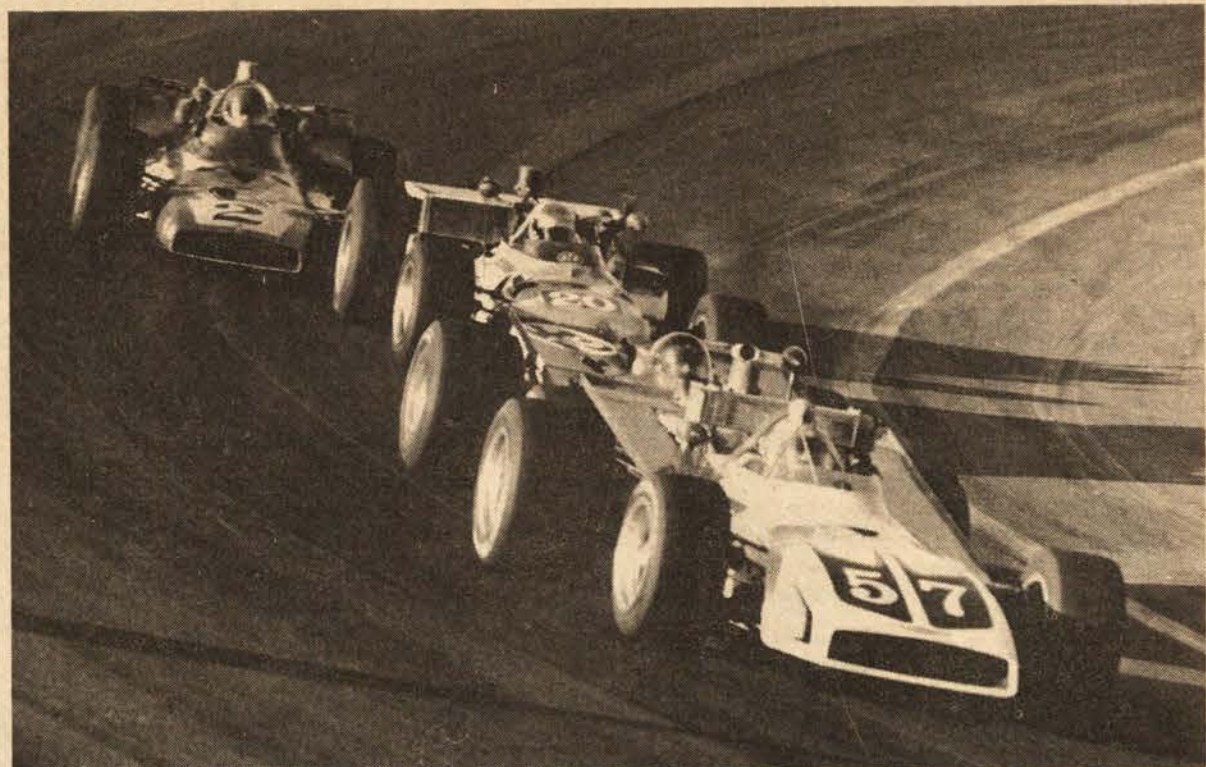
(Continued on page 19)



Pre-race conference. Al Unser talks race strategy with crew chief Jimmy Dilamarter (left) and car owner Parnelli Jones prior to the start of the Bobby Ball 150 at Phoenix International Speedway. (Autoweek photo)



Johnny Rutherford (18) had an opportunity to pick up all the marbles in the Marlboro-USAC Championship Trail finale, but after fighting off Jim McElreath in the early stages lost the chase in a mid-race spin. Above, the pair lap Jim Malloy's ailing Gerhardt-turbo Offy. (John Prescott photo)



Swede Savage (barely visible) keeps his Eagle's nose firmly planted in the rear of Roger McCluskey's Scorpion in next-to-last-lap action. Al Unser (2) makes a vain attempt to get his ailing Colt around Mario Andretti to join the front-running duo. (Gordon Rietveld photo)



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# Swede's Sweet Victory

(Continued from page 18)

away. On the 120th circuit, Unser came by the pits gesturing frantically towards his engine which had suddenly begun to run roughly. He slowed his pace allowing McCluskey to gain slightly.

If the engine problem wasn't enough to cause Unser some consternation, as he was coming up to lap Dick Simon about 20 laps from the end, Simon overcooked it into turn one, went high and apparently forced Unser into the rail tail first.

Unser maintained control and continued on around to the pits. Simon spun to the inside, restarted and also continued. After the race, it was learned Unser's mishap was not caused by Simon's over-exuberance. Unser's ailing engine had chosen that moment to falter, and the power drop threw the Colt into the rail just as Simon went awry.

The damage to Unser's car was slight—a bent nerf bar—but he pitted to have the damage inspected and the engine problem looked at.

As Unser sat in the pits, McCluskey and Savage streaked by to take over first and second place. Unser charged back out into third place, but Andretti, now four laps off the pace, was firmly planted between Unser and the leaders.

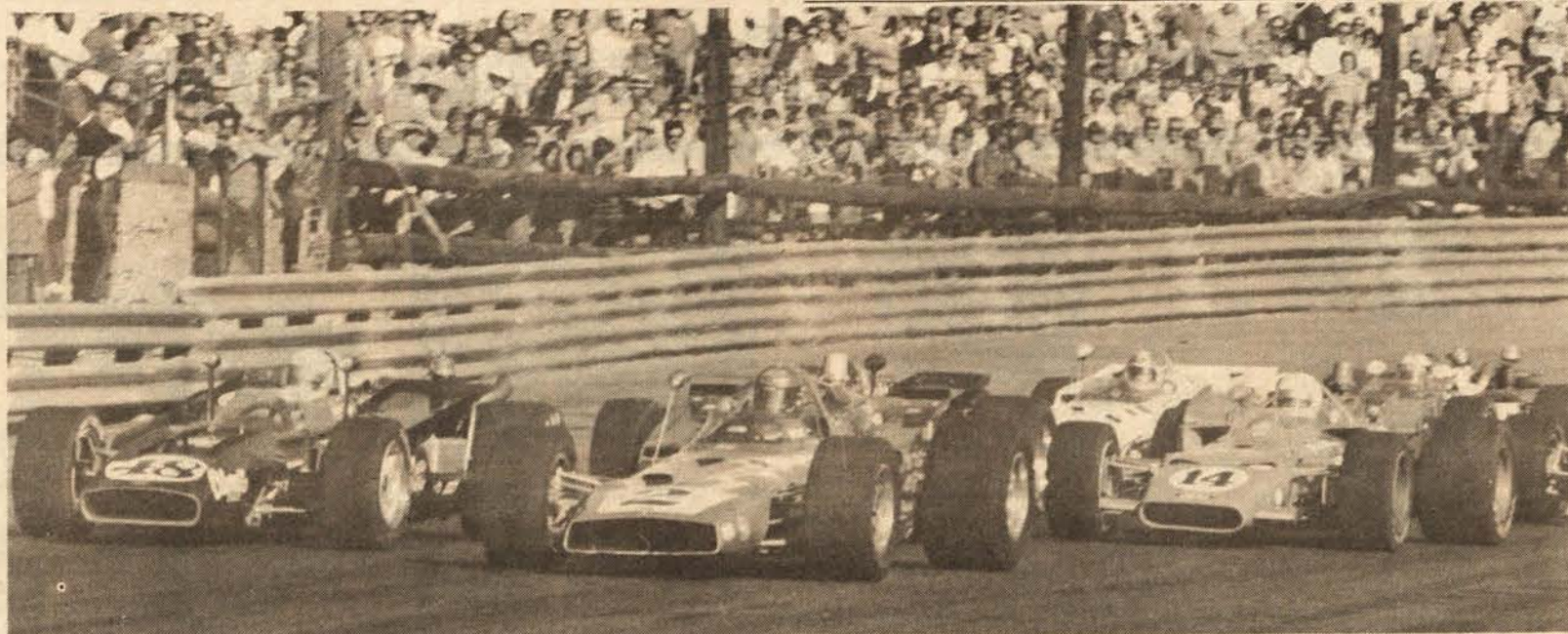
For the final 10 circuits, Savage stayed with McCluskey, waiting for the opportunity that finally came on the last lap.

**BOBBY BALL MEMORIAL 150 USAC CHAMPIONSHIP CAR RACE, PHOENIX INTERNATIONAL RACEWAY, PHOENIX, ARIZ., NOV. 21**

**FINISHERS (Provisional):** 1 - Swede Savage, Olsonite Eagle-Ford, 150 laps or 150 miles in 1:17:03.00 for an average speed of 116.807mph, \$11,646; 2 - Roger McCluskey, Quik-Kick Scorpion-turbo Ford, 150 laps, \$5821; 3 - Wally Dallenbach, Sprite Kuzma-turbo Offy, 150, \$3621; 4 - Jim McElreath, Wagner Lockheed Brake Fluid Eagle-turbo Ford, 149, \$2747; 5 - Johnny Rutherford, Patrick Petroleum Eagle-turbo Offy, 149, \$2366; 6 - George Snider, G.C. Murphy Watson-turbo Offy, 147, \$2081; 7 - Mario Andretti, STP Oil Treatment Hawk-turbo Ford, 146, \$2296; 8 - Dick Simon, TraveLodge Vollstedt-turbo Ford, 144, \$1654; 9 - Bill Vukovich, Sugaripe Prune Brabham-turbo Offy, 124, \$1582; 10 - Larry Dickson, Lombard Lightning Chain Saw Vollstedt-turbo Ford, 103, not running at finish, broken gear case, \$1511; 11 - Sam Sessions, Stearns Transi-Tread Gerhardt-turbo Offy, 100, \$1440; 12 - Jim Malloy, Stearns Transi-Tread Gerhardt-turbo Offy, 99, \$1369.

**DNF:** 13 - Jerry Grant, Nelson Ironworks Eagle-turbo Offy, 75, overheating, \$1297; 14 - Karl Busson, Southwest Lift Truck Shrike-Chevy, 71, black flagged, too slow, \$1226; 15 - Lloyd Ruby, Daniels CableVision Mongoose-turbo Ford, 63, wreck, \$1155; 16 - Bobby Unser, Olsonite Eagle-turbo Ford, 61, gearbox, \$1084; 17 - Bud Tingelstad, Sugaripe Prune Brabham-turbo Offy, 60, oil leak, \$1012; 18 - Gary Bettenhausen, Thermo King Auto Air Conditioning Gerhardt-turbo Offy, 50, water leak, \$942; 19 - Mike Mosley, G.C. Murphy Watson-turbo Offy, 47, blown engine, \$942; 20 - Bill Simpson, Carborundum-Kynol Eagle-Chevy, 46, blown engine, \$942; 21 - Rick Muther, City of Memphis Gerhardt-Allison turbine, 37, blown engine, \$942; 22 - A.J. Foyt, Sheraton-Thompson ITT Coyote-turbo Ford, 35, brake failure, \$942; 23 - Art Pollard, Walther's Tyrone Morris-turbo Ford, 30, engine failure, \$942.

**DISQ:** Al Unser, Johnny Lightning Colt-turbo Ford, oversized fuel cells.



Pole sitter Al Unser, in the No. 2 Johnny Lightning Special, and second-fastest qualifier Bobby Unser, in the Olsonite Eagle, bring A.J. Foyt's Sheraton Thompson Special (14) and the rest of the 24-car field around for the start of the Bobby Ball Memorial 150 at Phoenix International Raceway.

(John Prescott photo)

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# Charlotte, Atlanta Tracks To Merge

By Bob Myers  
NASCAR Editor

CHARLOTTE, N.C., Dec. 2 — Officials of Atlanta International Raceway have agreed to merge with Charlotte Motor Speedway after several months of negotiation.

The announcement was made today by Richard Howard, vice president and general manager of the superspeedway here and Ed Mattick, member of the CMS board of directors.

The transaction is an agreement in principle and subject to approval of the stockholders of both speedways and American Raceways Inc., which holds 19 percent of Atlanta's stock. The directors of both speedways have approved.

The merger was confirmed in Atlanta by the current president, T. Jack Black and Walter Nix of the board of directors.

According to Black, executives of American Raceways have also granted approval of the merger. If approved by stockholders, ARI would still hold 19 percent of the Atlanta stock in the surviving company.

## TRANSIT MANAGEMENT

For the past six years, Atlanta has faltered, largely because of a lack of permanent management, according to Howard.

"Since 1964, Atlanta Raceway has been going backwards," said Howard. "The track has so very

much potential that we at Charlotte Motor Speedway, subject to the approval of all in our organization, feel it is an outstanding investment.

"We have made several arrangements to take care of the track's indebtedness and will start a program immediately to get the facility back on sound footings."

Atlanta Raceway's outstanding indebtedness is estimated at more than \$1 million.

"The race dates are so arranged there will be no problem using our Charlotte Motor Speedway staff to operate Atlanta," said Howard. "It'll be a joint operation, which certainly will cut overhead involved at both tracks."

The Atlanta 500-miler is

scheduled April 4 and the Dixie 500 in August. The CMS events are May 30 for the World 600 and the National 500 in October.

"We'll have about 4000 stockholders," said a smiling Howard. "If we can get all of them to the races, that'll be a pretty good crowd to start with."

## NASCAR HEALTHY

Howard said he feels the health of stock car racing will continue to be sound even though Ford Motor Co. has withdrawn support and Chrysler Corp. has cut aid severely.

"We hate that the factories have gotten out and cut back," Howard continued. "They do a lot for racing when they participate, but

the way I see it, there's always going to be racing, whether the factories are in or out.

"I've visited car owners and builders throughout the Carolinas in the past two weeks and they all tell me they want to race and plan to if they can just secure a little bit of help."

"I went to my first race at Darlington, S.C., in 1950 and a lot of people there said racing wouldn't make it. Well, it's the No. 2 spectator sport now. People might say we're crazy for buying a race track at this time, but I don't feel that way."

Dr. Fred Wilson, president of CMS, said, "I think buying Atlanta

(Continued on page 18)

## COMPETITION PRESS & AUTOWEEK

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## An Impression

# The Jensen Interceptor II

LAFAYETTE, Calif., Dec. 7 — It is difficult to imagine any automobile actually worth \$13,500, but a few miles in a Jensen Interceptor II and you begin figuring how you can scratch up enough bread to put one in your driveway, if only for a few short weeks before the finance company comes calling. The car is worth the price.

The Jensen is a strange beast—a

combination of American and British technology which has resulted in a very fine automobile.

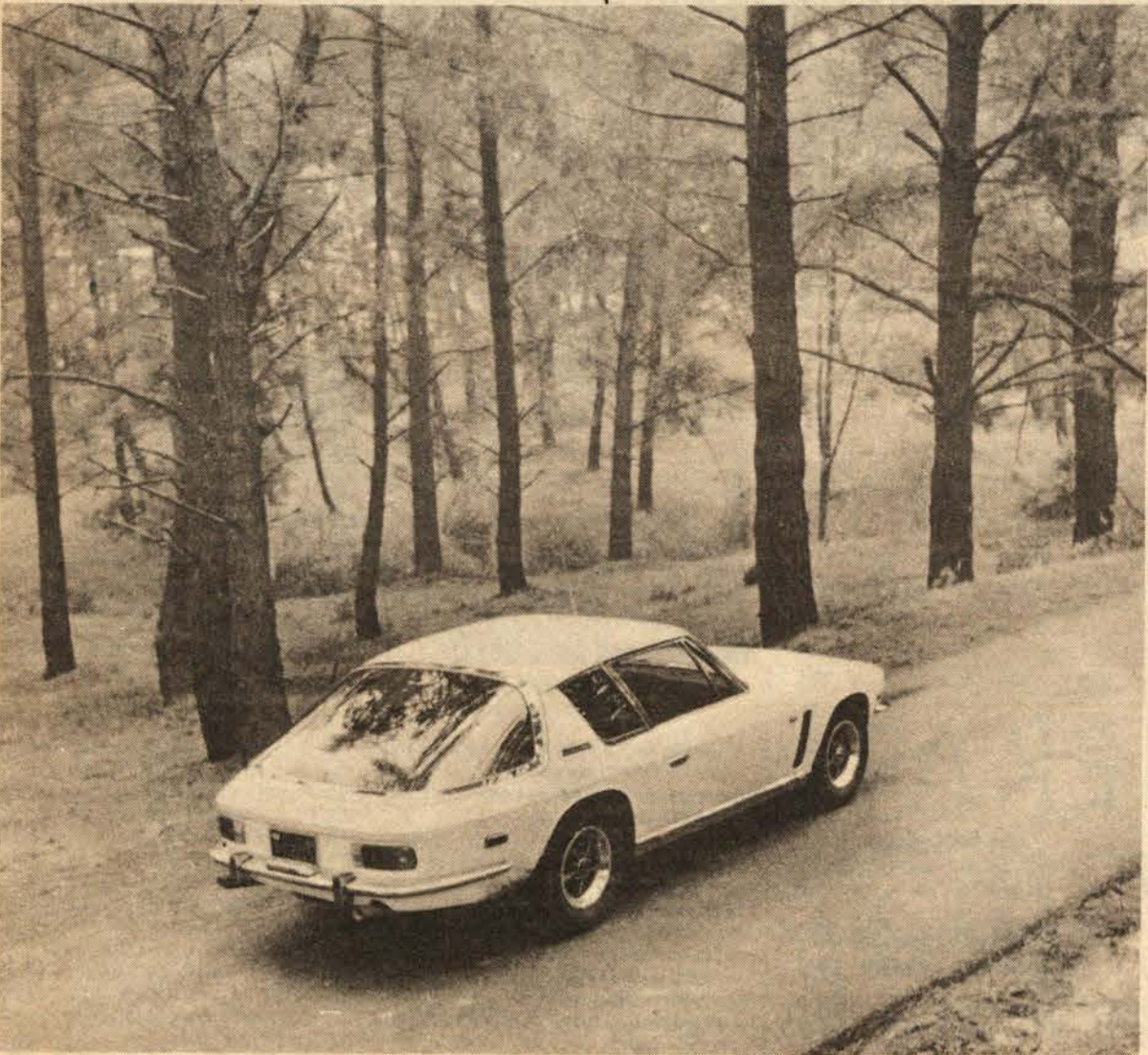
## VIGNALE COACHWORK

Subtle may be the one word to best describe the car. The exterior styling, by Vignale, is handsome, but not breathtaking. It fits in. The car seems to look like a car should, and therefore, when driving it down the streets of San Francisco, few

heads were swiveled in the double-take usually associated with cars with such a pedigree.

Granted, a few knowledgeable types recognized the car and nodded in appreciation. But if you plan to plunk down the beans to buy a car that will have everybody staring, look elsewhere, or be content with self satisfaction—you'll know what you've got, even

(Continued on page 14)



The Jensen Interceptor, British built, Italian styled and American powered, proved to be an excellent subject for an Autoweek driver's impression, scoring high marks in almost every department. (Autoweek photo)

# L&M Sweetens Continental Pot

WESTPORT, Conn., Dec. 8 — There will be more money in the coffers for competitors in the L&M Continental 5000 Championship next year.

The Sports Car Club of America announced today guaranteed race purses have been increased 75 percent over 1970. The series will consist of nine races, with the possibility one more event will be

added to the schedule later.

Also new for 1971, the 5-liter (5000cc) formula cars will be separated from their smaller Formula B companions, who will have their own championship and separate prize money. Details are expected to be announced later this month for the Formula B series.

The L&M Continental 5000 (Continued on page 18)

## LATE NEWS

- Bobby Allison has left Mario Rossi after two years to field his own independent Dodge in the '71 NASCAR Grand National circuit. Rossi will also field a Dodge, the driver to be announced later.
- The National Off-Road Racing Assn. (NORRA) is finalizing plans for a series of four events in 1971, to be held two months apart, in California, Colorado, Nevada and Texas-New Mexico.
- Troubled representatives for the Argentine non-championship F/1 race, scheduled for Jan. 24 at Buenos Aires, are in Europe trying to find more entrants. They were hoping for a full 16-car grid but have less than 10.

# Al Unser's Finish Reinstated

SPEEDWAY, Ind., Dec. 3 — Al Unser, USAC's 1970 national champion, has been restored his second-place finishing position in the Nov. 21 150-mile race at Phoenix, Ariz.

Unser was disqualified from that position by USAC officials for an alleged over-sized fuel tank. The decision was appealed.

"After a thorough check by the USAC technical committee, we discovered the container used to measure the fuel was not calibrated accurately," explained William Smyth, USAC executive director. "Chief mechanic George Bignotti and his crew were well within the fuel limits and we regret the confusion."

The calibration tests were conducted by the Indiana

Department of Weights and Measures. The authorized fuel capacity is 75 gallons.

Based on the findings, Unser was awarded all money and points for second place. The revised official finish puts Roger McCluskey back to third behind winner Swede Savage and Unser, with the remainder of the field also moving back one position.

Unser's season points total, a USAC championship division record, is now 5130. The Phoenix race was the finale of the 1970 season.

## CONGRATULATIONS TR DRIVERS

The U.S. Triumph Competition Department wishes to congratulate all Triumph competitors for their unprecedented showing during the 1970 SCCA racing season in which Triumph sports cars captured more than 75 wins, 50 seconds and 40 thirds in national championship competition alone.

Special congratulations go to East and West Coast TR drivers John Kelly and Don Devendorf who each won national titles at the ARRC at Road Atlanta over Thanksgiving weekend.

## Review Issue, Then Vacation

LAFAYETTE, Calif., Dec. 8 — Autoweek's annual review of the past racing season will be published next week. That issue will also be the last published before a two-week vacation period.

Autoweek will resume publication with the issue of Jan. 2. A giant preview of the 1971 season is scheduled for the second issue of the new year.