

## Pro Stock Champ:

# Reflexes, Timing, Luck Make Hill A Drag Racer

WINSTON-SALEM, N.C.—Good reflexes and timing, coupled with experience and an ounce of good luck are the secrets to success in drag racing, says Roy Hill, one of the nation's top drag drivers.

Hill currently holds the top speed record, 162.74mph, in Pro Stock competition.

"The driver who wins in match race competition usually has better reflexes and timing, and he works with his car and not against it," said Hill, who drives a Petty Enterprises-prepared Plymouth Duster in both the National Hot Rod Association's Winston World Championship series and the International Hot Rod Association's Winston Challenge series.

"As a driver approaches the automatic timing devices which assure a fair start in a race, he's got to block everything out except his car and the starting lights," said Hill, a five-year veteran of the sport. The starting lights in Pro Stock racing are two lights arranged vertically—one yellow and one green. The race is on when the green light flashes.

The High Point, N.C. driver said that in competition a driver will normally push his engine to about 9000rpm in anticipation of the green light. When the



Roy Hill gets off the line in his usual style.

green flashes, he pops the clutch and the car explodes off the line in a burst of thundering exhaust and burning rubber.

"The tremendous acceleration off the

starting line results in powerful G-forces which a driver must fight," he said. "It's an unbelievable feeling. You have to overcome pressure equal to four and a

half G's—that's four and a half times your weight. However, you soon become used to it," he said.

As a comparison, Hill cited a take off of a large jet airliner, but pointed out this pressure was only about three-fourths of one G.

"Once the race starts," he said, "a driver's timing is critical. In the first four seconds, or halfway down the quarter-mile-track, he must shift through all four gears. Each gear has its ideal range and he must shift within 400rpm of the peak range.

"Most drivers normally use a tachometer, but also time their gear shifts by listening to the sound of the engine. If a driver doesn't shift at the right time the engine will overwind, and this slows the car down," he said.

"When we cross the finish line the cars are normally traveling at top speed and we must remain alert to bring their cars to a safe stop," he said. "You don't just hit the brakes at 160mph.

"With each run down the track," said Hill, "a driver gains experience. He develops the reflexes and timing which add to his competitiveness.

"But no matter how many runs you make, or how good you are, you always need a little lady luck to be a winner."

## N. American Rally Assn. Gets Pro Rally Series

SEATTLE, Wash.—David Ash, director of the newly formed North American Rally Association, announced 15 December the signing of Lancia, Pirelli, and Wonder Muffler to a \$45,000 sponsorship deal for a 12-event Pro Rally series for 1976.

The arrangement will be worth about \$3000 per rally in support and prize

money plus a year-end prize fund, Ash said. NARA will be governed by a new, streamlined set of rules, and will be run by the NARA Board of Stewards, made up of rallyists John Nagel, Bob Hourihan, 1974 national champion Gene Henderson, 1975 champ John Buffum, Ron Richardson, Tom Grimshaw, and Iain Tugwell.

Ash said NARA is in the last stages of signing four or five more major sponsors, including Holiday Inn, and hopes to boost the prize fund—now \$10,000—even higher.

Tim Johnson, executive vice president

for Wonder Muffler and one of the original sponsors of the Pro Rally series, said that "NARA has proved to us that performance rallying is a winning marketing idea. We plan to back it heavily; we're in for next year."

## LATE NEWS

● On the heels of the turbo ban comes word that Al Holbert has sold his Carrera and told IMSA he won't run next year, and also that VW of America, faced with the prospect of racing the out-of-production Carrera RSR or nothing, is "re-evaluating its position in racing." A decision is expected by year's end.

● It's official at long last: Peter Gregg will run a BMW next year (see story this issue). Gregg says he will do just 10 races and is not out after the driver's championship this year.

● Some rule changes affecting IMSA's Camel GT cars: Carreras will no longer be restricted to 22-gallon fuel tanks; they can now carry up to 31.7 gallons of gasoline, and All American GT minimum weights have been boosted upwards by approximately 100 lbs in the interests of improved reliability and safety.

● Clay Regazzoni, testing the Ferrari 312T/2 at Mugello, turned a lap 2.1 seconds under the track's current lap record, held by Patrick Depailler in a Formula Two car. Lauda, also testing, was .7 seconds faster than Depailler's time.

## Selective Law Enforcement

The Minister of the Interior of Northrhine-Westphalia, West Germany's largest and most populous state, has admonished his Traffic Patrol to prosecute speeding only in locations where it is deemed especially dangerous to the general public.

In an "Executive Order About the Reduction of Traffic Accidents" he calls it anachronistic and non-pragmatic if police increase enforcement pressure only, in an attempt to reduce traffic accidents. Police activities should be oriented along accident frequency patterns, and not be aimed at just issuing as many citations as possible.

West Germany now has speed limits on country highways and within cities and villages. They are 100 kilometers (62mph) outside, and 50 kilometers (31mph) inside the city limits. The Autobahns remain unrestricted, except where posted.

Herr Hirsch explains his uneconomic order with the necessity of restoring the public's confidence in police work. He believes the citizenry will only tolerate control measures where they really make sense, i.e. accident-prone locations.

But Germany's motorists cannot count on leniency for other kinds of traffic offences however. Minister Hirsch ordered his "Schupos" (cops) to strictly prosecute alcoholized drivers. Another dangerous habit will also be watched closely: special photographic equipment as well as unmarked police cars will be used to apprehend tailgaters.

German cops will also continue to do duty in schools and kindergartens, where they will have to instruct children and juveniles in proper traffic behavior. One successful tool of the uniformed teachers: puppet theaters.—Gero Hoschek

## AUTOWEEK & COMPETITION PRESS

13920 Mt. McClellan Ave.  
Reno, Nevada 89506  
PUBLISHER  
Russell R. Goebel

EDITOR  
Cory Farley

MANAGING EDITOR  
Jon Thompson

GRAND PRIX EDITOR  
Pete Lyons

EUROPEAN EDITOR  
Eoin Young

SENIOR EDITORS  
Mike Faulkner, Charles Fox, Glenn Howell,  
Nick Sager

OFF ROAD EDITORS  
Jean Calvin, Ed Ingalls

### DIVISION EDITORS

Drag Racing Editor/Steve Alexander; IMSA Editor/Bruce Czaja; NASCAR Editor/Al Pearce; SCCA Editor/Mark Yeager; USAC Editor/Jerry Miller.

### SENIOR AREA EDITORS

New York/Jeff Scott; Detroit/Bob Irvin; Far East/Bob Dunham; Australia/Tom Floyd.

### AREA EDITORS

East/Gordon Kirby; Northeast/Bruce Czaja; Southeast/Dave Houser; Midwest/Terry McGlone; Southwest/Murray Forsvall; Northwest/Murray Isman; Pacific/Dee Norton; West/Phil Finch.

### SPECIAL CORRESPONDENTS

D.O. Cozzi, William Jeanes  
NOSTALGIA AND TRIVIA EDITOR  
Donald Davidson

### CONTRIBUTING EDITORS

Tony Adamowicz, Bobby Allison, Logan Bentley, Pete Biro, Jim Chambers, Richard Feast, Jim Fisk, Rick Foltz, Bill Fox, Peter Gregg, Mike Hart, T. J. Healy, Phil Kimer, Tim Howley, James Hunt, Denis Hulme, Jeff Hutchinson, Ed Ingalls, Mike Kettlewell, Michael Keyser, Doug Nye, Pat Parker, Sam Posey, Steve Sears, Cam Warren

### GRAPHICS:

Tony Duran (Chief), Photo: Alan Sessarego, Dave Clark, John Serrao, Dirck Henderson, Jeff Kamps. Type: Ann Johnson, Denise Kirn, Donna Clark.  
Press: Roger H. Williams, Bob Ratti, Gene Barnes.

Art Director/Roger Szalwinski  
Ad Art Director/Jerry Stinson  
Classified Ad Manager/Joan Puckett  
Production Manager/Rick Musser  
Circulation Manager/Shelly Lescott  
Display Ad Manager/Vicki De Vines  
Marketing Director/Thomas Chinn

Autoweek is published weekly 52 times per year. Second class postage paid at Reno, Nevada, and at additional mailing offices. Postmaster: Please direct all non-delivery inquiries to Postmaster, Reno, Nevada 89506 and please send notice 3579 to AUTOWEEK, Reno, Nevada 89506.

Autoweek Welcomes unsolicited manuscripts and photographs, but cannot be held responsible for their return.

Published by  
Real Resources Group, Inc.

President/Robert Fermoile  
Editorial Director/Miles Ottenheimer  
Art Director/Bill Moore  
Marketing Director/Thomas P. Chinn  
Special Projects/Jim MacQueen

COPYRIGHT 1975 by Real Resources Group Inc. All rights reserved. Reproduction in whole or in part without written permission is strictly prohibited. Autoweek allows its columnists the fullest latitude in expressing opinions on controversial subjects so its readers will be better informed. The views expressed are not necessarily those of the publication.

SUBSCRIPTIONS: U.S. \$15 yearly, \$25 for 2 years. Foreign Postage - Add \$6 per year for Canada and Pan American Union States. All other countries add \$8 per year. Air Mail rates on request.

The numbers and letters on the label that bring Autoweek to you each week may not mean much to you, but they are essential in helping our Subscription Department quickly identify your records. For that reason, please include your address label when you write Autoweek about your subscription. Please let us know at least four weeks before you plan to move.

Name \_\_\_\_\_  
New Address \_\_\_\_\_  
City \_\_\_\_\_  
State \_\_\_\_\_ Zip \_\_\_\_\_

ATTACH LABEL HERE