

SURTEES HEADS CAN/AM EMPIRE SWEEP

COMPETITION PRESS & AUTOWEEK

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ABC Net Syndicates CP&A Show

NEW YORK CITY, Sept. 13—A new national radio series devoted to automotive competition and produced by Jerry Smith in conjunction with the editors of Competition Press and Autoweek will debut Oct. 3.

The program, entitled "Autoweek of the Air," will consist of five 5-min. shows Monday through Friday. It will be syndicated via the American Broadcasting Company.

"Autoweek of the Air" will be made available for local sponsorship to ABC Radio Network stations across the country.

The program will also be syndicated worldwide by the network.

In announcing the program, ABC President Robert Pauley said, "Despite auto racing's huge audience, no one has yet provided a daily program designed to keep listeners up-to-date on auto racing news, and to make available feature information to attract new fans. With 'Autoweek of the Air,' the ABC Radio Network will make this step forward."

The program will feature interviews with the world's top racing drivers, principal designers and manufacturers, key auto engineers and the owners of cars entered in the world's major auto contests.

Smith, who has been active in auto sports for eight years, has been an announcer, news editor and sportscaster.

Pearson Takes 2 To Fatten Lead

RICHMOND, Va., Sept. 11—David Pearson moved closer to Tim Flock's record of 18 NASCAR Grand National wins in one season as he pushed his 1965 Dodge to an easy win in the Capital City 300 for his 15th victory of the season.

Pearson was fresh from a victory at Hickory, N.C. in the Buddy Shuman Memorial 250 Sept. 9.

He outlasted Junior Johnson and Richard Petty in the longest and richest dirt track race of the season at Richmond.

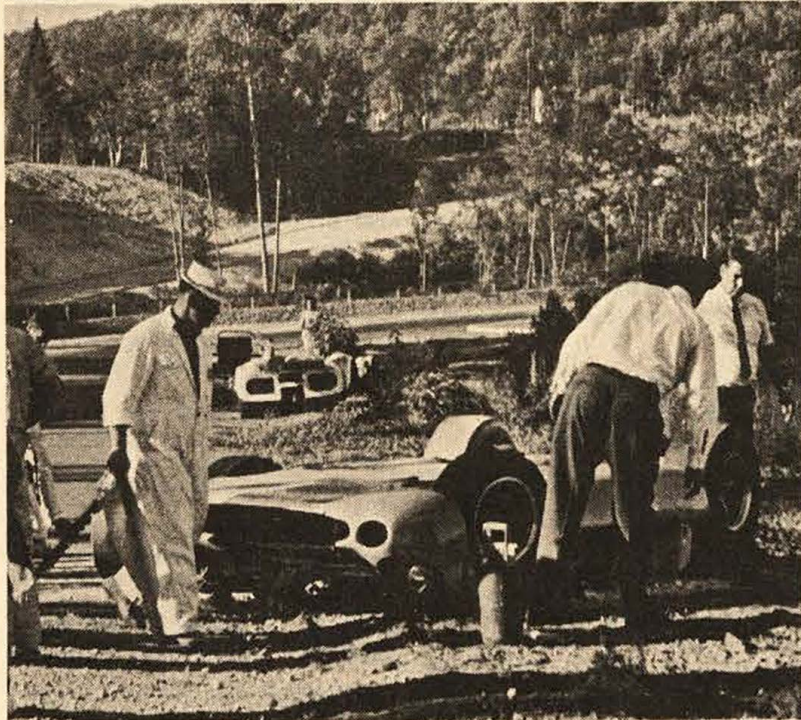
The Spartanburg, S.C. point leader won the pole at 70.866mph, but lost the lead to Johnson early in the race.

Johnson, Petty and Pearson battled until Johnson's engine conked on lap 170, and Petty took over with Pearson hot in pursuit. Engine problems forced Petty from the race on lap 214 and it was Pearson all the way.

Pearson averaged 62.89mph to pick up \$2,300 in prize money and win his third straight 150-mi. event over the .5-mi. Richmond fairgrounds track.

The grueling event was slowed by

(Continued on page 8)



Paul Hawkins flipped backwards when his Lola became airborne at 130mph in practice at St. Jovite. Hawkins slid 600 ft. to emerge almost unscathed. Hugh P. K. Dibley, not to be outdone, flipped in the same fashion at the same spot and cleared the fence into the spectator area which was, happily, unoccupied. Dibley was also unhurt.

(Lionel Birnbom photo)

Green Valley Pony Gallop Ties FoMoCo, Mopar in T-A

By Mary Ann Chapman

GREEN VALLEY, Tex., Sept. 11—Ford Motor Company implemented its concept of total performance by tying Chrysler Corp in the Trans-Am manufacturer's standings when the Brad Brooker/John McComb Mustang won the six-hr. Trans-Am sedan championship race here today.

The stage is thus set for the showdown at Riverside Sept. 18 with both FoMoCo and Chrysler having 37 points toward the title.

Starting the race with the second qualifying time, the Brooker/McComb car was never far out of contention maintaining a spot in the top three throughout the wet six hours.

The factory-sponsored Mustang piloted by Don Pike and John Ti-

manus led the first three hours, but a series of lengthy pit stops during the last half of the contest dropped the car to 10th in the final tally.

After a steady drive in the top six cars throughout the race, the Horst Kwech/Gaston Andrey Alfa Romeo GTA made its way through the frontrunners to finish second. It was the only Alfa in the top finishers, but it was enough as Alfa is safely out of reach of Ford of England for the manufacturer's under-two-liter crown.

Mustang fans who had anticipated the Yeager/Johnson Pony would perform were mildly astonished to find Bob Johnson teamed with Charlie Rainville in a Team Star Fish Bar-

(Continued on page 8)

LATE NEWS

- Published reports that A. J. Foyt will quit for the balance of the year because of succession of equipment failures is only partially correct. A. J. will not run Trenton, but he will be at Sacramento in his dirt track car.
- Name of the Holman Moody-produced Cumberland-designed ex-Griffith will be Omega. Car conforms to GSA standards and will use 289CID Ford. Projected production is 400 a year.
- CanAm total fund is now \$358,520.
- Surtees, McLaren and Amon have spent the week practicing at Bridgehampton.
- USRRC champion Chuck Parsons started the CanAm with four new Traco engines, sold one to Jerry Grant.
- Brabham's failure to appear in the U.S. is said to be failure of organizers to pay starting money. More likely it is failure of new BT17 to come around soon enough.
- The new Barracuda will actually be the scheduled '68 car. Mopar wants a piece of the Mustang-Cougar-Camaro market and advanced their entry one full year. Car will have distinct rear fenders.
- There is likelihood that for '67 drivers will have to complete Road America 500 in the car in which they start.

Lola Leads McLaren Team Across as Locals Trail Dismally

By F. David Stone

ST. JOVITE, Que., Sept. 11—John Surtees kicked off the CanAm challenge cup series with a convincing start-to-finish win in the Player's Quebec at Le Circuit Mont Tremblant.

Driving a Lola T70-Chev., Surtees headed second-place Bruce McLaren's McLaren 2E-Chevrolet on all but one of the 75 laps and at the finish held a 6.5-sec. margin on the New Zealander.

For his second Player's Quebec win in a row, Surtees picked up

\$11,150 in prize and accessory money while McLaren took \$6,700.

Highlight of the race was the brilliant come-from-behind driving of McLaren's teammate Chris Amon in a car identical to McLaren's. After a first-lap pit stop, Amon came through the entire field to finish third behind Surtees and McLaren, good enough for \$5,300.

The race was not quite as advertised insofar as many of the expected contenders either did not show, as in the case of the Chapar-

(Continued on page 8)

Mechanical Jinx Strikes, A. J. Breaks, Mario Wins

By Don Davidson

INDIANAPOLIS, Ind., Sept. 10—Mario Andretti grabbed the lead in the rich Hoosier 100 in the 98th lap and went on to win after leader A. J. Foyt's brake pedal snapped off one lap from the flag.

Foyt, who remains winless this year, had the lead from the pole and seemed all set for his fifth victory in this event when his misfortune struck going down into the first turn for the 97th time. Andretti was running about 3 sec. behind and seemed content for the 1-2 finish which was a repeat of last year's results.

But the picture changed dramatically as Foyt suddenly swerved into

the first turn, got high, struck the fence and manhandled his machine back on course. Andretti pulled right in behind him, taking the lead three-quarters of a lap later.

Warmups were delayed 45 min. because of an over-damp track after which Foyt burst out with the best qualifying for the day at 99.146mph, approximately four mi. down on Rodger Ward's 1963 record. The actual race started bang on time, however, with a 90 degree sun burning down.

Pole-winner Foyt hauled down into the first turn in the lead while Arnie Knepper, starting third directly behind, got about three ft. of nose under the Texan. Andretti, starting outside on the front row, was a narrow third until the second turn when he pulled by Knepper on the outside. At the end of lap one, Foyt, Andretti and Knepper crossed the line nose to tail ahead of McElreath, Paulson and Branson as Bob Tattersall drove by minus his brakes. Foyt continued to stretch a very slight lead over Andretti who, in turn, was able to build up a substantial lead over Knepper, Hulse, Branson, Atkins and McCluskey.

Young Dick Atkins, who is serving as J. C. Agajanian's replacement for Parnelli Jones, picked off Branson and then Hulse to move into the fourth spot. At 30 laps Andretti, in second, held about 11 sec. on Knepper who led the next four drivers with less than one sec. in line.

The gap between A. J. and Mario remained at approximately two sec. while the rest of the field trailed by a full straightaway.

There was some excitement when Knepper sent the pit crews and photographers scampering as he came down on the inside.

Next time around, Branson and McCluskey did exactly the same thing to Miller. Billy Foster pitted

(Continued on page 6)

By Bill Simmons

LANGHORNE, Pa., Sept. 11—Jim Hurtubise, 33-year-old veteran from Tonawanda, N.Y., drove his Norm Nelson-owned 1966 Plymouth to a two-lap victory over Canadian Billy Foster before 12,500 in Langhorne Speedway's fourth annual USAC 250 late model stock car race.

In gaining his first USAC track victory in the 1966 season and his first at Langhorne since 1964, Hurtubise averaged 99.656mph for the wreck-marred three and one-half-hour marathon. Eighteen laps were run under caution as the result of three accidents after a spectacular third-lap crackup halted the race for 25 min.

FLAMING CHEVELLE

Perry Parker, of Chicago, driving his first race on Langhorne's V-shaped paved mile, spun his 1966 Chevelle coming through the hollow between the first and second turns. The car burst into flames immediately upon hitting the wall. Parker jumped clear, but the ruptured tanks spread a wall of flames across the track, bringing out the red flag.

Once things got sorted out, the race developed into a duel between Nelson, USAC's defending national champion and current point leader; Don White, winner of seven races this year, and Hurtubise, who took the lead on the 181st mi. when mechanical problems eliminated the others.

Nelson, who finished third despite a broken upper control arm on the left front wheel, put his 1966 Plymouth on the pole with a non-record qualifying run of 109.173mph. White

(Continued on page 6)

TRIUMPH IN COMPETITION

Dick Gilmartin, leading Spitfire competitor in the Northeast Division, took first in class at Bryar Motorsport Park, New Hampshire, August 7.

Triumph Rally Team

In the MG International 1000 Rally, August 3-7, Banks Mebane and Alec Lichtman took second, Jean Calvin and Charley Moyer third, both teams in Triumph 2000 sedans.

TRIUMPH COMPETITION
DEPARTMENT
111 Galway Place
Teaneck, New Jersey

Gerhard Mitter Coasts To European Climb Title

By D. O. Cozzi

SALZBURG, Austria, Sept. 4—With a final second in the already-decided European Mountain Championship Gerhard Mitter, the glittering gem in the Stuttgart diadem, officially sealed the series to the satisfaction of not only his employers but the everything-must-be-in-order CSI.

In the absence of his nearest rival Ludovico Scarfiotti, who was off winning the Italian GP at Monza, Mitter had an even easier time than foreseen.

Mitter, who had the championship sewed up after the fifth of seven events, drove so carefully up the 5.3-mi. hill that his teammate Hans Herrmann bettered Mitter's 8-cyl. time with the old 6-cyl. mule.

Herrmann held top time with 3:47.24 and managed in so doing to break the late Edgar Barth's record 4:11.54. Herrmann, with his string of second-place finishes, ended up in a tie with Scarfiotti in the series even though the Italian won

two of the seven events.

Mitter, in taking the crown, beat Scarfiotti twice and was in turn beaten by the Ferrari driver an equal number of times in their few encounters.

Ferrari, for reasons locked in the secrecy that surrounds Maranello these days, threw away the

championship by keeping Scarfiotti away from three of the events while Mitter won every one.

With the championship already decided and the Italian star away, the 1966 season closed on a quiet note though 12,000 Austrian hill-climb enthusiasts turned out to cheer the 64 entrants.

Detroit Checks New ASC Harness

GRAND RAPIDS, Mich., Aug. 31—A safety device designed by American Seating Co. to reduce collision injuries to automobile occupants is being thoroughly checked out by Detroit for possible future use.

The device consists of a lap and shoulder harness equipped with an inertia locking reel used in conjunction with the occupant's seat.

To secure the person, American Seating engineers devised a simple assembly of dacron straps to fit over the shoulders and across the lap of the occupant. This harness is attached to a take-up reel, mounted above and behind the person's head,

which "gives" with his normal motions and takes up slack by means of a self-rewinding drum. However, in the event of sudden impact, the reel instantly locks on any decelerating force greater than one-and-a-half times gravity, thereby restraining the driver from pitching forward. The harness is built to withstand a load of 5,000 lbs.

A company spokesman emphasized that the harness and inertia locking reel is not now available to the general public, and that the availability will depend upon acceptance by the automotive industry after exhaustive tests have been concluded.

Zandvoort Victory Gives Alfa Crown

By D. O. Cozzi

ZANDVOORT, Holland, Sept. 4—Alfa Romeo raced through the dunes at Zandvoort today to the European Touring Car Championship with an overall win in this third-from-last race in the series.

Despite there being three events to go, the championship was clinched by the Italian firm with a one-two win here led by Andrea deAdamich in the GTA and backed up by teammate "Nanni" in a sister car.

DeAdamich drove through the rain at an average speed of 77mph to win over his teammate, and the Alan Mann Ford Lotus Cortina triumvirate of Frank Gardner, Sir J. Whitmore and J. Ickx were third, fourth and fifth respectively.

DeAdamich, during his triumphant gallop, set fastest time of the day at an average speed of almost 79mph.

GTAs also finished in sixth to ninth place to complete the rout, but Alfa touring car star Roberto "The Flying" Businello was stricken by mechanical problems that almost completely prevented his displaying a talent that has become almost

legend to the 18,629 fans at the race.

Participation by Alfa and Ford in the remaining three events is unlikely.

Northwest Recruits For National Open

SEATTLE, Wash., Sept. 13—With Pete Lovely acting as director of driver acquisition at last week's Road America 500 Larry McCue, director of the Oct. 8-9 Northwest GP has announced substantial response by drivers to invitations to appear in the National Open classic.

"We look for much tighter competition this year," Lovely said. "Last year the roadrunners of Jim Hall and Hap Sharp had things pretty much their own way. This year, however, there is much more competition, and the race should see records broken in every category."

Pacific Raceways is located midway between Seattle and Tacoma in the Puget Sound country of the State.

Abarth Descends In Hordes Upon The Black Forest

By D. O. Cozzi

NURBURGRING, Germany, Sept. 4—An invasion of the 500K of Germany by the forces of Carlo Abarth produced a double win here today as a 1300cc prototype driven by factory driver Furtmeyer nailed down the world title for that class.

Furtmeyer's overall win was backed by a victory in the 1-liter division by Muller, also a contract driver to the Torinese factory.

Second overall was taken by DeLangeneste in an Alpine-Renault, and the placing gave him a second in the year-end standings.

Abarth finished the day in the cool of the Black Forest by sweeping the touring car race with an overall win by Kaussehn driving a 1000cc example to crush a field of cars up to 300cc larger in displacement.

Valvoline Oil Ups CanAm Contribution

ASHLAND, Ky., Sept. 8—The Valvoline Oil Co. today posted a total of \$8500 in prize money for the Canadian-American Challenge Cup Series.

Valvoline posted \$1,000 for: Player's Quebec, Bridgehampton Grand Prix, Canadian Grand Prix, and the Monterey Grand Prix at Laguna Seca.

Of the totals for each race, \$600 will go to the winner, \$250 to the second-place car, and \$150 to third.

The prize list also includes \$3,000 for the Times Grand Prix at Riverside and \$1,500 for the Stardust Grand Prix.



ON THE TRACK...ON A DATE!

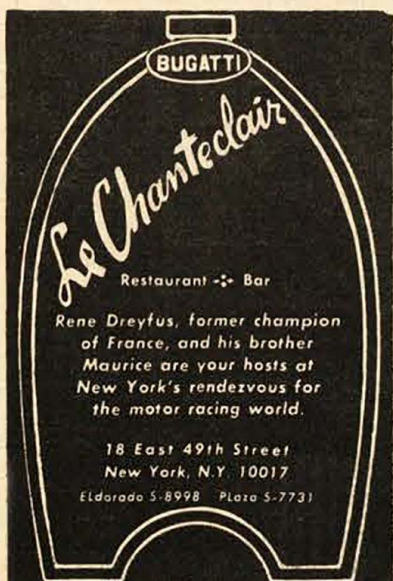


April 4, 1966, Tucson, Arizona. Datsun, with Lee Herbert doing double duty, continues winning ways. In S.C.C.A. national race at Tucson, April 3; he drove the Datsun 1600 Sports Car to an effortless 48 second victory in class F.



GIVE IT A GO AT YOUR DATSUN DEALER TODAY!

DATSUN '1600' Engineering features: 1600cc OHV Engine, 96 hp @ 6000 rpm., dual carburetors, 4-Speed Floor Stick, full synchromesh transmission, disc brakes up front, 14 inch wheels, torsion-bar stabilizer, 12 V. electrical system, 300 watt alternator. **STANDARD DELIVERED EQUIPMENT**—all transistor radio, heater & defrosters, seat belts, padded dash, carpeting, roll-up windows, large dial tach, electric clock, trip meter, lockable floor console, WSW tires, tonneau cover & boot, cigarette lighter, deluxe chrome & wheel discs, and racing type steering wheel. **\$2546 DELIVERED.** Plus lic., taxes, dealer handling & freight, if any.





Competition Press & Autoweek

Competition Press & Autoweek allows its columnists the fullest latitude in expressing opinions on controversial subjects so our readers will be better informed. The views expressed are not necessarily those of the newspaper.

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OCT. 1, 1966

A Warm Welcome to David Pearson

On the page opposite appears the first column by the NASCAR great, David Pearson.

Writing exclusively for CP&A, Pearson's views bring a depth of understanding of NASCAR late model racing to CP readers available nowhere else in the world.

Pearson joins Charlie Hayes and Dan Gurney on a staff of columnists much distinguished by their

presence.

It is a source of great satisfaction that we are able to bring you the comments of these men.

But it is, in part, due to you.

Your continuing support expressed in our greatly increased circulation has made the whole thing possible.

Cipnic the Articulate Dissenter

Motor racing journalism would not be what it is without its articulate dissenter, Dennis Cipnic.

He has spent the past months arguing, persuasively, that big engines are bad for racing. He is the leading contemporary exponent of miniaturization—he would like the world transistorized.

It is a point of view. And worth saying, and worth printing.

But we disagree.

Especially when he extrapolates to the conclusion that big engines mean DNF's (as he does in his column on this page) and suggests the CanAm series will not be "an effective driver's championship test."

Cipnic and Cipnicfans the world over need only

look at the U.S. road racing champion, Charlie Parsons, for a refutation of the Cipnicgospel.

Not only did Parsons gain early points in an antique and balky machine—by finishing, but he won the title by driving 500 mi. by himself in a car that according to Cipnic is prototypical of the "quintessence of nervousness."

Now then, to the contention that big engines are somehow unsporting. It has always seemed to us that the object of a race car was to go fast. And the faster it is the more exciting to watch and drive.

Artificial restrictions on performance belong to the WCTU.

Cipnicthink is the stuff Vees are made of.

CP Readers Say

A Race That Shouldn't Have Been

● Not long ago I went to a race that should never have happened.

The people that had paid \$1.50 in admission were leaving in droves when I arrived—before the first race had started. The gawdamn-and-Clyde-Camshaft set were making their ordinary cornball comments, but this time they were making them stick. A lot of people went away from the race thinking that sports car racing is kid stuff for underdeveloped necrophiliacs with a sewing machine complex.

A lot of kids that might have learned a little of the sophistication of race cars went away with their "does it do buttonholes too?" attitude. For the first time in my life I actually felt good having to drive my parents' Buick to a sports car race. If I'd been driving my brother's MG I would have slunk off a back road.

Because this race, like so many in the non-Big-Leagues, started two hours late, lost time after that hour by hour, and ended about three hours later than it was supposed to, leaving most of the people with empty stomachs at seven in the evening. The refreshment stands ran out of hamburgers, Cokes, hot dogs, the rest of the soft drinks, and then closed up in desperation. The toilets hadn't paid attention to the progress of civilization since 1492AD. The stands had no backs, and the hard wood made creases where there shouldn't be creases, and besides had not been cleaned of the previous day's Coke spills and beer puddles. There was no shade in a 92-degree sun. The managers and officials were obvious by their absence. The race should never have been run because it was never planned.

The sponsoring club had all year to plan a well-executed and on-time race, and they botched it.

So why did I pay my lousy buck-and-a-half?

Because I love racing and sports cars and am just as sick as everyone else professes to be at the prospect of unpopular public reaction, both from the Tommy Transmission set and from public servants who are convinced that racing and decent driving is essentially torture and must be pillowed in silence and softness.

I'm speaking strictly as a spectator here, and know I'm doing injustice to the drivers and organizers of the race. But while I realize it, the people that grumbled and left didn't.

Why should they, or I, spend money to get mad, to waste time, and to be disappointed in the very sport that I love so much?

And it happens too damn often.

DOUG BULLIS
Spokane, Wash.

● "Little League" seems an odd term to apply to SCCA national races (CP&A Sept. 10), at least to some I've seen this year in and around Ohio.

Sure, the pro races and the handful of top drivers that go with them get the top crowds and the big spread in the mags—but it's pretty hard to look down your nose at a crowd of 10 or 20 thousand drawn by a well run national at a good spectator course such as Mid-Ohio.

Amateur "club" racing, when put on properly, is a well-varied show with good portions of big names, local talent, spectator identification and full-tilt competition.

If comparisons must be made, try; Nationals with

Olympics, GP with soccer, and our peculiarly American big-bore pro sports car racing with our peculiar American pro football.

People WILL come out to watch the amateurs—Major Bowes found that out years ago. Remember?

CHARLIE ELLMERS
Willoughby, Ohio

More on The Glen

● I couldn't agree with R. C. Wallis more—Watkins Glen on a race weekend is a mess. Especially on Grand Prix weekend. The idiot kids have ruined what used to be an almost idyllic two-day event.

Watkins Glen is, by any definition, a small town. Facilities are limited and unless state police or the national guard are called in, means of crowd control are also limited. But if the U.S. Grand Prix is to be continued at Watkins, something will have to be done soon to bring it back to reasonable proportions.

What I suggest is to SCHEDULE THE RACE FOR A WEDNESDAY.

This would hopefully discourage the hell-raising know-nothings from showing up. And the people who have a genuine interest in watching the only GP held in America could schedule their vacations accordingly. In view of what would be a considerably diminished crowd, and with it gate receipts, I feel certain that the enthusiasts would be willing to shell out a bit more money to watch the race in vastly improved surroundings.

I really see no other way in which the GP can stay at Watkins Glen—which is where, by tradition, location and the excellence of the track, it belongs. How much longer will the heretofore patient people of Watkins be able to abide by the chaos which now engulfs their beautiful little town every first weekend of October? It's surprising that they allowed the circus back into town this year.

Watkins Glen needs the Grand Prix—but not in the state it exists now. And motorsport enthusiasts living in the east I'm sure would not want to see the event moved somewhere else.

It's time something is done.

And it's up to the large core of fans to show some concern—a first step may be some letters to Cameron Argetsinger of Watkins Glen supporting my idea, or any idea which could return the Glen Grand Prix to an enjoyable and manageable event.

B. DRAKE STELLE
Wallingford, Pa.

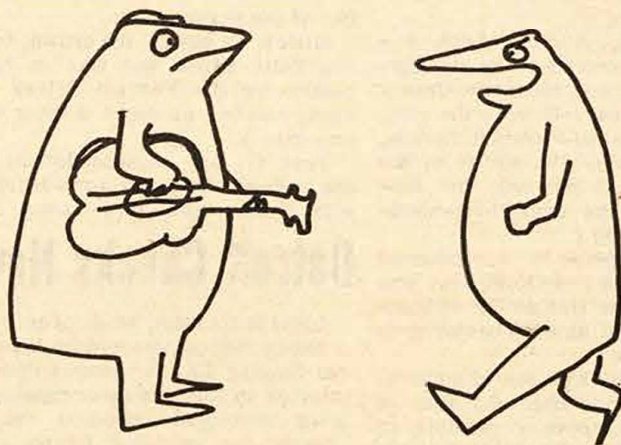
● I have noted the letter (CP&A Sept. 10) from R. C. Wallis. I think my earlier letter which you printed pretty well covered the situation and I have only this to add:

At our Annual Glen 500 the weekend of 19-20-21 Aug. '66, our night police cracked down heavily and made numerous arrests. Although the arrests were many, happily none of them involved felony charges as did those at the USRRC race in June. Our safety director, the Schuyler County Sheriff, reported that the weekend was the quietest one in years.

It is our purpose to enforce law and order at the Watkins Glen circuit and to protect the rights of our many loyal race fans who make our events and our growth possible.

CAMERON R. ARGETSINGER,
Executive Director, Watkins Glen GP Corp.

Wheela Monsters by Saltzman



"Look, we don't need the protest song. Just wave the black flag."

From Down South

The CanAm Won't Live Up to its Reputation



By Dennis J. Cipnic

The Canadian-American Challenge Cup is being advertised as "a championship for the world's best drivers in sportsracing cars," and the question would seem to be, is it?

Without any question the CanAm series will raise more dust and cause the six circuits involved to see more speed and hair-raising noise than they've ever witnessed before. There's equally no question that among the entrants in this series are to be found the world's greatest S/R drivers.

But there's some doubt that this series can be an effective driver's championship test, mainly because the big-bore S/R machine has become the quintessence of nervousness. It used to be a title which went unchallenged to the 1.5 F/1 cars, but even they seldom approached the fearsome rate of breakdown which plagues the S/R cars.

It is likely that less than half the field will finish any of the races, and that among the fastest will be most of those who DNF the soonest. Despite the most careful preparation which their teams can give, I believe that less than 40% of the cars on the grid for any given race will be as mechanically sound as the pace will require.

The cars are so unequal in this respect, with little or no way to judge from one race to the next who's got the fine edge, that it is likely many outstanding drivers will give very disappointing showings, while some relative upstarts will do quite well. Normally, I would certainly give Chaparral one of the best chances in this respect, since both Hall and Sharp are demoniac on their attention to detail, but the sudden start and quick pace of the series will work against them, as it will against everyone.

In the three last weeks in September the competitors will have to haul their cars from Quebec to Long Island and back to Ontario, and run a race every weekend. The GP drivers involved have to drive in the U.S. GP the weekend after that, fly to California, and start practice in Monterey five days later.

In short, it seems that luck will play a tremendous role in determining the winner of any given race, and certainly the overall champion. At the conclusion of nearly every event it will be possible to say that the winner might not have made it, if so-and-so (and probably two or three so-and-sos) had not had trouble.

The champion will not be the winning driver, it will be the car which is best prepared for the series. And for the most part group 7 cars simply cannot be well enough prepared to guarantee a six-race winning standard of performance without unceasing attention to literally every nut and bolt on the car.

So, racing fans, keep your eyes on the pit crew; they're the ones who'll win or lose the CanAm Challenge Cup.

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SURTEES & CO. HUMILIATE NORTH AMERICAN CAN/AM CHALLENGERS AT ST. JOVITE

(Continued from page 1)

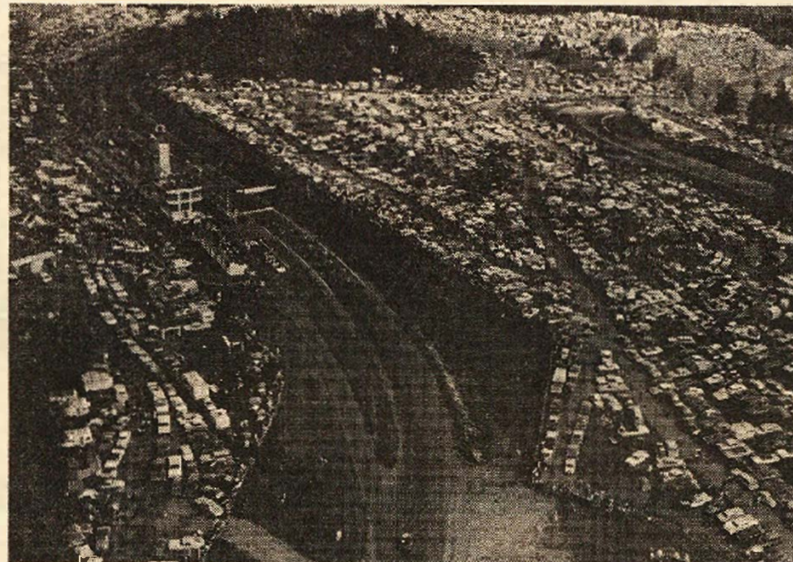
raals of Hall and Phil Hill, or did not start, as in the case of Gurney in the AAR Lola-Gurney-Weslake-Ford, or did not live up to their reputation, as in the case of just about everyone except Surtees, McLaren and Amon.

The Surtees, McLaren, Amon trio literally outclassed everyone else and made it look easy. The showdown between North American drivers and the international stars never materialized.

LEFT FIELD

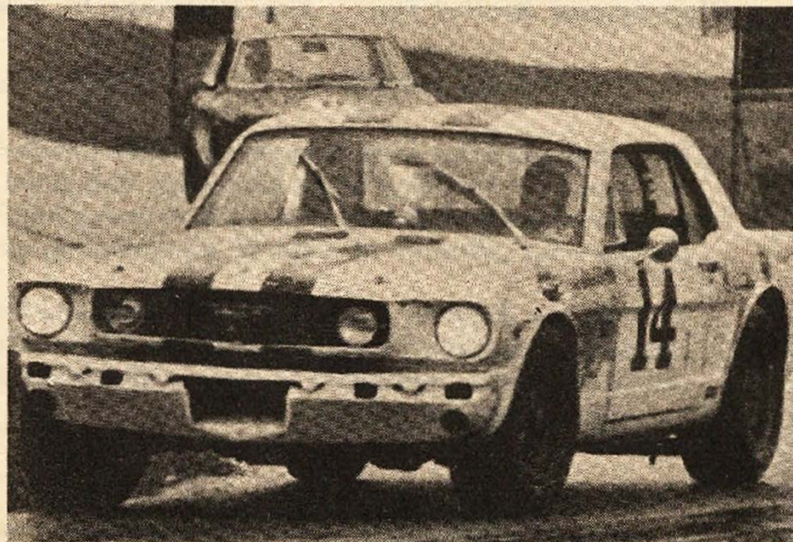
From the start, Surtees and McLaren with Amon in their wake left the rest of the field which staggered off the grid as two cars stopped instead of started and a lot of shuffling went on.

On the second row of the grid, Parnelli Jones in the supercharged Mecom Lola-Ford couldn't find the right gear and sat fuming as the flag



The Player's Quebec, first of the six-race CanAm series, broke all records for the St. Jovite track with over 52,600 paid.

(Lionel Birnbom photo)



The Green Valley TransAm-winning Brooker/McComb Mustang charges through the wet on Sept. 11 to take the penultimate championship round by six laps.

(Duran photo)

More on:

Mustang Wins Green Valley, Sets for Finale

(Continued from page 1)

racuda. Though it held fastest qualifying time, an early pit stop moved the Rainville/Johnson car back to 10th during the first hour, but it had worked back up to third by the second hour.

The Barracuda dominated the last half of the race leading for two hours before its last pit stop let the Mustang and the Alfa through into the top slots.

DARTS DART

Figuring in the action during the contest were the Dodge Darts of Ron Grable/Miles Gupkon and Group 44's Bob Tullius and Tony Adamowicz entry. They finished fourth and fifth respectively.

A top contender was eliminated in the first hour when Sir John Whitmore hit one of the regiment of bridges that give enough access to

the course to evacuate a city the size of Tokyo. Whitmore modified his front suspension drastically and retired to his pit to change into his standard impeccable flannels.

Whitmore, last year's European touring car champion, has now established himself as an overwhelming favorite to retire before the end of any given race in the TransAm series, having withdrawn at Mid-America, Bryar, VIR and pausing for a long enough time at Marlboro to have to drive very hard indeed to rescue second place there.

SHUFFLE

The Whitmore car, co-driven by Charlie Barnes, had qualified fifth and was running third at the time of the fiasco. Upon being bumped upstairs to the factory car, Barnes turned his Cortina over to Lynn Kysar and Lars Gieritz. It was ap-

parently a wise move as Kysar and Gieritz finished fifth overall and second in class in spite of a minor electrical problem.

The C sedan victor was an Overseas Motors' Mini-Cooper driven by a team newcomer Chuck Williams and Dr. D. W. Forester. The Overseas Mini of Paul Hill and Hugh Grammer qualified sixth overall but generator trouble during the race slowed them and they finished 11th, second in class. The third Overseas Mini driven by Joe Starkey and Richard McDaniel retired early in the race.

Carlos Basurto captured a D sedan class win in one of the Mexican Mini-Coopers that stole the show last year. This year, his was the only one that lasted the six hours.

The Dos Caballos Mustang team had the hard luck of eliminating both cars in one accident, in the fifth hour when Ruben Nova spun on the first turn and on reentering collided with teammate Gary Dundas.

A casualty in practice was the Russ Simon/Bill Steele Alfa GTA. Simon hit a tree, eliminating the car and cutting up his face.

TRANSAMERICAN SEDAN CHAMPION-

SHIPS, GREEN VALLEY, TEX., SEPT. 11.

FINISHERS: 1 - John McComb/Brad Brook-

er, Mustang, 65.306mph, six-lap margin of

victory, 248 laps, 391.84 mi., \$1,200; 2 - Gus

Andrey/Horst Kwech; Alfa Romeo GTA; 3 -

Charlie Rainville/Bob Johnson, Barracuda;

4 - Ron Grable/Miles Gupkon, Dodge Dart;

5 - Bob Tullius/Tony Adamowicz, Dodge

Dart; 7 - Ray Parsons/John Leighton, Lotus

Cortina; 8 - Chuck Williams/D. W. Forester,

Mini Cooper S; 9 - Alan Moffat/Harry Firth,

Lotus Cortina; 10 - Don Pike/John Timanus,

Mustang; 11 - Hugh Grammer/Paul Hill,

Mini Cooper S; 12 - Lee Iglesias/Felipe

Rodriguez, Mini Cooper S; 13 - Bruce Jen-

nings/Ron Hissom, Barracuda; 14 - Bob

Laren-Chev.

Amon took the pit lane and stopped at the McLaren pit with the front spoiler scraping the ground. He had clouted something on the first lap and while the spoiler was torn off, his crew fiddled with the throttle linkage.

Amon rejoined the race over a lap behind the leaders and in pursuit of everyone except those who had already dropped out, which included Donohue and Gregory.

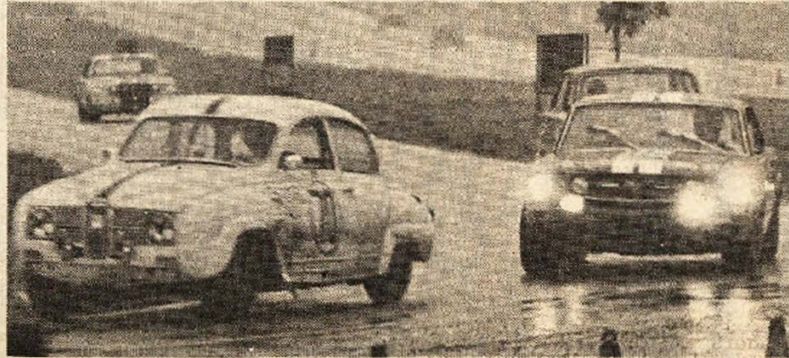
FINE TRADITION

Apparently hopelessly out of contention, Amon proceeded to overhaul the field in the finest Stirling Moss tradition.

Behind Surtees and McLaren, who were playing follow-my-leader, Motschenbacher, in third place, was trying valiantly to stay with them and he was the only one who was making any progress as he tagged along several seconds behind them as the rest of the field dropped back.

Following in groups of two were Follmer/Cannon, Morley/Hayes and Grant/Parsons. After four laps Cannon passed Follmer and Hayes took Morley after five while Grant held off Parsons.

After passing Morley, Hayes retired in the pits with a blown cylinder



Lights blazing, Don Pike whips his team Mustang past a Saab in a wet Green Valley TransAm. Pike and co-driver John Timanus placed 10th after having led the first three hours.

(Duran photo)

head gasket.

Up front, McLaren was carefully feeling out Surtees, looking for the right place to go by. Motschenbacher was slowly dropping back when he suddenly made a pit stop on lap 14. He lost over six minutes to change a flat tire which ended his chances.

AMON MOVES OUT

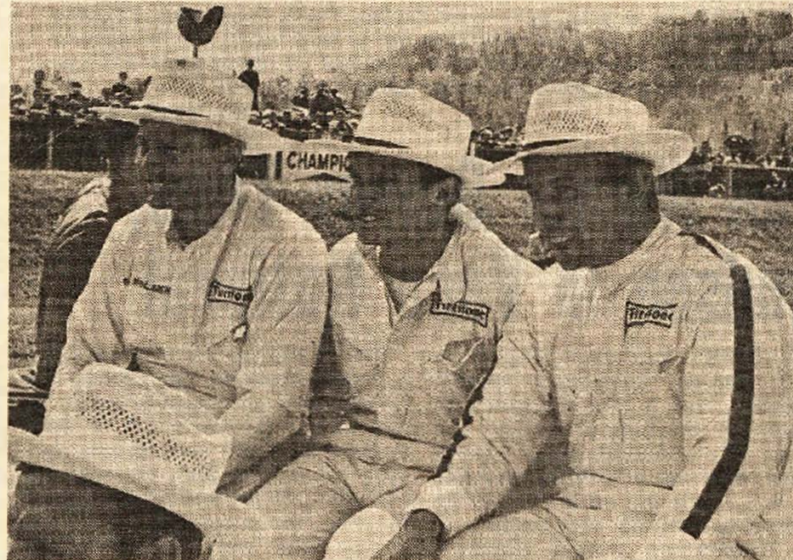
Amon had moved up to 10th on lap nine while Parsons finally got by Grant on the 10th. Amon then passed both Grant and Parsons on the 11th lap to take seventh place. Turning times near and under the old lap record of 1:42.4, Amon took Morley on lap 16, Follmer on lap 19 and Cannon on lap 26 which made

tered Surtees' time as fastest qualifier by 1.1 seconds. A measure of Amon's speed can be seen by a comparison of his fastest lap of the race of 1:37.3 (100.63mph) as compared with Surtees 1:38.4 and McLaren's 1:38.9.

CANNON FOURTH

Finishing fourth two laps behind after a steady and relatively uneventful race was John Cannon in the Gun Motor Racing McLaren-Chev. followed by the Mecom Lola of George Follmer and Chuck Parsons' Hilton McLaren-Chev., both on the same lap as Cannon.

Jerry Grant, who was never in the picture with his AAR Lola which



The invaders: McLaren on the left, Surtees on the right and lucky Chris Amon in the middle. They patronize the same tailor.

(Lionel Birnbom photo)

him third behind Surtees and McLaren.

Although he was ahead of Cannon, Amon was still over a lap behind the leaders and Cannon wasn't about to let the \$500 difference between third and fourth place go without a try. Cannon tussled to stay with Amon but the New Zealander slowly outstripped him.

On lap 23, McLaren had got by Surtees when the Lola's gearbox faulted the race leader. Momentarily locking in 2nd gear, the Lola found itself behind the McLaren but on the next lap Surtees retook the lead which he held to the finish.

TAKES LONGER

Running smoothly together, the two race leaders were passing the back markers with ease but it became noticeable that McLaren started to lose time as they passed slower cars. Each time it took McLaren a little longer to get back in his station behind Surtees and then it became obvious that Surtees had the edge and that McLaren wasn't playing possum.

Amon continued to rattle through the field in a remarkable display of driving. Towards the end of the race he came up behind McLaren, passed him and then proceeded to catch up Surtees and then tried to pass him. This is the way they took the checkered flag, Surtees with Amon in his wake and McLaren six seconds further back.

In the process of making up for his pit stop, Amon has lowered the lap record by 5.1 seconds and bet-

tered McLaren, Canadian American Challenge Cup, ST. JOVITE, MONT TREMBLANT, CANADA, SEPT. 11.

FINISHERS: 1 - John Surtees, Lola-Chev., 2:06:51, 96.48mph (new record), 6.5-sec margin of victory, \$12,437 (approx.); 2 - Bruce McLaren, McLaren-Chev.; 3 - Chris Amon, McLaren-Chev.; 4 - John Cannon, McLaren-Chev.; 5 - George Follmer, Mecom Lola-Ford; 6 - Chuck Parsons, Hilton McLaren-Chev.; 7 - Jerry Grant, Lola-Chev.; 8 - Lothar Motschenbacher, Nickey McLaren-Olds; 9 - Bud Morley, McLaren-Ford; 10 - Dick Brown, McLaren-Ford; 11 - George Alderman, Lola-Ford; 12 - Ludwig Heimrath, McLaren-Ford; 13 - Eppie Weitzes, Ford GT40; 14 - Doug Revson, Porsche 906; 15 - Bob Harris, Nickey Genie-Olds; 16 - Jim Adams, McLaren-Ford; 17 - Bud Gates, McLaren-Chev.; 18 - Jerry Crawford, Lola-Chrysler; 19 - Nick Adams, Cooper-Ford; 20 - Jerry Hansen, Wolverine-Chev.; 21 - Sam Posney, McLaren-Ford.

DNF: Ron Hunter/Noel Armstrong, Alfa Romeo GTA; Bob Brittan/Ed Tucker, Simca 1000; Raoul Peregrina/Edward Tobalina, Mini Cooper; Fred van Geyzen/Ruben Nova, Mustang; Dale Wood/Gary Dundas, Mustang; Francisco Pinerio/Victor Tapia, Mini Cooper S; Gary Thompson/Willie McKemie, Alfa Romeo GT; Spurgeon May/Bill Clay, Corvair; Jim Baker/Bob McLean, Alfa; Phil Halbert, Mustang; Sir J. Whitmore/C. Barnes, Lotus Cortina; Richard Daniel/Joe Starkey, Mini Cooper S.

More on:

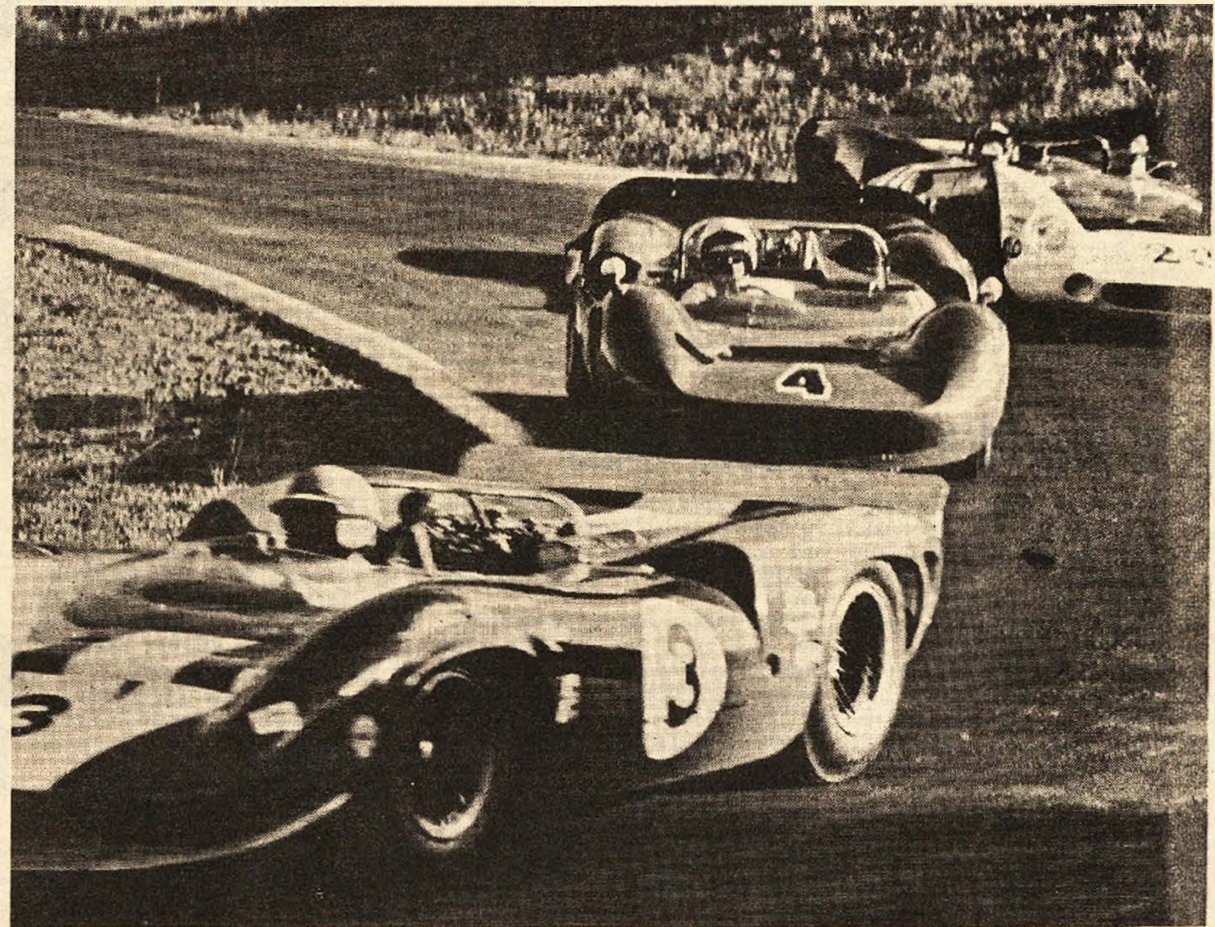
Pearson Doubles

(Continued from page 1)

five accidents and only 11 of the 29 starters were running at the finish.

Friday night Pearson made a clean sweep of the Grand National events at Hickory this year as he outran Petty in the 250-lap race over the .4-mi. Hickory Speedway. Johnson, who has won seven races at Hickory in his long career, provided a strong challenge at the early stages of the race, but a blown engine put him out.

The 31-year-old Pearson will have his work cut out for him in the remaining six weeks of the 1966 season if he hopes to break Flock's record, set in 1955. All of Pearson's wins have come on the short tracks in events of less than 250 miles, but of the six races remaining, four are 250 mi. or longer.



Player's Quebec winner John Surtees with Bruce McLaren right behind lap George Alderman's Lola.

(Lionel Birnbom photo)

If You Want To Win - Go Works Entry

By Pete Biro

Contributing Editor

ST. JOVITE, Que., Sept. 11 - One of the most significant features of the new Lola T72 John Surtees drove to victory here was the use of new specially fabricated brakes.

The new brakes looked much bigger than those used on the T70s, and they have wide, vented discs some 1-1/2 to 2 in. thick.

Other changes were to the suspension pickup points; the rear roll center is more adjustable now with three pickup points instead of two. Lola has also lengthened the upper arms to cope with the wide 12-in. tires.

Power on Surtees' car was supplied via a 364CID Traco Chev with 58mm sidedraft carbs.

The big difference in the new 1966-1/2 McLaren is the use of a F1-derived 5-speed ZF gearbox and the addition of 12-in. rear wheels instead of 10-inchers.

Traco 333CID engines with down-draft carburetors are used.

The spoilers on both McLaren's and Amon's cars were bigger than last year's. The frame has been stiffened with added triangulation to the front bay, a stiffening v-member in the engine bay and tying the upper frame bulkhead into the engine and transmission.

Preparation of the McLaren's was exceptional.

Drive a factory car if you want to win - this seems to be the name of the game. The driver who doesn't have the latest racer will probably have to settle for fourth place or less.

Chaparral would likely have been in this category if they had appeared. Mark Donohue took Roger Penske's Lola down to Rattlesnake Raceway in Chaparralville, and beat Hall's best time in a Chaparral. Then Hall reportedly got into the Lola and improved Donohue's time.

Having run only three races this year, it is hard to believe that Hall would not be ready for this series. The new Chaparral is reportedly more than just slightly different.

The engines used are predominantly Traco Chevs, but Mecom

turned out with a couple of trick Fords. One, for Parnelli Jones' car, was a Paxton supercharged 289CID with two downdraft Webers. Parnelli's Lola was by far the fastest Ford at the race.

A 351CID non-blown Ford was fitted to George Follmer's Lola. The engines were built by Brian Fuerstenau of Sperex's newly-formed racing division. Mecom's team claimed the 351CID engine was one of their own blocks, but only the specially cast tall block of Holman and Moody is capable of being enlarged to this size.

A. J. Foyt was missing because the engines Ford had promised him for his Lola were still blowing up on the dynos.

Dibley, Hawkins Fly Through Air

ST. JOVITE, Que., Sept. 11 - The Lolas of Paul Hawkins and Hugh P. K. Dibley became airborne on the 130mph backchute of St. Jovite and flipped during preliminaries for the Player's Quebec. Neither driver was hurt.

The cars were doing wheelstands (similar to dragsters) at the top of the hill on the back straight. Many competitors were experiencing troubles at the spot, and the problem was not limited to the Lolas.

Ronnie Bucknum's Lola also got up on its right rear wheel and went a couple hundred feet before touching ground again during Sunday's warmup.

All three cars had small spoilers - smaller than most of the other cars, an official pointed out.

Hawkins flipped during practice Friday, while Dibley's turn came Saturday. Dibley's car bounced into a spectator area.

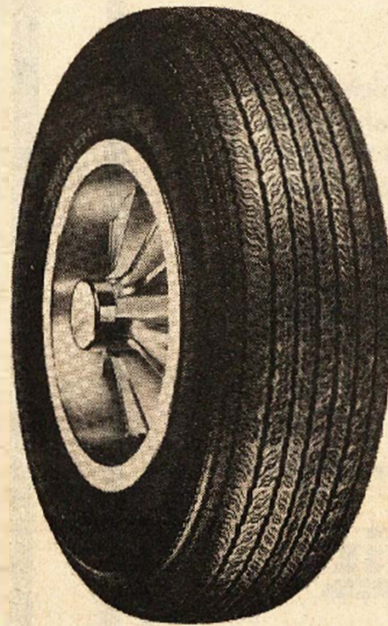
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