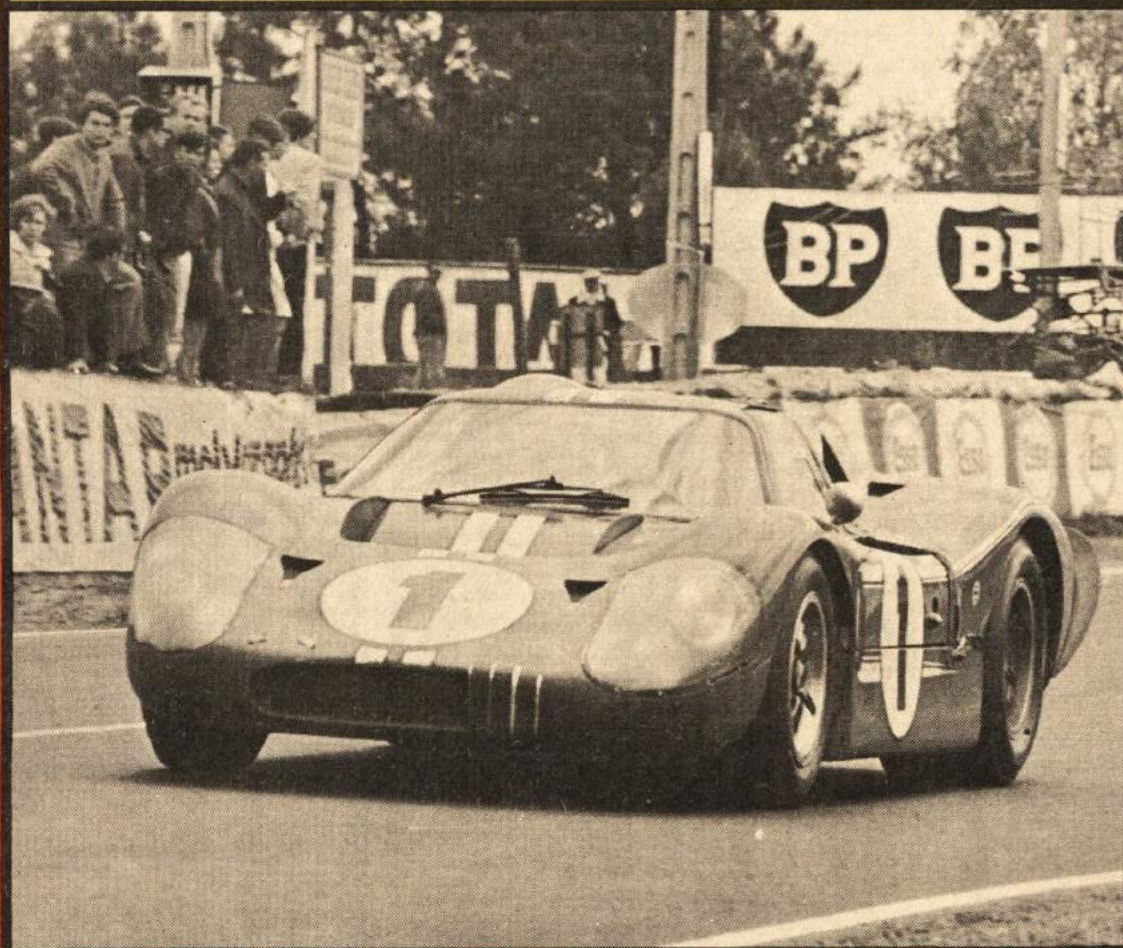


COMPETITION PRESS &
AUTOWEEK

Gurney/Foyt Ford Takes
LE MANS



**USAC Seeks
Turbine Rule**

**Pearson Chases
Titus at Mid-Ohio**

**Amick Wins
Rose Cup**

July 1, 1967

25 Cents



The Gurney/Foyt Ford Mk 4 goes through a turn at Le Mans. The pair covered 3249 miles to average 135.40, some 10mph faster than last year. (David Phipps photo)

COMPETITION PRESS & AUTOWEEK

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July 1, 1967

Tiny Titus Shows Good Ol' Dave Way to Checker at Ohio TransAm

By Dave Arnold
Area Editor

LEXINGTON, O., June 11 — Jerry Titus had better learn to develop a little respect for the good old Southern boys, David Pearson in particular.

After David showed Jerry a NAS-CAR way of driving was good enough to get the pole position in the Trans-American Championship sedan race at the Mid-Ohio sports car course, the little magazine editor came back and was totally disrespectful to Pearson.

He went around David on the second lap and was never heard from again, winning by 35 seconds, a victory good enough for \$3200 out of a \$9800 purse.

The win made Titus a first double winner of the 1967 TransAm series, and the leading individual points winner with 25 of the 25 points now garnered by Mustang.

Pearson's second-place finish in his first team Cougar ride gives that marque 30, still good enough for a lead going into the August 6 blast at Bryar Motorsports Park, N.H.

FOLLMER THIRD

George Follmer was third in the Mark Donohue-Roger Penske Camaro, three laps behind the winners while Horst Kwech completed 120 of the 125 laps to gain the fourth position and the second under-2-liter win in a row for him and Alfa Romeo.

Titus drove a masterful and trouble-free race, despite 90-degree temperatures and numerous paint-swapping incidents between the 32 competitors, and finished with a 76.664mph average which stood up despite an informal finish line protest by Mercury boss Bud Moore and counter charges by Shelby's crew.

Both factions had their top wound-healers in attendance, Lew Spencer for Shelby and Fran Hernandez for Mercury, who spent most of the day on the pit railing so he could see.

Pearson, whose 1:46.4 qualifying time had topped Titus by .4 second,

(Continued on page 14)



Bud Moore, who prepares the factory Cougars, sticks a garden hose down David Pearson's back during a pit stop at the Mid-Ohio Trans-American Championship race. Mercury and Ford Division nearly ended up protesting one another at the race. (Dave Arnold photo)

LATE NEWS

● After fixing the fuel-metering unit which failed at the Dutch GP, Dan Gurney turned 16 consecutive laps between 1:25 and 1:25.9 with a full fuel load on the Zandvoort circuit the next day. He was in the magnesium and titanium lightweight Eagle. Jim Clark's fastest lap in the race was 1:28.1, while the fastest qualifying lap was Graham Hill's 1:24.6.

● Spike the reappearing rumor about A. J. Foyt teaming with Gurney for the Belgian GP in Spa. He flew back from Le Mans to help his dad get both Coyotes ready for the Mosport 200 June 17, the day before Spa. It appears, however, that Bruce McLaren will drive the number two Eagle.

● Asked how he would vote on the Turbocar at the USAC board meeting June 26, J. C. Agajanian replied, "Personally, I'm ready to place an order for one."

● A yet-as-unnamed under-2-liter Group 7 sports/racing series will be tied in with four of the six fall CanAm pro races as preliminary events. Have a name in mind? Send it to SCCA, Westport, Conn.

● Richie Ginther has formally retired; he'll stay on with All American Racers in a promotional capacity.

● Lee Roy Yarborough has signed with Bud Moore's Mercury stock car team; will join Moore at Rockingham June 18.

● Mario Andretti was the first to use facilities of the Grand Prix medical van. He had a quick x-ray following his crash at Le Mans.

● The five factory Fords which appeared for practice at the Rockingham 500 were turned down until they fixed manifolding described as "slightly illegal."

Gurney, Foyt Cool It, Coast to Le Mans Win

By David Phipps
European Editor

LE MANS, France, June 11 — Well, they made no mistake about it after all, though only two Fords out of seven starters were still running at the end. However, one of them was in the most important place, having covered considerably more than the distance from New York to Los Angeles in the 24 hours, and Dan Gurney and A. J. Foyt were able to ease off so much that they picked up the fuel consumption prize as well.

Amazing as it may seem, four of the seven Fords went off the road.

The fourth-place McLaren/Donohue car suffered assorted ills including the loss of its rear bodywork, but the Bucknum/Hawkins car was the only one to go out with mechanical trouble.

Both of the Fords which finished were Shelby American entries, running on Goodyear tires.

The Ferraris were never really in the running, but Mike Parkes and Ludovico Scarfiotti drove magnificently to take second place in a car which was completely outclassed in terms of maximum speed.

The Phil Hill/Mike Spence Chaparral was well up until beset by its customary transmission trouble, but the Bob Johnson/Bruce Jennings sister car never got onto the leader board.

Both of the Lola-Aston Martins went out in the early stages and both of the Mirages lived up to their name — these four cars all succumbing to engine troubles.

Engine trouble also eliminated two of the smaller Fords, and a third

(Continued on page 10)

USAC Refers Turbine Problem to Experts

By Dave Overpeck
USAC Editor

INDIANAPOLIS, June 7 — It may have made just a whoosh of sound in the 500-Mile Race, but Andy Granatelli's Turbocar sure raised a helluva racket when the United States Auto Club's rules committee met yesterday and today.

After hearing many cries for its damnation and Granatelli's impassioned plea for its salvation, the rules committee finally decided tonight that it lacked the wisdom of Solomon and turned the turbine over to the experts.

Rather than offer a new formula itself, the rules committee voted to turn the turbine over to a committee of experts which will report directly

to USAC's board of directors.

The committee, to be composed of engineers from Pratt & Whitney, Ford, Chrysler and General Electric, is charged with evaluating the turbine's horsepower and torque output against that of piston engines.

Having done this, the experts are then supposed to propose changes in the current turbine formula to make the engine equal but not grossly superior to piston engines. They are supposed to accomplish this by June 26, the tentative date for a special meeting of the directors to deal with the turbine problem.

Granatelli immediately hailed the move as "tantamount to approving the turbine" and announced that he would begin construction of 10 dupli-

(Continued on page 11)

Bill Amick's McLaren Wins Two Heats at Oregon Rose Cup Race

By Bill Sendelback
Area Editor

PORTLAND, Ore., June 11 — Bill Amick, NASCAR ace turned road racer, didn't leave many marbles for others to pick up here this weekend as he devastated the West Delta Park course record and dominated both 21-lap heats in the Dick Niles McLaren 350CID Chevy to nab the Rose Cup crown and the \$1000 first prize.

Tony Settember took home \$700 of the \$3000 purse for his second overall finish in the 4.2 Olds-powered Webster Matich SR3 after placing third in the first heat and second to Amick in the rematch. Gerry Bruhl nabbed third overall, \$450 and the under-2-liter victory by following Settember across the line in both heats in his 2-liter Coventry Climax-powered Enduro spl.

Amick's perfect weekend started as he led the assault on the 1:38.4 lap record on the rough 2.4-mile course set during last year's Rose Cup by Gary Wright's Porsche Carrera 906. By the time Amick had dropped the mark to a sizzling 1:28.2, the first 10 qualifiers had all bettered the old record.

Monte Shelton grabbed the first-heat lead at the flag in his Lola T70 327CID Chevy, but Amick moved by

on the straight as the two quickly sped away from the pack. Then came Stan Burnett, Burnett-Chevy spl., Don Jenson, Burnett-Ford spl., Lew Florence in the 1966 USRRRC-winning ex-Charlie Parsons Genie Mk 10, and Settember. Shelton kept the pressure on Amick in the early rounds and stole a brief lead twice,

(Continued on page 15)

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More on:

Gurney, Foyt Cool It

(Continued from page 1)

one caught fire shortly after a refuelling stop, driver Mike Salmon escaping with only minor burns.

And fire brought about the retirement of the Amon/Vaccarella Ferrari, which lit up while it was being driven back to the pits on a flat tire. Amon had tried to change the wheel out on the circuit, but the head fell off the hammer!

The Sutcliffe/Klass Ferrari went out with fuel pump failure and most of the private Ferraris ran into trouble — but none of them had ever looked like having much influence on the outcome.

Porsche once again had a good race, with fifth, sixth, seventh and eighth overall, first and second in the 2-liter class, first and second in the Sport category and first in the Index of Performance — not to mention second (with a 911S) in GT. (First in GT was a Ferrari 275GTB, which easily outlasted a Corvette and a Shelby Mustang.)

Porsche domination in the 2-liter field is such that both Alfa Romeo and Dino stayed away — and Matra-BRM might just as well have done the same for all that they achieved.

As usual the Alpine-Renaults showed up well, with four cars finishing and the first of them in ninth place overall. The 3-liter Renault V8 engine did not materialize, so that is something to look forward to next year. As it is, the Alpines go over 150mph on only 1300cc.

As expected, the Peugeot-engined CDs didn't last very long.

FALL BY WAYSIDE

The only British car to finish was a special-bodied Austin-Healey Sprite. A Lotus 47, a Costin-Nathan and a Marcos all fell by the wayside, and the rear end of the Sprite was considerably modified in an off-course excursion.

Next year Jaguar is expected to return, but it is unlikely that they, or Ferrari, will be able to prevent a Ford triple play. The men of Dearborn are beginning to enjoy their annual trip to France.

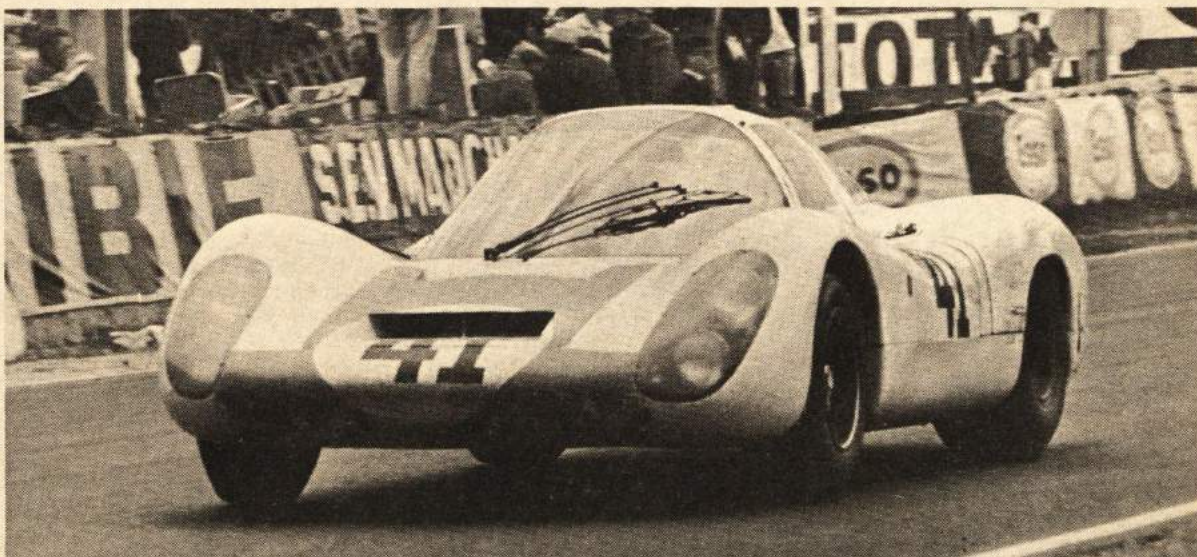
There was high drama in practice when a whole series of Ford wind-screens cracked — due, it was thought, to incorrect heat-treatment. New screens were flown in for the race, and although two of them were damaged by flying stones the breakage did not recur.

The Hill/Spence Chaparral was fastest in the first practice session with 3:24.7, and looked all set for pole position until McLaren sneaked in a last-minute 3:24.4. The Ferraris were well down the line and so was the Gurney/Foyt Ford; Foyt had done only eight laps when the race started.

Saturday morning was cloudy and cool, with a real threat of rain; fortunately this did not materialize, and the weather stayed dry throughout the race, with a yellow dust haze hanging over the spectator areas.

As always there was a vast crowd (estimated at 300,000-plus) and a complex but very efficient system of traffic routing.

Ronnie Bucknum was first away from the run-and-jump start, and built up a useful lead while most of the other big car drivers were fastening their seat belts. Already the front-runners were all Ford, with Spence's Chaparral the most dangerous opposition. Frank Gardner's Ford soon lost second place



The Jo Siffert/Hans Herrmann Porsche was the highest-placing Porsche of the race. The car covered 2999 miles, finishing fifth overall.



Ferrari got second and third at Le Mans, finishing behind the Gurney/Foyt Ford and ahead of the McLaren/Donohue Ford. This is the Ludovico Scarfiotti/Mike Parkes Ferrari which was second.

Nurburgring Results! May 28th

1ST PLACE

Porsche

2ND PLACE

Porsche

3RD PLACE

Porsche

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when out-of-balance tires necessitated a wheel change.

ASTON QUILTS

John Surtees' Lola-Aston Martin lasted only three laps before holing a piston, and Chris Irwin's Lola was in trouble soon afterwards. There were a lot of visitors to the pits during the first hour, and several of them didn't get much further.

The Gurney/Foyt Ford went into the lead after the first refuelling stops, and stayed there for the rest of the race. But things did not go so smoothly for some of the other Fords, the Bucknum/Paul Hawkins car overheated because of a broken water pipe, the Gardner/Roger McCluskey car had further wheel balance problems and then Ruby came in with his undertray hanging down as a result of exploring a sand bank. (He left the car high and dry on another sandbank soon afterwards).

Then Bianchi came in with gear-shift troubles and so it went on.

The whole picture of the race changed just before half-distance. Mario Andretti, trying to get the feel of a new set of brake pads, locked a wheel and spun into the

very solid earth bank just after the Dunlop bridge. McCluskey and Jo Schlesser, who were close behind him, both hit the bank in taking avoiding action — and thus three Fords were out of the race in one fell swoop.

From then on it was simply a question of whether the number one Ford would finish, and as time went by it seemed increasingly likely that it would.

Gurney and Foyt had eased right off, whereas Parkes and Scarfiotti were still racing, but there was surprisingly little difference in their lap times. Gurney had discovered that he could go as fast as was necessary without using more than half-throttle, and it was this which helped to bring home the Indice au Rendement Energetique.

There was very little drama in the closing stages, and an air of quiet confidence pervaded the Ford pits. And at just after 4pm A.J. took the checkered flag to record an all-American victory in an all-European race. (As he said afterwards, it was revenge for the foreign victories in the 1965 and 1966 Indy races.)

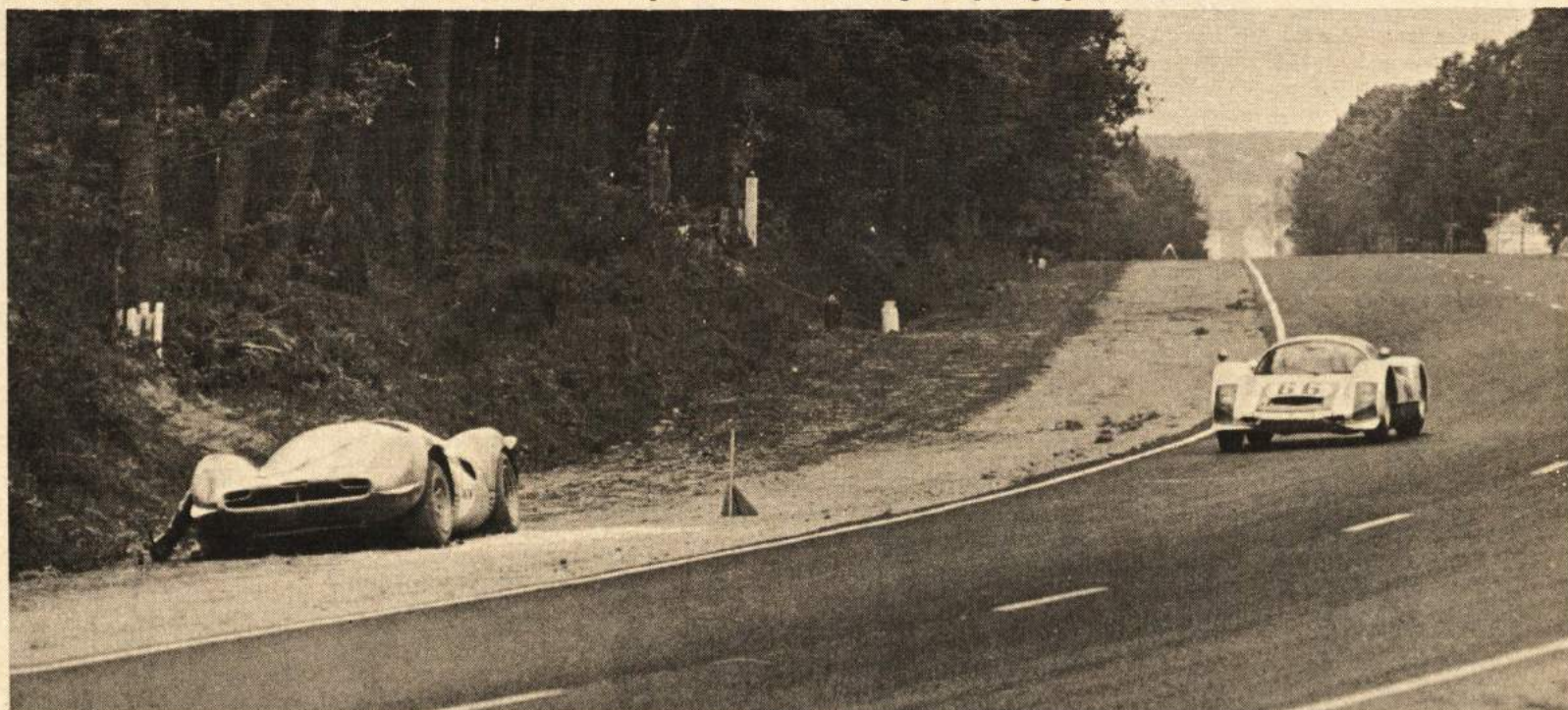
Dan Gurney let off steam by showering the photographers with

champagne, and then everybody joined the crowds for the long trek home. Twenty-four hours is too long for a motor race — about 22 hours too long. But if you must have a 24-hour race than Le Mans is the only place to have it.

LE MANS 24-HOUR RACE, LE SARTHE CIRCUIT, LE MANS, FRANCE, JUNE 10-11.

1 - Gurney/Foyt, Ford Mk 4, 3249 miles at 135.40mph average (last year's winners, McLaren and Amon, drove Ford Mk 2 3009.5 miles at 125.4mph average); 2 - Scarfiotti/Parkes, Ferrari, 3217 miles, 134.05mph; 3 - Mairesse/Beurlys, Ferrari, 3157 miles, 131.56mph; 4 - McLaren/Donohue, Ford, 3008 miles, 125.34mph; 5 - Siffert/Herrmann, Porsche, 2999 miles, 124.99mph; 6 - Stommelen/Neerpasch, Porsche, 2941 miles, 122.54mph; 7 - Elford/Pon, Porsche, 2738, 114.09mph; 8 - Koch/Poirot, Porsche, 2688 miles, 112.00mph; 9 - Grandsire/Rosinski, Renault Alpine, 2685 miles, 111.88mph; 10 - de Cortanze/Le Guellec, Renault Alpine, 2660 miles, 110.84mph; 11 - Steinemann/Spoerry, Ferrari 275GTB, 2658 miles, 110.77mph; 12 - de Lageneste/Chenisse, Renault Alpine, 2607 miles, 108.62mph; 13 - Vinatier/Bianchi, Renault Alpine, 2601 miles, 108.39mph; 14 - Buchet/Linge, Porsche 911S, 2582 miles, 107.59mph; 15 - Baker/Hedges, Austin-Healey, 2420 miles, 100.84mph; 16 - Martin/Mesange, Abarth, 2193 miles, 91.38 mph.

OVERALL CATEGORY WINNERS: Sports Prototype - Gurney/Foyt, Ford; Sports - Elford/Pon, Porsche; Grand Touring - Steinemann/Spoerry, Ferrari.



The Koch/Poirot Porsche passes the disabled Amon/Vaccarella Ferrari. The Ferrari caught on fire while being driven back to the pits with a flat tire. Amon had tried to fix the flat on the circuit, but the head came off the knockoff hammer. (David Phipps photos)