

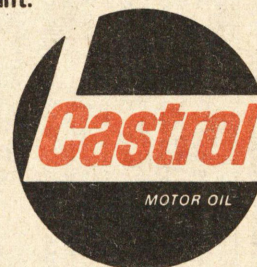
# Daring Dan's Zip Code: 20/50

California's Dan Gurney surprised no one on December 1, 1968, when he wheeled his screaming Eagle around Riverside's 2.6 mile course to capture the Rex Mays 300 for the second straight year!

Also to no one's surprise, Dan had Castrol Motor Oil working with him inside his 305cid pushrod Ford engine, (with his specially designed Gurney heads), as he easily lapped the entire USAC field.

Gurney's Eagle screamed to a new track record of 111.689mph, cracking his own record of 108.391mph, set during last year's 300 mile event.

"Of all the oils I might have picked—and I've tried alot of them—," says Gurney, "I settled on the new Castrol XLR racing oil because this multigrade oil is fortified with Liquid Tungsten to give superior performance under the most severe service. I recommend Castrol XLR for any car, racing or not, if the owner really cares about his power plant."



**SAE 20w/50**

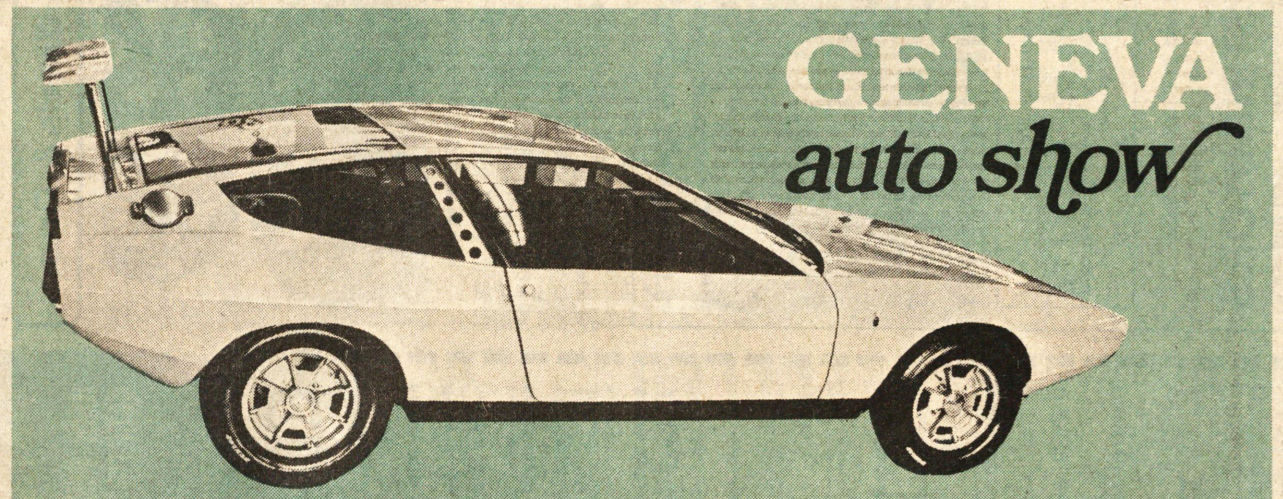
Castrol Oils Incorporated Newark, N.J., Kansas City, Mo., Palo Alto, Calif.  
Don't miss the Monterey/Castrol Grand Prix; October 11th & 12th

## COMPETITION PRESS & MAC **AUTOWEEK**

April 12, 1969

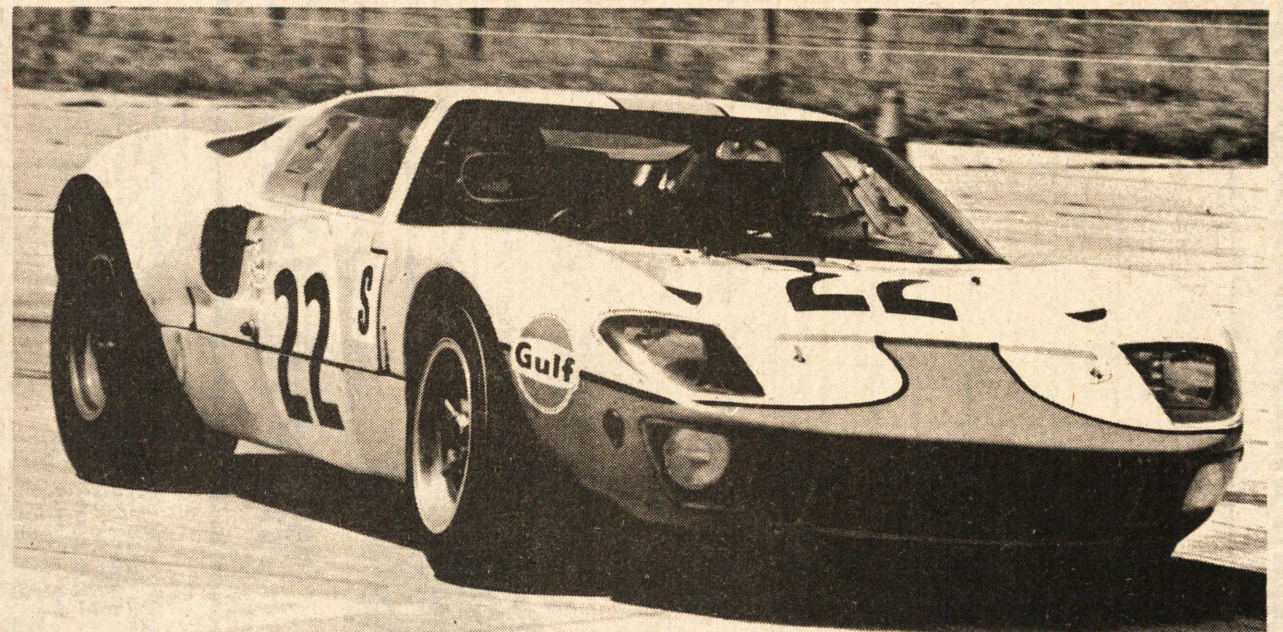
35 Cents

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**GENEVA**  
*auto show*

**SEBRING:** Ickx/Oliver Ford  
Outruns Ferrari





# ICKX/OLIVER FORD GT40 EDGES FERRARI

## Andretti/Amon Sebring Win Disappears With Late Stop

By Jack Brady  
Associate Editor

SEBRING, Fla., March 22 — A pair of Jacks, minimum openers in any guts poker game, were good enough to win a \$9500 pot in today's 18th annual Sebring 12 Hours of Endurance.

The two Jacks, Ickx and Oliver, both in their early 20s, drove a five-year-old car to a record win while the opposition tore itself to pieces in a fierce 12-hour sprint race over the abrasive 5.2-mile course.

### AGING GT40

The aging Ford GT40, entered by the U.K.'s John Wyer, traveled 1242.8 miles in the allotted 12 hours 1:25 for an average speed of 103.363mph to eclipse the two-year-old mark set by Bruce McLaren and Mario Andretti in a

later model of the Ford GT series. The McLaren/Andretti combination ran the 12 hours at an average speed of 103.133mph for a distance of 1237.6 miles in 1967.

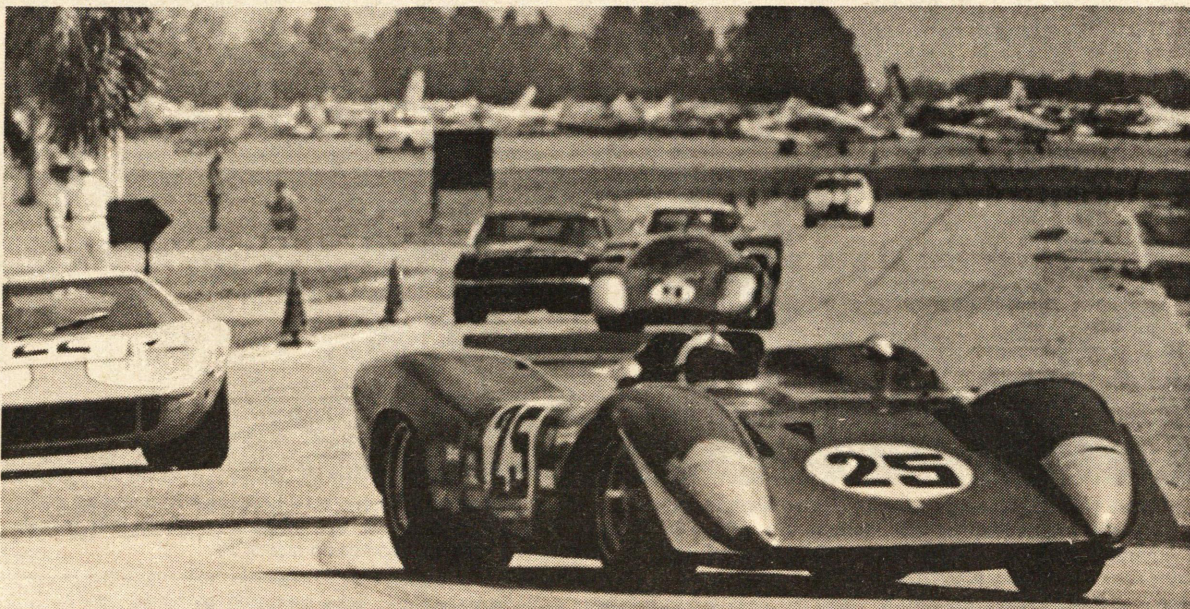
### STEADY PACE

Surviving 13 lead changes among six cars, the Wyer team maintained a steady pace, never varying more than a second or two. Their average of 2:53 was anywhere from two to five seconds off the leading Porsches and the lone Ferrari 312.

Qualifying 13th, the Ickx/Oliver Ford seemed relegated to a runner-up slot before the race was properly underway.

Probably just as surprising, in a race full of surprises, was the survival of the new Ferrari 312 sports prototype. Plagued by gearbox trouble in practice and

(Continued on page 16)



The hotly contested 1969 12 Hours of Sebring had many leaders, including the Mario Andretti/Chris Amon Ferrari (25); the winning GT40 driven by Jacky Ickx and Jackie Oliver (22) and the Penske Lola-Chevy with Mark Donohue and Ronnie Bucknum driving (9). The Ferrari lost the race in the pits to finish second; the Lola retired with broken suspension.

(Jack Brady photo)

## Bobby Allison's Dodge Breaks Ford Win Streak

By Bob Myers  
NASCAR Editor

BRISTOL, Tenn., March 23 — Bobby Allison of Hueytown, Ala., streaked into the lead seven laps from the checkered to win the 250-mile Southeastern 500 Grand National stock car race in a 1969

## ACCUS Okays Ford's 429

By Bob Myers  
NASCAR Editor

DAYTONA BEACH, Fla., March 21 — Ford Motor Co.'s controversial 429cid high performance engine and its new Mercury Cyclone Spoiler model have been declared eligible for immediate stock car racing competition, it was announced here today by the National Assn. for Stock Car Auto Racing (NASCAR).

Both the engine and the new racer are scheduled to make their debut in the Atlanta 500-miler at Atlanta Raceway, March 30.

Lin Kuchler, vice-president of NASCAR, made the announcement after receiving verification from the

(Continued on page 9)

Dodge Charger at Bristol Speedway today.

Allison overtook the ailing Ford Torino driven by David Pearson to break that company's streak of three major wins and give Dodge its first triumph of the season.

Pearson, commanding the faster of the two cars, developed engine trouble with 30 laps remaining. Trailing a cloud of smoke and spraying oil, the Pearson car headed off Allison's charge until the 493rd lap and lasted two more laps before knocking out.

Pearson's trouble enabled Allison to overcome a two-lap deficit and claim his first win in a Dodge, which he took over at the onset of the season, at a record 81.455mph over the banked, bowl-like, half-mile speedway.

The victory was worth \$5025 to Allison and his chief mechanic, Mario Rossi of Spartanburg, S.C.

Lee Roy Yarbrough, driving another Ford Torino, trailed Allison under the checkered flag by four laps. Pearson, though his car was out of the race, finished third while Ford factory drivers Cale Yarborough and Donnie Allison were fourth and fifth, respectively, giving the company four of the first five places.

Another Ford favorite, Richard

(Continued on page 8)



Bobby Allison's '69 Dodge only led Bristol Speedway's Southeastern 500 on two occasions, including the last eight laps, but posted Dodge's first Grand National victory of 1969. Here Allison passes brother Donnie's '69 Ford.

(Dozier Mobley photo)

## COMPETITION PRESS & AUTOWEEK

Vol. 19, No. 13

April 12, 1969

## Andy Signs Andretti, Buys Lotuses

NEW YORK, March 25 — Andy Granatelli, who recently stated this year's Indianapolis 500-mile race would be between cars powered by stock block engines, has apparently had a change of heart and dropped a bombshell on the racing world here today.

At a meeting of the International Motor Press Assn. this morning, Granatelli announced the purchase of four new Lotus wedge-shaped Indianapolis cars from builder Colin Chapman and stated he will field the entire team under the STP banner.

In addition, Granatelli revealed he has signed Mario Andretti to campaign for the STP Racing Team. Andretti recently ended his affiliation with sponsor Overseas National Airways.

### "SUPER TEAM"

Joining Andretti on the Indianapolis team will be Lotus Grand Prix drivers Graham Hill and Jochen Rindt plus Art Pollard, originally slated to drive Granatelli's stock block Plymouth-powered Super Wedge now under construction.

Plus his four-pronged attack on an Indianapolis victory, Granatelli

will also shoot for a U.S. Auto Club Championship during the 1969 racing season.

The Indianapolis team will include the four brand-new Lotuses plus a back-up car "of equally

## Vegas Track Quits Racing

LAFAYETTE, Calif., March 25 — Stardust International Raceway at Las Vegas, Nev., site of the annual Stardust Grand Prix, final race of the Canadian-American Challenge Cup series, is closing.

The announcement was made in New York by the raceway's publicity director who said recent damages caused by rain makes the three-mile track, located west of Las Vegas, too uneconomical to repair.

Four weeks ago the California Sports Car Club Region of the Sports Car Club of America staged a national race there. The track has

(Continued on page 21)

radical design." The Lotus cars will use the 4-wheel drive design and will be powered by turbocharged Ford V8 racing engines. In addition, two new stock block 318cid Plymouth engines will power a pair of new Super Wedge cars. The lineup will also include a new Gerhardt-built turbocharged Offenhauser and the Brawner-Hawk driven by Andretti in the 1968 Indianapolis race.

### ENTERED AS OWNER

Granatelli stressed the fact that he has purchased all these vehicles and will enter them as owner rather than sponsor.

Completing the package, Granatelli has also purchased from the Andretti stable a 255cid Offy dirt car which Andretti will drive on the Championship Trail.

Andretti, Hill and Rindt will each be assigned to a new STP-Lotus-Ford for Indianapolis and Pollard will drive the Plymouth-powered STP-Super Wedge. The others will be Indy reserve cars.

For this USAC Championship effort, Granatelli will start at the Phoenix 150 miler March 30 with

(Continued on page 14)

## LATE NEWS

● Early results of the Mint 400 off-road race this afternoon list provisional winners in the motorcycle class as Mike Patrick/Phil Bowers riding a Yamaha 250 to an overall time of 10:09:12 for the 396-mile distance. Provisional winners in the vehicle class are Johnny and Linda Johnson driving a home-built, Corvair-powered dune buggy. Full story next week.

● Jim Garner's AIR will concentrate entirely on the Continental Championship Formula car series. One of the two Lola T70 coupes running Sebring was sold during the event and a potential buyer is in line for the second. The two AIR Lola Group 7 cars, recently purchased for the CanAm, are also for sale. The Garner TS F/A cars will open the season with Chevy power, but may see a powerplant change later.

● Denis Hulme will debut the new McLaren M6 GT car at the March 30 Daily Express International Trophy races at Silverstone.

● Westinghouse is reported as having a small, electric-powered car in operation. Apparently they have made a breakthrough in a lightweight battery system. Problem now is cost with a production price of \$24,000.

● The California Sports Car Club region of the SCCA is contemplating building its own race circuit in southern California.

### TRIUMPHS THUNDER

Willow Springs National, Mar. 23

E Production — Carl Swanson, of Hawthorne, California driving a Kastner prepared Triumph GT-6 plus, easily took his second checkered flag of the season.

F Production — Lee Mueller of Lynwood, California, drove a Kastner-prepared Triumph Spitfire Mk III to a resounding victory.

G Production — National champ Don Devendorf, of Los Angeles, out-distanced the rest of his class in his TR Spitfire.

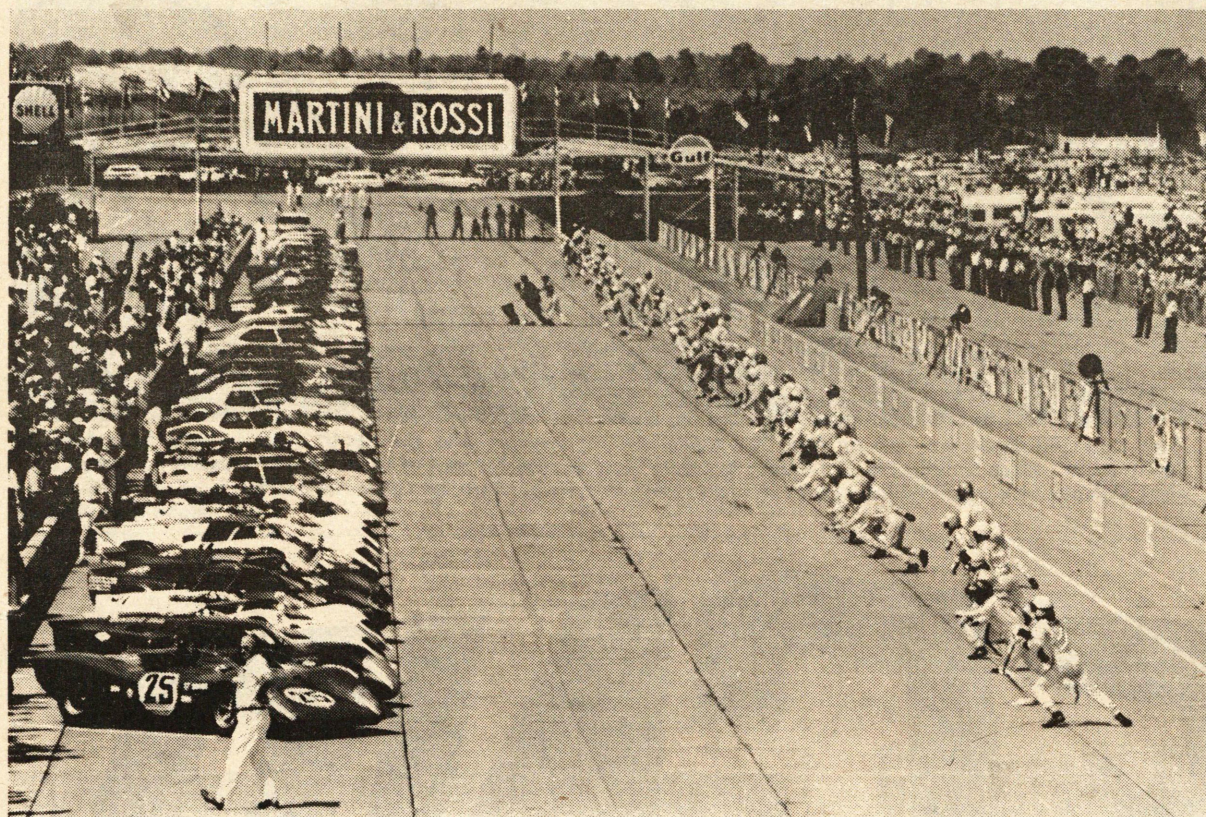
C Production — Jim Dittmore, of Redondo Beach, California, piloted a Kastner-prepared TR-6 to a near victory. He won the pole from national champion, Alan Johnson, but was edged out by a mere four seconds for the checkered flag, beating Johnson's teammate Milt Minter.



More on:

# TWO JACKS IN A FORD

## POR



Traditionally an exciting part of the Sebring 12-Hour race, the LeMans start (top), after a false cue from the track announcer, got the event underway at 11am, March 22. Jo Siffert, driving the No. 31 Porsche 908 with Brian Redman was the first away (middle) and out of the picture when the other 908s driven by Gerhard Mitter, Vic Elford and Hans Herrmann (bottom) left the starting line.

(Jack Brady photo)

(Continued from page 1)

victim of assorted ills during the race, Chris Amon and Mario Andretti kept the sleek machine running. They fought bitterly with the Porsche contingent and finally finished less than three minutes behind the winning Ford.

### BUZZETTA 1ST PORSCHE

The first of the new Porsche 908 Sebring prototypes to finish was driven by the only American in the five-car factory entry, Joe Buzzetta, a New Yorker. Regular factory driver Rolf Stommelen was teamed with Buzzetta in the third-overall finish.

An unknown quantity, the new 3-liter Alfa Romeo prototype, had a disastrous outing. The open cockpit prototype came to Sebring less than two weeks after their completion. All three were retired before the 15th lap.

### ALFA PROBLEMS

According to driver Lucien Bianchi, the rough winter had left Alfa with no time for testing and the pre-race session at Sebring last week was nearly rained out.

Mark Donohue, during the unofficial practice session the previous weekend, had lowered the 1968 2:49 lap record, held by Scooter Patrick in the coupe version of the Lola T70. Patrick's mark was cut by nearly eight seconds to a 2:41.5.

### PAVEMENT MELTS

Deteriorating pavement in the Warehouse Straight turn and the Esses and 80-degree weather kept race day speeds in the low 2:50s. The rough pavement and high speeds eventually accounted for about 20 percent of the non-finishers. The Mark Donohue/Ronnie Bucknum Lola coupe went out with suspension failure as did most of the Porsche factory entry. Both had led the race before they ran into trouble.

An odds bettor would have probably bet one of the GT40s to win but their chances looked dim as the 11am starting time came close.

### ANNOUNCER GOOFS

Starter Jack Kittinger had barely moved to the center of the track to signal the LeMans start when a serious breakdown in communications developed. The announcer, for some unexplained reason, started the countdown over the public address system two minutes before the start. The drivers, unaccustomed to this technique, heard the countdown and as the announcer hit zero, the stampede started. The starter was still standing with flag in hand.

Quick action on the part of crews and marshalls saved the day and only one fleet-footed soul made it into his car before the rush was stopped.

### SIFFERT OFF FIRST

When the flag did finally fall, lanky Jo Siffert, Swiss Formula 1 driver, made it to his Porsche in three or four Kangaroo-like hops. He was well away before anyone else left the line.

Chris Amon, occupying the pole with an incredibly fast 2:40.14 qualifying time, sat not too patiently grinding on the starter as the field melted away around him. Finally the Ferrari caught hold and he set out to make up the difference.

Siffert's virtuoso performance in the new Porsche was as expected. He continued to open the gap on the rest of the field. The new car weighs in at 1449 pounds and the fuel-injected flat eight engine puts out over 360hp. The tremendous acceleration was obviously working



Jackie Oliver (left) and Jacky Ickx hold the 1969 Florida International 12-Hour Automotive Ford GT40. The pair gained had to make a lengthy pit stop an hour-and

for Siffert as he turned 2:44.6 early in the race.

On the second lap, Nanni Galli in one of the new Alfa prototypes lost a rear right wheel in the center of the pit straight. Galli rode it out as the car came to rest in turn one with very little damage.

Meanwhile, his teammates had been battling heating problems and eventually were retired on the 15th and 17th laps, respectively.

Engineer Chiti, development chief for Alfa's racing department has a long rough road ahead. The injector system on the V8 3-liter engine is complicated and lacks sophistication in fuel cooling methods, rather a strange situation when considering the high degree of development on injector systems now available in Group 7 racing.

### SURTEES GOES HOME

John Surtees, originally scheduled to run for Alfa, drove the new cars in practice and returned to England on Friday. Some misleading comments were made about a contractual conflict between Firestone and Surtees which would not permit him to run in the Dunlop-shod machines. Since such a contract doesn't seem to exist and Surtees' agreement with Alfa stipulated that the car would be race ready, there was evidently some dissatisfaction on the Englishman's part.

### FIRST PIT STOPS

As the boiling sun started to pull the moisture from the ground, humidity went to a near 100 percent and the first of the scheduled pit stops began as the long grind neared the two-hour point.

The 5-liter Lola T70 coupe, driven at the start by Mark Donohue, took the lead as Siffert pitted and handed over to Brian



# SMASH FERRARI, LOLA, SCHE SEBRING HOPES



Victors trophies on high after capturing Sebring Endurance race in a John Wyer victory when the Andretti/Amon Ferrari a-half before the 11pm finish.

(Jack Brady photo)

Redman. The new Penske-entered Group 4 sports car, fresh from a win in the Daytona 24-Hour race, resembles the new Lola T160 Group 7 car to a much greater degree than any of the other T70 coupes entered.

## ELFORD INTO 2ND

Vic Elford, rallymaster turned road racer, moved into second in his Porsche 908 at the end of the first hour, after turning a record race lap at 2:43.19 during his first half hour of running.

An altercation with a course marker necessitated a 40-minute pit stop for repairs and dropped Elford completely out of the top listing.

Not all of the Ferraris at Sebring were new. In fact, the Chuck Parsons/Pedro Rodriguez prototype was the first of the P series and looked every bit as old and battered as its six-year history would imply. Parsons, with true devotion, nursed the stuttering hulk for several hours until mechanics were able to locate and change a bad filter and fuel pump combination.

## 3RD HOUR

At the beginning of the third hour, the pattern of the race began to emerge and Redman's Porsche had regained the lead. Just seconds behind, Donohue's Lola and Amon's Ferrari shared the same lap with the Buzzetta/Stommelen and Gerhard Mitter/Udo Schultz Porsches.

Andretti began to pick up on Donohue, gaining about two seconds per lap, taking the lead at the three-hour marker.

## LOLA'S OVERHEAT

Jim Garner's two-car team of Lola T70 coupes had suffered with overheating and handling problems during practice. The Scooter Patrick/Dave Jordan car was

sidelined 45 minutes after the race started with a severely overheated engine.

Lothar Motschenbacher and Ed Leslie, both driving during the first three hours, had moved the second Garner car into ninth place by the end of the third hour. Spoilers had been added to the car last night causing the front to lift at high speeds to the point where Motschenbacher thought it was going to come off. Leslie hammered the two offending flaps flat and solved the problem the easy way.

While Andretti had been chasing the Donohue/Bucknum car, Redman, in the lead, was having his problems. Again the heavy rubber columns used to mark the course where it becomes part of the old Sebring airport, proved to be a Porsche nemesis. Redman had an 11-minute stop while the crew hammered some new pieces into the front suspension.

Never too far away from the front runners, the Wyer GT40s had moved into seventh and eighth places by the middle of the second

hour. The David Hobbs/Mike Hailwood machine spent 34 minutes of the fourth hour having a high speed vibration corrected. This meant rebushing some front end pieces and cost them several laps.

## THIRD HOUR ENDS

Only seven cars had officially withdrawn by the end of the third hour, which left traffic still very heavy. The slow corners, like the second gear hairpin and the entrance to the Esses, proved a boggling point for the very fast cars

more often than not.

Odds on a Ford win were lowered even further during the fifth hour when Hailwood lost a wheel at the MG Bridge. Car and driver escaped serious damage, and Hailwood and Hobbs left for an early supper with the comment that "it is just too noisy out here to be enjoyable." Drivers don't have a reputation for being good spectators.

At the halfway point, only the Ferrari and the lone Porsche shared

(Continued on page 18)

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More on:

# 12-Hour Sprint Race

(Continued from page 17)

the leader's lap.

Just before the sixth hour began, the Kurt Ahrens/Hans Herrmann Porsche pitted with handling problems only to discover a cracked chassis.

Lower tie point for the left rear A-arm had broken away from the frame. Ahrens car was withdrawn with no attempt to repair the damage, although he was running fourth at the time.

## PENSKE'S PROBLEMS

Less than five minutes later, the Donohue/Bucknum Sunoco Lola was in the pits with two broken tie points on the rear trailing links.

Bucknum said he felt a bump, violent enough to kick the car out of gear, and then the rear end started to move around. He handed the Lola over to Donohue who did a few laps and then packed it up. Within the hour, Roger Penske

announced they would take the car to LeMans for another try.

Earlier in the afternoon, the Jo Bonnier/Ulf Norinder Lola coupe had worked its way into eighth place when a similar failure put them out of action.

Norinder felt the break in the chassis had probably started in Daytona when he put the car into the wall. He said that the crack had probably started down inside the monocoque where it couldn't be seen.

The Mitter/Schutz Porsche again surrendered the lead to Ferrari just after 5:30pm, in the seventh hour.

Porsche's situation was tense. In the middle of the seventh hour, a second car driven by Siffert and Redman, in fourth place, pitted. Another chassis failure in the same area as the Herrmann/Ahrens car, only on the right side, left no doubt a design weakness existed. The Porsche was withdrawn immediately.

## AMON'S NEAR MISS

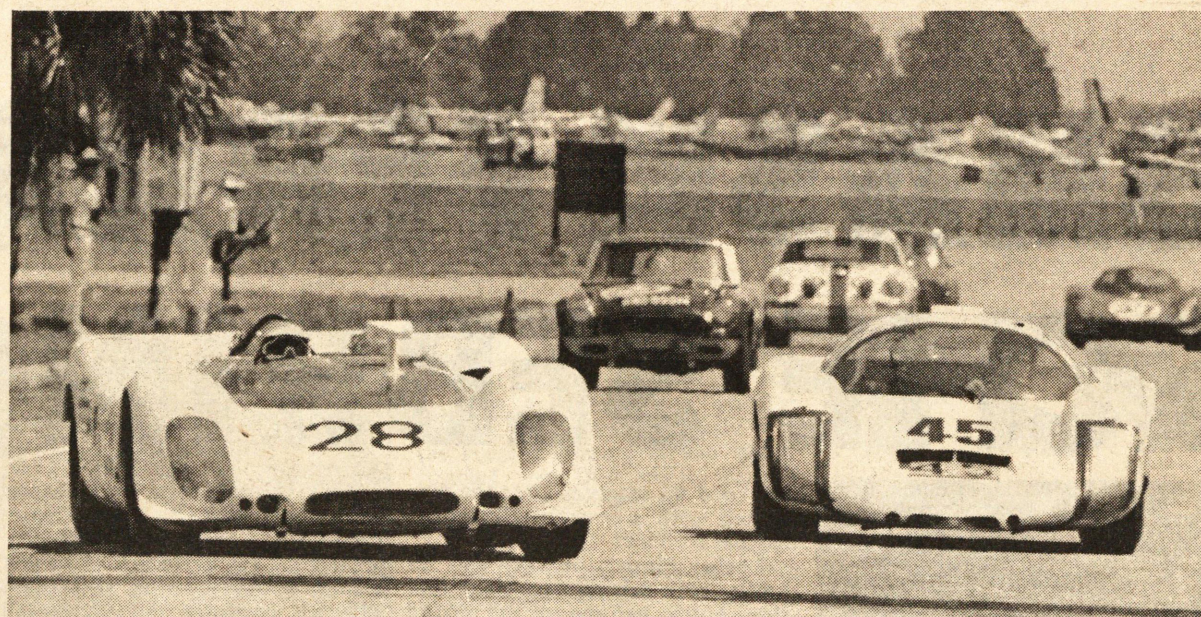
Amon narrowly missed serious trouble when a smaller car broke up in front of him in the Esses. Dodging the wreckage, Amon reported he ran over something which set up quite a clatter underneath the car.

Minutes later he steamed into the pits with serious overheating and the Mitter/Schutz Porsche again took the lead on lap 142.

## UNKNOWN'S SHOW

Running in the first 10 for most of the first eight hours, the Porsche 907 2-liter of Alex Soler-Roig and Rudy Lins, from Spain and Austria respectively, had been running so smoothly it attracted little attention. The two drivers, relatively unknown here, had a solid three-lap margin on sixth place by the beginning of the eighth hour.

Although the Mitter/Schutz Porsche 908 and the Ferrari 312 still shared the same lap, the Porsche was leading and the Ferrari



Dick Smothers (45) in a Porsche Carrera, along with co-driver Fred Baker finished a commendable eighth overall and first in the under-2-liter prototype class at Sebring's enduro. Here Smothers comes to a corner with the Herrmann/Ahrens 3-liter prototype Porsche.

(Jack Brady photo)

was reported from all corners of the course as "smoking badly."

## DICKIE AND FRED

Dick Smothers and Fred Baker displayed a consistency in their 906E Porsche 2-liter that kept them running in the top 10 for most of the 12 hours. Smothers seemed to have more difficulty with the fans who deluged his pit, than his first venture into endurance racing. Smothers' previous experience has been almost exclusively in open-wheeled formula cars.

With 50 cars still running as the race entered the ninth hour, little relief from traffic could be expected during the night. Although record times were recorded with almost every lap, they were very close to the previous year's times. The race average at the three-quarter mark was 108.796mph.

## 9TH HOUR

Pressure mounted steadily on the Ferrari team as the Mitter/Schutz Porsche began to open up the lead halfway through the ninth hour.

An audible groan went up from the crowd when the starter waved a black flag vigorously in Andretti's face. The Ferrari was running

(Continued on page 19)

# Sebring Tech, Qualifying Post Problems for Some

By John Hearst  
Eastern Editor

SEBRING, Fla., March 21 — For many the thought of getting a man on the moon must seem less of a chore than trying to get a car into Sebring's annual 12-hour enduro.

Step one, prior to qualifying and practice, was the usual parade of racing cars through town to the little parking lot behind the local shuffle board court for scrutineering. There, mixed with the hiss of pucks on concrete, the ear-shattering blat of open exhaust rendered more than a few aged inhabitants of sleepy Sebring with severe tremors that should take the next 11 months to cure.

Where the drivers had a fairly easy time of it reading eye charts and having their suits and helmets approved, the cars were faced with an entirely different situation. It seems that, starting this year, there is an obscure FIA rule that insists all cars have an outside switch that completely disconnects the entire electrical system.

Of the 70-plus cars present maybe 10 had such a switch fitted. After many harried communications with New York, the only place where such a device was available, enough switches were air freighted to Sebring to get the cars past that phase of tech.

The only other major problem was with the Ferraris and the little box that sits on the ground that the car must pass over to show it meets minimum ground clearance rules. "You'd think, considering the time and money they spent, that they'd be prepared," said one of the inspectors. Obviously this was his first dealing with the Latin-oriented way of thinking. However, finally, after much tire changing and raising air pressure, the Ferraris too were passed.

Step two, of course, was to qualify the car—basically an unnecessary process for a race with a LeMans-type start, except that it does give a bit of interest to the two days prior to race day and allows the promoters to charge the early arriving spectators accordingly (\$16 for three days, and that's admission only).

Thursday's qualifying attempts saw the Porsche team, in force with five new open cars reported to be more reliable than their aborted Daytona challengers, lead the other cars for the record-shattering 2:42.77 lap for an average speed of 115.009mph with Udo Schutz at the wheel. This topped the previous lap record of 2:48.6 set in 1967 by the late Mike Spence in a Chaparral.

Second fastest to Schutz was Jo Siffert in another Porsche 908 Spider with a 2:42.9 clocking.

Ed Leslie's James Garner-owned

Lola-Chevy was third fastest with a 2:44.05 lap, just a tick or two ahead of Mario Andretti's Ferrari 312 who could clock no faster than seventh quickest with a 2:44.45 lap. Ferrari had their problems with a faulty shift linkage that precluded the use of all but the top two gears. Amid much hammering and Italian expletives, the problem seemed to be undergoing correction.

Not the fastest, but easily the loudest were the Alfa Romeo prototypes. Sleek and low, the new 3-liters were plagued with overheating problems as well as being faced with the loss of their top driver, John Surtees, who was reminded by Firestone, to whom he is under contract, that the Alfas were on Dunlops. Rather than risk his contract for the remainder of the season he pulled himself out of the race. There was, however, some speculation that his contract was not that binding and that Surtees was just anxious not to drive so non-competitive a car.

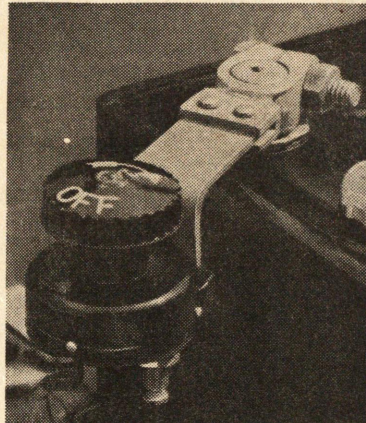
Today, the last day of qualifying, the hot dogs who lay low earlier, really turned it on. First to set heads spinning was Mark Donohue in Roger Penske's Lola-Chevy, who ripped off an impressive 115.629mph lap in the morning, and then followed it with a scorching 116.331 go-round a half hour later. This, figured Penske, was enough, so he ordered the car packed up until race time.

They should have waited, for the next to try was Chris Amon in the now repaired Ferrari 312 who grabbed the pole with a most rapid 2:40.14 for a speed of 116.898mph, fast enough and then some.

Second was the Penske Lola with Porsches third and fourth, their times being set yesterday. Seems Porsche felt that they had achieved all they had to on the first day, and didn't run for speed at all today except for a training car that went around and around as a test of reliability. This seemed a good idea until the car blew a tire and it tore up the body work ending that effort.

Only one accident marred the qualifying. The firebird driven by Jerry Titus and Jon Ward to a third overall at Daytona was completely demolished by its new owner, Raul Perez-Gama of Mexico City. Perez-Gama was on his first lap around the 5.2-mile circuit, which he had never seen before, when he approached the hairpin far too fast and vaulted the sandbank. The driver sustained a broken nose and the car was an almost complete write-off. Sadly it deprived his co-driver, the talented Fred Van Beuren of Mexico, of a chance to show his ability.

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New Zealand's Chris Amon takes the Ferrari 312 through the low-gear hairpin on the asphalt section of Sebring's airport circuit. The corner is a photographer's paradise, even from the air.

(John Hearst photo from Goodyear Blimp)





Camaro racer Don Yenke is followed by the factory Ferrari in a bend on Sebring's 5.2-mile airport circuit. Yenke and Bob Grossman won laurels for first in the Grand Touring category. (John Hearst photo)

## More on:

# Suspenseful Sebring

(Continued from page 18)

without the side lights used to illuminate the car's number.

By this time the Ferrari pits began to take on the old familiar air imminent of disaster. Awash from the various pit stops for cooling problems, tools and other trivia were scattered in an unbelievable disorder.

### FLASHLIGHT HELPS

Immediate solution for side lights turned out to be a flashlight pop-riveted to the door. Eleven minutes later, with a fresh load of water, Andretti charged out into the night.

No one was immune it seemed. Just before Andretti pitted, the lead Porsche came in with the lower left suspension tie point separated from the frame. With the safety margin of cars melting away with alarming suddenness, the Porsche team elected to fix this one.

For the fifth time, Ferrari took the lead as the race entered the 10th hour.

The Porsche pits looked more like a blacksmith shop as mechanics hammered and drilled straps of steel to mend the broken chassis. Thirty-six minutes later the Mitter/Schutz car was back on the course in sixth place.

The whole house of cards was down two minutes later. The Buzzetta/Stommelen car, second and still in the leader's lap, limped

in with the same malady. The repair technique was improving and they had this car out in 35 minutes, but it had dropped to fifth in the interim.

It is difficult to believe that suspense could be maintained at such a pitch for 12 hours, but the screaming crowd was still very much in evidence when Andretti pitted at the beginning of the 11th hour with all the instruments off the dial.

The car had literally been running on live steam for the better part of the afternoon and night hours.

Amon jumped into the cockpit as soon as Andretti was out and sat for 10 minutes while mechanics bled the cooling system in an effort to bring the engine temperatures down.

### CHRIS SHOUTS

Finally Amon, unable to sit quietly any longer, started to shout at Mike Parks about "...losing the race in the bloody pits."

By this time the painful operation was over and Amon laid a strip of rubber down through the pits as he returned to the race.

On the 205th lap, the Ickx/Oliver car was in first place with almost a full lap lead over the ailing Ferrari, which had, in fact, lost the race in the pits.

For the next hour and a half John Wyer stood immobile in the middle of the Ford pits, glaring into the darkness as if he was willing the car through each lap.

By this time, another frantic act was going on in Garner's pits. Ed Leslie, now running second, coasted in with a front wheel bearing frozen solid. With just one hour to go, it took 30 minutes to change the hub and by this time the Leslie/Motschenbacher Lola was dropped to sixth place.

The AIR team, with high hopes of repeating their Daytona second place, was out of the running.

Even after the race was officially over the Ferrari team wasn't off the hook. As the starter was waving the checker, Amon came across the line in the pit lane. For scoring purposes, the race finishes in the final turn rather than at the starting line. The checkered flag was given to the cars as they crossed the line in front of the scoring stand and Amon, not wanting to run the engine any longer than necessary, took the Ferrari right into the pits.

A frantic discussion went on as to whether he had to finish on the track or not. More fuel was added and rather than take the chance, Amon was sent out to make another lap just for insurance.

Ford had gained first overall and first in sports Group 4 with Ferrari first in the prototype category. Fourth overall and first under-2-liters in the prototype listings was the team of Smothers and Baker in a Porsche 906E.

Sports Group 4 winners under-3-liters, Sam Posey and Bob Dini, fought overheating problems initially in their new Ferrari Dino to finally finish in 36th position overall.

Group 3 grand touring laurels went to Camaro drivers Don Yenke and Bob Grossman. Yenke's Camaro sported a new 7-liter Chevy engine which his firm installs for those who want something with just a little more speed.

Gerard Larrousse, Andre Wicky and Jean Sage, all of Europe, in a Porsche 911T took the under-2-liter win in the GT class.

Chevrolet also came through in the Group 2 touring division when Norberto Mastandrea and Robin Ormes placed 19th overall in their Camaro and first in class. Floridians Dr. Wilbur Pickett and Peter Gregg were first in the under 2-liter division.

COMPLETE SEBRING RESULTS ON PAGE 21

## Penske Suffers Double Loss

DAYTONA BEACH, Fla., March 23 — Roger Penske's racing team suffered a double loss this weekend.

The Sunoco Lola-Chevy, driven by Mark Donohue and Ronnie Bucknum, retired from the Sebring 12-Hour race with suspension ills after 96 laps, ending a change for back-to-back Manufacturers Championship wins.

This morning, it was discovered the van containing the race car had been stolen from the parking lot of a Daytona Beach hotel here.

Police authorities located the rig parked several miles from the center of town, the closed van and race car stripped of everything that could be removed.

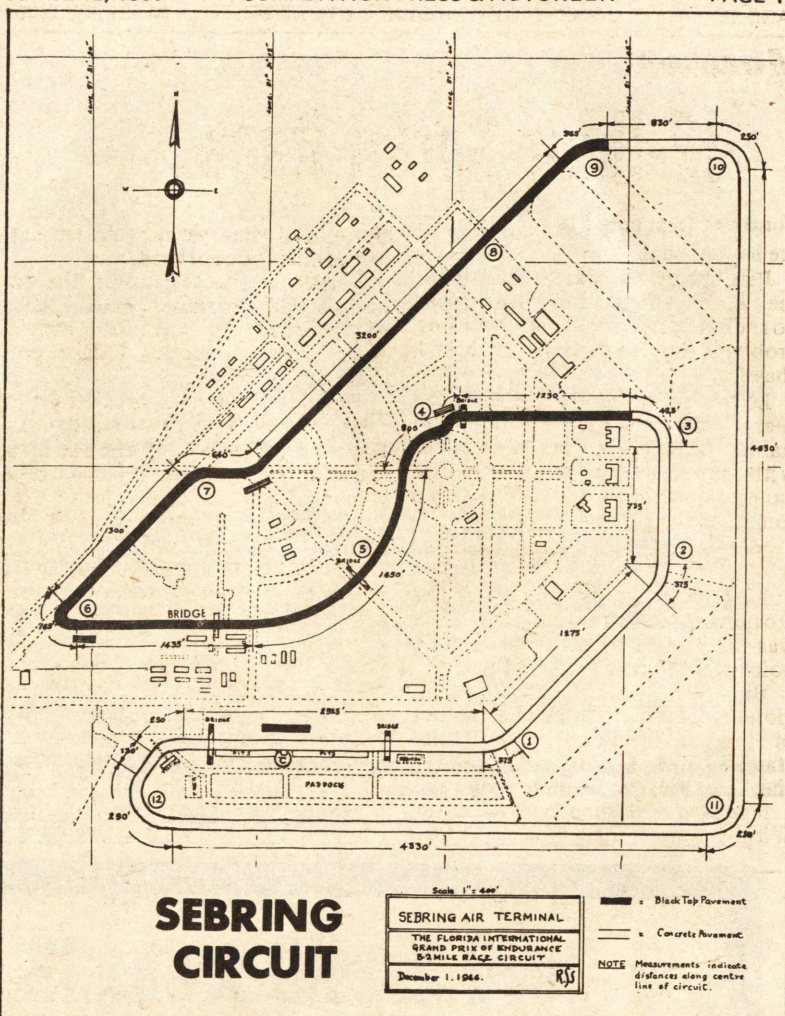
Wheels, tires and several other objects were pilfered from the Lola while a spare engine, spare parts and air compressor were taken from the van.

A Penske spokesman said the theft may effect the team's announced plans to enter the car in the LeMans 24-Hour race June 14.



Rallyist Paddy Hopkirk shows his style in putting his MGC through its cornering paces on three wheels. The Hopkirk/Andrew Hedges team completed 195 laps in the Sebring 12-Hour, finishing 15th overall.

(Jack Brady photo)



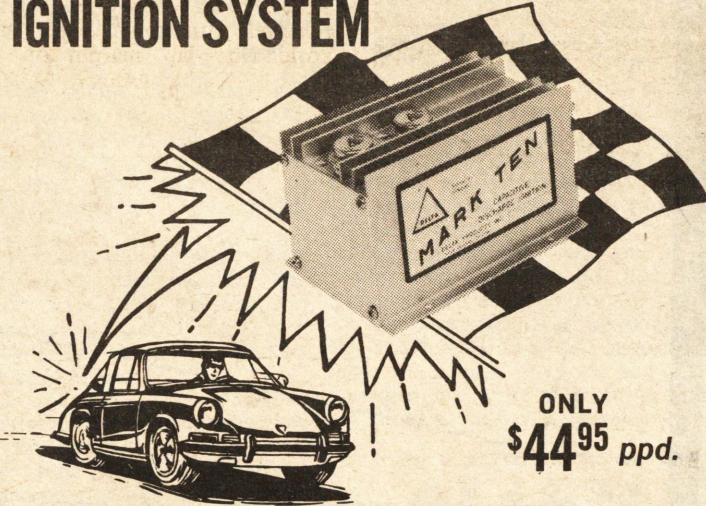
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DP 9-4



# Complete Sebring Results

18th ANNUAL SEBRING 12 HOURS OF ENDURANCE, 5.2-MILE ROAD COURSE, SEBRING, FLA., MARCH 22

**FINISHERS:** 1 - Jacky Ickx/Jackie Oliver, Ford GT40, 239 laps or 1242.8 miles in 12:01:25 for an average speed of 103.363mph (Sports); 2 - Chris Amon/Mario Andretti, Ferrari 312, 238 laps (Prototype); 3 - Joe Buzzetta/Rolf Stommelen, Porsche 908, 235 (P); 4 - Alex Soler-Roig/Rudy Lins, Porsche 907, 233 (P); 5 - Gerhard Mitter/Udo Schutz, Porsche 908, 232 (P); 6 - Ed Leslie/Lothar Motschenbacher, Lola-Chevy, 229 (S); 7 - Vic Elford/Dick Attwood, Porsche 908, 228 (P); 8 - Dick Smothers/Fred Baker, Porsche 906E, 215 (P); 9 - Pedro Rodriguez/Charles Kolb, Ferrari, 215 (P); 10 - Don Yenke/Bob Grossman, Camaro, 209 (Grand Touring); 11 - Armando Capriles/Alfredo Atencio, Porsche 906E, 203 (P); 12 - Gerhard Larrousse/Andre Wicky/Jean Sage, Porsche 911T, 201 (GT); 13 - Bob Bailey/Jim Locke, Porsche 911T, 199 (GT).

14 - Dick Lang/Gib Hufstaeder, Corvette, 196 (GT); 15 - Paddy Hopkirk/Andrew Hedges, MGC, 195 (P); 16 - Jim Netterson/Mike Downs/Bruce Jennings, Porsche 911, 195 (GT); 17 - Wilbur Pickett/Peter Gregg, Porsche 911,

192 (Touring); 18 - Claudio Maglioli/Raffaele Pinto, Lancia Fulvia, 191 (P); 19 - Robin Ormes/Norberto Mastandrea, Camaro, 189 (T); 20 - Jim Baker/Paul Richards/Clive Baker, Austin Healey, 184 (P); 21 - Or Costanzo/Dave Heinz, Corvette, 184 (GT); 22 - Vincenzo Gimondo/John Tremblay, Camaro, 182 (T); 23 - Liane Engeman/Janet Guthrie/Donna Mae Mims, Austin Healey, 182 (P); 24 - Tony DeLorenzo/Gerald Thompson, Corvette, 181 (GT).

25 - Rick Stevens/Robert Barg, Camaro, 180 (T); 26 - Smokey Drolet/Rosemary Smith, BMW 2002, 179 (T); 27 - Innes Ireland/Mike Tillson, Lancia Fulvia Zagato, 179 (P); 28 - Logan Blackburn/Gerald Truitt, MGB, 178 (GT); 29 - Harold Williamson/George Drolsom, Porsche 911, 175 (T); 30 - Serge Adams/Craig Fisher, Camaro, 174 (T); 31 - David McClain/Don Kerney, Camaro, 174 (T); 32 - John Colgate/Don Parks, MGB, 172 (GT); 33 - Greg Cameron/Ralph Kemmerer, Austin Healey, 170 (P); 34 - Bill Brack/R. Craig Hill, MGC, 169 (P); 35 - Armando VeAmbadgio/Surgio Trevalle, Alfa Romeo GTJ, 167 (T); 36 - Sam Posey/Bob Bini, Ferrari Dino, 166 (S); 37 - Merv Rosen/Dave Morrell, Porsche 906, 162 (S); 38 - Chris

Waldron/Ben Scott/Dean Donley, MGB, 155 (GT).

39 - Richard Crebs/Ronald Stricler/Robert Whitaker, Alfa Romeo, 153 (T); 40 - Walt Brown/Joe Marcus, Opel Rallye, 152 (T); 41 - Francis Grant/Deliter Oest, Ford GT40, 148 (S); 42 - Umberto Maglioli/Hugh Kleinpeter/Robert Beatty, Chevron BMW, 143 (S); 43 - Ray Heppenstall/Howard Brown, Heppenstall, 142 (P); 44 - Rusty Jowett/Bob Tullius, Camaro, 140 (T); 45 - Reggie Smith Jr./A.J. Lilly/Don Pickett, Lotus Europa, 130 (GT); 46 - Ron Polimeni/Robert Theall, Volvo 544, 128 (T).

**DNF:** Pedro Rodriguez/Chuck Parsons, Ferrari, 163, transmission failure; Jim Gammon/Ray Mummery/Roger Houghton, MGB, 150, clutch failure; Jo Siffert/Brian Redman,

## Yenko Relaxes At Keyboard

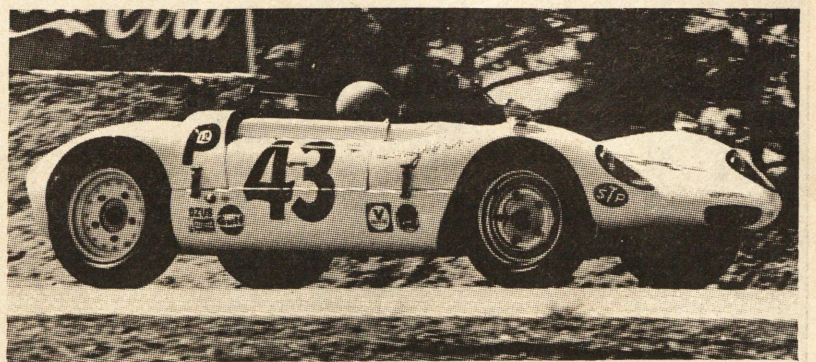
SEBRING, Fla., March 22 — Most drivers, when they are not in their cars during a race, such as the Sebring 12-Hours, try and nap or pace about anxiously awaiting their next stint on the track.

But for Don Yenke, the Cannonsburg, Pa., driver, who with Bob Grossman piloted their Camaro to a GT win, the hours spent out of the car found him in his trailer behind the pits—seated at a piano playing away furiously.

Yenko, who was a professional musician, claims that playing the piano, jazz mostly, helps him relax better than even napping.

And after the race when the champagne was flowing to celebrate their class victory, Yenke was joined by teammate Grossman, who once studied to be an opera singer.

And it's a sure bet no one requested "the blues."



Ray Heppenstall's new racer was a one-off entrant among the 70 that started the Sebring World Manufacturer's Championship March 22. It's a Heppenstall VW-powered prototype.

Porsche 908, 133, right rear suspension; Gregg Loomis/Peter Harrison/Jack Ryan, Porsche 911S, 130, lost wheel; David Hobbs/Mike Hallwood, Ford GT40, 99, lost wheel; Hans Herrmann/Kurt Ahrens, Porsche 908, 97, broken rear suspension; Mark Donohue/Ronnie Bucknum, Lola-Chevy, 96, broken rear suspension; Maurice Carter/Nat Adams, Camaro, 85, unknown; Jacques Duval/George Nicholas, Porsche 911T, 62, engine failure; Larry Bock/Larry Dent, Camaro, 62, unknown; Paul Petsey/Charles Rainville, Mustang, 57, engine failure; Robert Esseks/Ed Lowther, Corvette, 55, lost wheel; Paul Sanford/Fred Opert, Porsche 911, 53, transmission failure; Ulf Norinder/Jo Bonnier, Lola-Chevy,

49, suspension failure; Don Cummings/Warren Stumes/Randy Blessing, Shelby American, 45, crashed; Ed Hugus/Chuck Dietrich, BMW 2002, 36, sheared oil pump shaft; Mike Rahal/William Stroh/Hugh Wise, Porsche 906, 31, engine failure; Nino Vaccarella/Lucien Bianchi, Alfa Romeo T33, 17, blown radiator; Andrea de Adamich/Mario Casoni, Alfa Romeo T33, 15, blown radiator; Scooter Patrick/Davey Jordan, Lola-Chevy, 15, overheating; Jim McDaniel/Steve Pieper/Bill Scott, Zink, 13, clutch failure; Ignazio Giunti/Nanni Galli, Alfa Romeo T33, 2, lost wheel.

**DISQ:** Bill Boye/Russ Shirey, Beach, push start.

## More on:

## Stardust Closes Door

(Continued from page 1)

also been used for testing purposes by Jerry Titus.

Since 1966, the Stardust Grand Prix was the final race of the CanAm, the richest road racing series in the world.

An SCCA spokesman told Autoweek that because there are too many things involved in setting up a race to replace Las Vegas, they'll probably just drop it and have a 10-race series. Exact decision on which way the SCCA will go will be announced within 10 days, he said.

The SCCA's director of professional racing, Jim Kaser, will be working on the problem this week, the spokesman said.

"They were not weak on prize money, they were just weak on spectator attendance," he pointed out.

The SCCA learned March 21 of the decision to close the track. The big effect will be in the championship prize fund of \$200,000 to which Stardust made a sizeable contribution.

Last November's Stardust CanAm drew 20,000 spectators, the largest crowd ever to witness a sporting event in Nevada's history. While attendance has risen, so has the purse and the track has never earned a profit off the CanAm race. The Stardust Hotel, recently purchased by the Parvin-Dohrman Co. of Los Angeles, while it doesn't

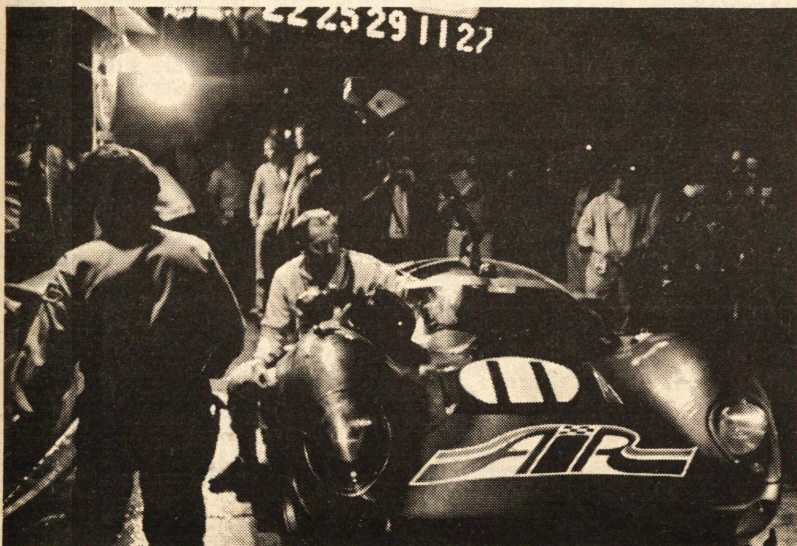
own the track directly, has picked up the tab on the purse as part of its general promotional activities.

The drag racing program, however, has always earned a profit for the track and they have operated without subsidy. An NHRA National Open was one of the two race meetings held there this year. The track also operated a weekly drag race show.

Officials of Parvin-Dohrman Co. were not available for comment.

The track was built as a promotion for the Stardust Hotel, according to a Cal Club official, but since the track was built all the hotels and casinos have been enjoying a booming business because of the rise in the U.S. economy and so there's no longer any need to operate a race track to attract patrons.

"The hotel paid half the prize money and I understand they lost \$10,000 on last year's event in spite of the increased attendance. Since the hotel is already full without a race weekend, I'm sure the new management figure they don't need us," the Cal Club official said.



The suspense of Sebring's 12-Hour race carries on into the night. The Ed Leslie/Lothar Motschenbacher Lola-Chevy coupe comes into the pits for a wheel bearing change, forcing them from second to a sixth overall finish. (Jack Brady photo)

## New VW/Porsche Is Due at Fall Frankfurt Show

LAFAYETTE, Calif., March 25 — The new Volkswagen/Porsche sports car, to be called the 914 and 916, respectively, will be seen publicly for the first time at the 1969 Frankfurt Auto Show, Sept. 11-17, according to unconfirmed reports from Germany.

The mid-engined two-seater roadster will have a narrow central emergency seat; high, flat bumpers; a wide roll bar similar to the Targa; vertical rear window; collapsible top; disappearing headlights (which are in the realm of "Maybe" at this point); unusually large luggage space in front and rear; good aerodynamics; and steel coachwork by Karmann.

Volkswagen has apparently purchased into the Porsche-developed design.

Claimed for the new car are outstanding handling qualities and an effective cornering speed considerably higher than rear-engined models. The car will weigh 210 pounds less than the Porsche's 900 series currently being offered.

The Volkswagen version, the 914, will have the fuel-injected 411 four-cylinder engine boosted to 75hp (DIN) and good for 110mph. The 411 is currently rated at 65hp (DIN) and is being sold only in Europe.

The Porsche version, the 916, will have the 110hp (DIN) 911T engine with a maximum speed of 124mph.

The new models are expected to replace the Karmann-Ghia but the current 900 series program is expected to continue. News of the 912 being discontinued seem premature, according to the report.

The 916 could be homologated at 1365 pounds with 200hp (DIN). With good handling, such a machine would offer outstanding results, according to the report.

The new models are expected to be sold through the new Porsche-Audi dealer network being set up in the U.S. by Volkswagen.

## More on:

## Armco Entry

(Continued from page 20)

spun high-strength stainless alloy sheet—another Armco idea. Springs will be coils of stainless steel tubes rather than bars—a design factor which is expected to significantly reduce weight of these units.

"Racing vehicles are in a continuous state of redesign," according to Lawrence F. Looby, supervisor-application engineering for Armco. "Owners and builders of these vehicles are highly-receptive to new ideas. This new vehicle will provide us with a virtual laboratory on wheels for the testing of a wide variety of advanced steels."

"In addition, race cars offer one of the toughest proving grounds for materials, and at the same time, provide shortest possible lead time from idea to testing," he pointed out.

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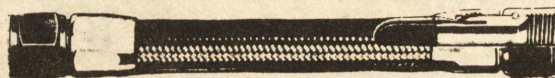
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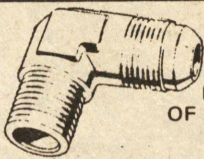
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