

FORD WINS LEMANS; HULME AT EDMONTON

Rodriguez/Bianchi Give Wyer Ford GT40 Win, Championship

By Peter Owen

LE MANS, France, Sept. 29 — The pride of Mexico, Pedro Rodriguez, celebrated his last minute inclusion in the John Wyer Ford team with a runaway win in the new-look LeMans 24-Hours and notched up Ford's third victory in a row here.

After 24 hours and 2783 miles, the orange and blue Ford GT40 crossed the line just 50 miles ahead of the runnerup.

PEDRO'S BREAK

For Rodriguez it was a lucky blow that struck down Jackie Ickx because when the Belgian was injured practicing for the Canadian Grand Prix, Rodriguez was the man picked to replace him.

And for Ford the race was a double triumph. Outright victory took them to an unbeatable 45 points in the World Constructors Championship, a championship that would have been Porsche's had one of the Fords not won at LeMans.

As usual, the grueling 24-hour marathon took its heavy toll of entrants. From an entry of 54 cars, only 19 completed the course.

Partnered by another Belgian, Lucien Bianchi, Rodriguez kept his 5 liter GT40 at the head of the field for the final 17 hours. Earlier, they

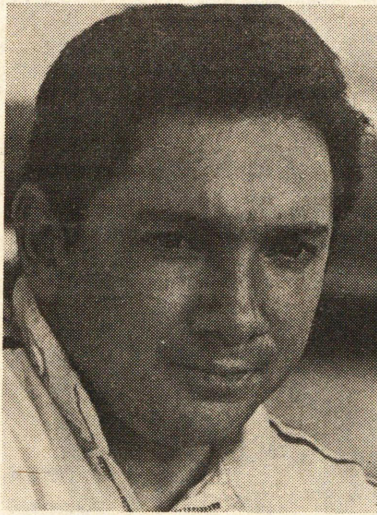
played a waiting game while the four works Porsches, the favorites for the newly-framed race, staged a war out in front. So much so, that after the first hour the Porsches were lying first, second, third, and fourth with the nearest Ford way back in sixth place.

But the position was soon to change and for the Porsche people the marathon was about to change from a dream into a nightmare. In six heart-breaking hours, they watched helplessly as four Porsches dropped by the wayside—three of them after having led the race for some time. Two went for mechanical reasons and the other two due to a sensational double disqualification.

The Ford men rubbed their hands in glee as they saw the Porsches drop out and the Rodriguez/Bianchi car move toward the lead with the Paul Hawkins/David Hobbs machine just behind.

Nearly 400,000 fans turned out to watch the postponed two-day race run on the world famous LeMans circuit. The circuit was altered this year to slow the cars down. In a double change, LeMans officials added a new bend—the Ford corner—between White House

(Continued on page 6)



Pedro Rodriguez



Lucien Bianchi

Kiwi Team 1-2 in Canadian CanAm; New Course Draws 41,000 Fans

By Jack Brady
Associate Editor

EDMONTON, Alberta, Canada, Sept. 29 — The Gold Rush Days were on again today as New Zealand's Denny Hulme panned \$10,550 out of the Klondike 200, the inaugural professional event at Edmonton's Speedway Park, and the third race in the Canadian American Challenge series.

Hulme, nursing a crippled engine for the last 40 laps, said he was properly surprised at the speeds they had reached on the tricky 2.5-mile course. Denny finished the 200-miler at an average of 103.15mph, his fastest race lap of 1:26.0 was equal to his pole position qualifying time.

Bruce McLaren, lurking just behind Hulme for most of the race, added another \$6400 to the Team McLaren poke for his second place. McLaren fell to temptation and turned in the second fastest time of

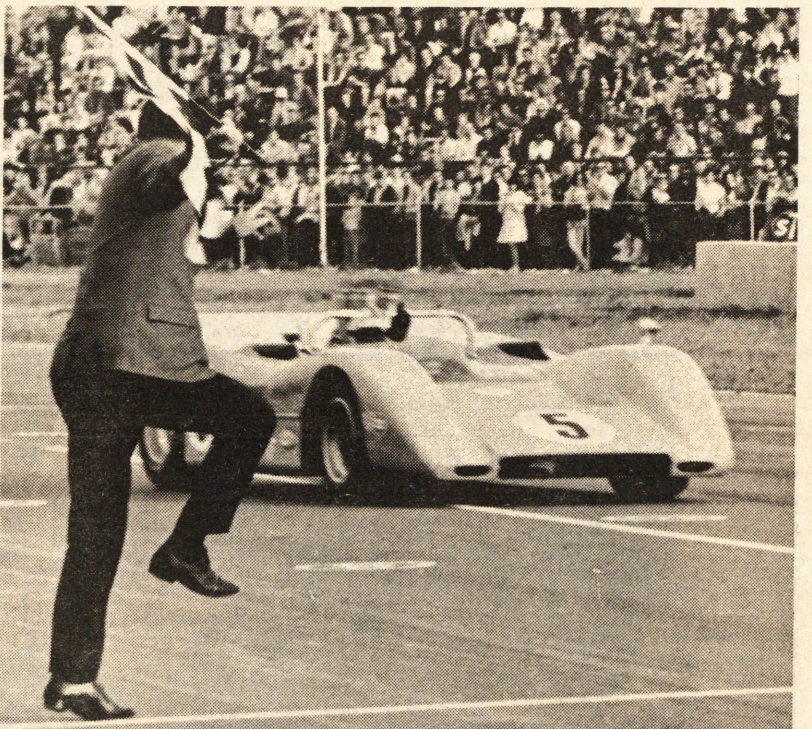
the day during the 63rd lap when Jim Hall's winged-wonder came screaming onto the track after a 14 lap pit stop right behind him.

DONOHUE THIRD

Over 40,000 paying customers, who must be some of the most avid sports fans in North America, watched Mark Donohue stave off a near-disaster to come in 28.8 seconds behind Hulme. The third place cost Donohue the lead in the CanAm points fund sweepstakes, over \$100,000 is at stake. Hulme now leads by one point.

An early week storm left over two feet of snow on the ground at Calgary, 150 miles southwest of Edmonton in the foothills of the Rockies. One of the wild Chinook winds melted the snow almost as soon as it had fallen and left the prairies a lush green and Autumn gold. During the weekend the sky

(Continued on page 16)



Starter Wally Branton looks like Denny caught him by surprise and he doesn't know whether to leap or duck. (Jack Brady photo)

COMPETITION PRESS & AUTOWEEK

Vol. 18, No. 40

October 19, 1968

Richard Petty Tops Wilkes 400 Field

By Leonard Laye

NORTH WILKESBORO, N.C., Sept. 29 — Richard Petty of Randleman, N.C., returning to his record-breaking style of 1967 as the 1968 season rapidly approaches its end, breezed to a one lap victory here today in the Wilkes 400 NASCAR Grand National stock car race.

The victory was Petty's third in a row and his fourth in the last five races. His string is the best the Plymouth driver has been able to put together since he won 27 races last season.

The 1968 statistics now show Petty with 15 victories, tying him with Ford's David Pearson for the most wins. Eleven of those

triumphs have been in 100-mile races, two of them in 150-milers, and two in 250-milers.

Petty, who won a record \$130,000 last year but who has been unable to conquer a super speedway this season, led 315 of the 400 laps over the 5/8s-mile North Wilkesboro Speedway.

The race began as though it would be one of the most hotly contested of the season, but before the drivers reached the half-way point it had become one of the duller.

Bobby Allison of Hueytown, Ala., started on the pole position in first appearance in the Tom Friedkin Plymouth. He grabbed the lead on the first lap and quickly opened up a lead over Petty. Petty moved up only a couple of laps later from his third starting position and those two began pulling away from the field.

Petty made repeated bids at Allison but was unable to pass until Allison made a pit stop under the green flag. This came after 69 laps when Allison tangled briefly with Wendell Scott's Ford.

Allison's misfortune put Petty into the lead for the first time, and he enjoyed a straightaway lead on Ford's David Pearson and Lee Roy Yarbrough, who were battling for second place.

Buddy Baker and Bobby Isaac in Dodges, Cale Yarborough in a Mercury and Darel Dieringer in a Plymouth were bunched together in a battle for fourth at that stage, but they soon began falling far off the pace.

With Allison out of the way, (Continued on page 14)

Foyt Digs California Dirt For Golden State 100 Win

By John F. Kelly

SACRAMENTO, Calif., Sept. 29 — With a jaunty wave of his hand at friendly photographers along the way, A.J. Foyt ran away with USAC's 100-mile championship car race over the one-mile dirt track at the old California State Fairgrounds here today, leading all the way.

Averaging 84.94mph with 17 laps under the yellow flag, Foyt didn't set any records but he could pull away from the field at will and was able to lap quicker than his front-row winning time of 37.14 seconds. Mid-way in the race he turned a lap of 36.3 seconds.

Mario Andretti won the pole position in 37.02 in his Firestone-shod Overseas National Airways Kuzma-Offy. He shared the front row with Foyt's Sheraton-Thompson Meskowski-Offy running on Goodyears.

"He slid out on me going into the first turn," Foyt said, and I pulled in behind him but going into the third turn I pulled inside him and he had to back off. He knew I would just let it slide out like he did.

"He was in the drivers' seat in the first and second turn but I was in charge after that," he grinned.

Foyt made it look easy as he drove through the turns gently.

"The car was handling beautifully all day long," he added.

(Continued on page 20)

LATE NEWS

● Smokey Yunick, heretofore a staunch exponent of Chevrolet products, will build Ford cars for next year's NASCAR Grand National and Grand Touring racing.

● Late word from England is that British Leyland Motor Corp., the heavy commercial vehicle division of the recently-created Leyland-Triumph-BMC manufacturing complex, will have a turbine-powered truck for sale next year. Most estimates place an American-built vehicle utilizing turbine power at about 2½ years away.

● Fran Hernandez ran Mustang tests at Riverside Raceway recently, with Horst Kwech driving. With next year's engine under development, new spoiler configurations and running on Firestone tires, Kwech unofficially cut the lap record by 2.2 seconds. Speeds through the traps were 6mph faster than the recent Mission Bell 200 TransAm race at Riverside.

● Bill Eve, one of the aspiring young lions, will be entered at the Laguna Seca CanAm race Oct. 13 in Kent Price's 4.4-liter Repco Olds-powered Matich SR3R.

● ABC has contracted with Bruce Brown, producer of the popular surfing film, to film the Mexican 1000 off-road race for Wide World of Sports.

● Look for one of the TransAm car manufacturers to homologate independent rear suspension for their 1969½. No new tooling will be involved.

● Peter Revson will be replaced on the AMC Javelin Team because of his present association with a Lincoln-Mercury franchise in San Pedro, Calif. His replacement at the Kent, Wash., race this weekend will be based on driver try-outs this week. Mentioned was John Martin, presently an AMC crew member, who put Javelin on the pole for the Mid-Ohio race.

● Donald N. Frey, former group vice-president of FoMoCo., has been elected president and chief operating officer of General Cable Corp., a diversified manufacturer with operations in Italy, Canada and the U.S.

Buzz Marcus Clinches NE Divisional Championship in Triumph TR-4

The Northeast Divisional Championship in class D production was clinched by Buzz Marcus last week end when he drove his Triumph TR-4 to an impressive win at Virginia International Raceway. The Glenside, Pa., Triumph dealer won by over 10 seconds and placed ahead of all the C Sports Racing machines and B sedans in his dash to the checkered flag.

Nils Sanborn, of Media, Pa., also proved the worth of Triumph racers on the challenging 3.8-mile VIR course. Sanborn won the G production contest in a Spitfire and clinched a bid to the ARRC, to be held at Riverside in November.

More on:

WYER FORD GT WINS

(Continued from page 1)

and the pits to cut down on the speed of the cars as they roared past the crowded stands.

They placed a 3-liter ceiling on the prototypes and a 5-liter limit on Group 4 cars—those which have built at least 50 models. These moves, the Porsche camp felt, would boost their chances sky high because in the past only Porsche's inability to cope with the big-engined monsters has kept them out of first place.

PORSCHE THEORY

After practice, Porsche's theory looked pretty good as three Porsches lined up in the first three grid positions with the Jo Siffert/Hans Herrmann car on the pole, the Rolf Stommelen/Jochen Neerpasch one next and the Gerhard Mitter/Vic Elford car along side them.

Closest to the Porsche family were the No. 1 and 2 Ford GT40s, the Rodriguez/Bianchi and Hawkins/Hobbs machines. Next came the brand new French Matra with Johnny Servoz-Gavin and Henry Pescarolo at the wheel. Another Porsche, piloted by Joe Buzetta and Scooter Patrick, the ill-fated Alpine-Renault driven by Mario Bianchi and Patrick D'Paillier, the Jackie Oliver Ford and the Belgian-entered Ford with Berliss and Willy Mairese in charge filled up the next spots.

As the 54 cars were brought up on the grid, a slight rain started falling. That was the signal for thousands of umbrellas to go up and dozens of pit crews to make lightning changes to wet weather tires. More than half the field changed over, but it was a change that could have been premature as the rain wasn't heavy and, as it turned out, only short lived.

Before very long, many of the drivers had followed the lead of the Ford team and changed back.

"BIDE YOUR TIME"

From the time the starter dropped the flag, it was evident the instructions given the Ford drivers was to "Bide your time." As the field roared off the grid, Hawkins and Rodriguez waited until the rush had passed. Stommelen led past the pits the first time but soon gave up the roll of pace maker to Siffert.

The early part of the marathon was like a Porsche follow-the-leader game with the German cars filling the first four places—five of the first 10 positions. They were determined to try and break the Ford team, obviously their most serious rivals, by hard early driving but the GT40 team weren't having any of it.

After the first hour, the positions were: Porsche, Siffert; Porsche, Mitter; Porsche, Stommelen; Porsche, Buzetta; Alpine-Renault, de Cortanza; Ford, Hawkins; Ferrari, Masten Gregory; Lola, Axelsson; Ferrari, Fuller; and Ford, Rodriguez.

MAIRESSE INJURED

Mairesse left the road in his Ford on the Mulsanne straight and was thrown out. The car plowed into a fence and was a complete write-off but Mairesse suffered only multiple bruises and a concussion.

The Trosh/Wentz Alfa Romeo and the Max/Ligonier Bonnet both dropped out early on with mechanical troubles.

Meanwhile, back at Mulsanne, Brian Muir was busily trying to dig his buried Ford from the deep sand. After two and a half hours, a kind-hearted official brought him a bottle of water. Muir had dug deep tracks leading from the back wheels. But after three hours, all he succeeded in doing was embedding the car even further in the soft sand.

Finally he managed to get himself free only to find the transmission had failed. Reluctantly the car retired before co-driver Jackie Oliver even sat behind the wheel.

Back in the race, Siffert was still carving out a heady pace in front. The Mitter Porsche was leading the remainder but moving quickly toward the head of the field were Rodriguez and Hawkins both made quick pit stops to change tires.

After four hours, the first sign of disaster struck the Porsche camp. Siffert rolled to a stop in front of the pits, got out, opened the hood, and walked away in disgust. His clutch was burned and there was nothing to do but wheel the car away and for the first time a Ford was out in front.

Rodriguez and Hawkins both

lead briefly before the Buzetta/Patrick Porsche took over first place again after six hours. But it was not to last for long.

At the seven hour point the Porsche developed fuel injection troubles and proceeded to lose five laps from the Rodriguez/Bianchi Ford before being forced out of the race.

Back in the field, all French eyes were on the V12 Matra and its two French drivers—Pescarolo and Servoz-Gavin. The blue car had gradually moved up to 15th position in the early stages until, after eight hours, only the Rodriguez/Bianchi Ford was in front of it. The experts scoffed. No car being so new and being powered by a straight 3-liter F1 engine could possibly last an endurance test like LeMans. Even the Matra officials were only hoping.

But as hour after hour went by and still the blue car held on to second place, they began to wonder.

BOMBSHELL

Then the bombshell dropped. Only recovering from the loss of the two Porsches, the German camp heard that both the Mitter/Elford car and the private entry of Buchet and Linge had been disqualified. The official reason was that unauthorized replacement parts had been fitted.

With these disqualifications, Ford's lead increased to three laps, then four, then five until after 14 hours the Rodriguez/Bianchi team held an incredible lead of seven laps.

Back in second place, a 10-hour duel between the French-driven Matra and the leading Alfa Romeo driven by Giunti and Franco Galli was just beginning. The 1996cc Alfa, one of the outsiders in the field, had surprised everyone with its ability to go with the faster cars but still it couldn't cope with the flying Ford out in front.

American Roy Pike, who was partnering Paul Vestey at the wheel of a Ferrari, only managed to see about nine hours of the race before a broken gearbox put the car back in the pits for good. This brought the number of retirements to 23, among them the Hawkins/Hobbs Ford, the Ferrari Dino, and the two kerosene-drinking turbine-powered Howmets, with the race still less than half over.

Just before the six hour mark, Hobbs brought his car into the pits with transmission trouble. An hour earlier the Ferrari Dinosaurs were put out with mechanical failure.

HOWMET'S DISMAL

The two silver Howmets attracted a lot of interest before the race, but turned out to be a dismal disappointment. After seven hours, the Ray Heppenstall/Dick Thompson car suffered from a jammed throttle.

The other Howmet, driven by Bob Tullius and Hugh Dibley, crashed.

At the half-way stage, it was obvious the Rodriguez/Bianchi car would only be beaten by an accident or mechanical trouble. It held a huge lead which was being increased all the time.

Second place was a torrid struggle between the Alfa Romeo and the Matra, with positions seesawing between the two cars.

Behind them the two Porsches—the Stommelen/Neerpasch works entry and the hot 910 of Spoerry and Steineman—were followed by the Bianchi/D'Paillier Alpine-Renault.

The order remained much the same right through the night but by mid-Sunday morning the Matra began to show the first signs wear. Its pit stops became more

frequent—about one an hour. But it was still traveling fast enough to maintain its position.

Rodriguez, cruising in front, adopted safety-first tactics and eased his foot off the accelerator. He could afford to play around with a lap or two.

PORSCHE GAINS

All of a sudden the Stommelen/Neerpasch Porsche started eating up the ground, gaining about 10 seconds a lap on the Ford but far too late to be any danger.

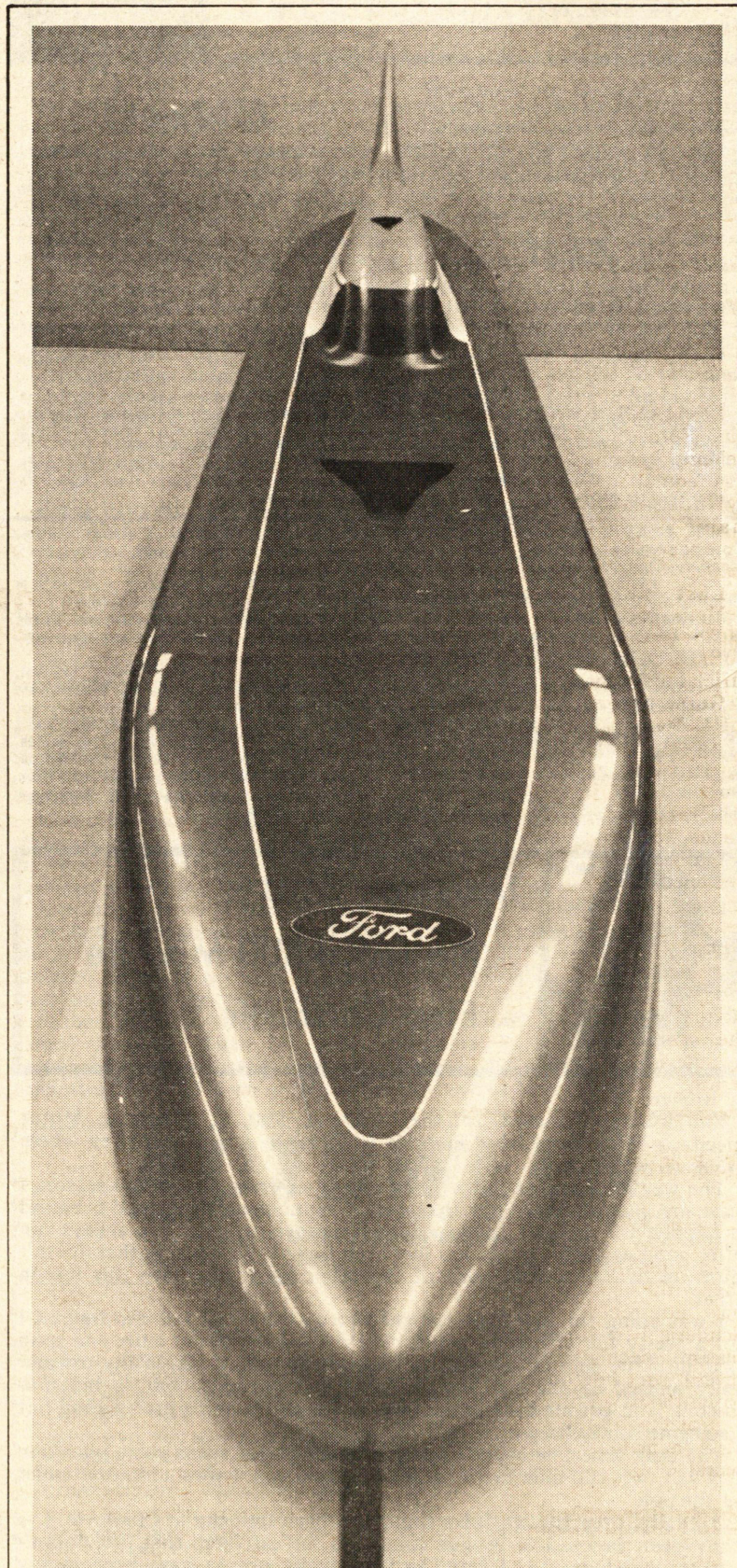
Then, with only two and a half hours to go, disaster struck the Franch camp. The leading Alpine-Renault driven by Mario

Bianchi crashed just before the eses bursting his fuel tank and catching fire. Miraculously, Bianchi escaped with only slight burns.

MATRA OUT

Pescarolo, thundering around in the Matra, ran over parts of the wreckage. One of the tires burst and an electrical short started another fire. The Matra, which had just consolidated second place, was out of the race.

The Ford GT40 was now even further ahead as the Giunti/Galli Alfa was dropping back. One by one the two Porsches gobbled up the Alfa and even took back a lap from the Ford. But after 24 hours of grueling endurance, the

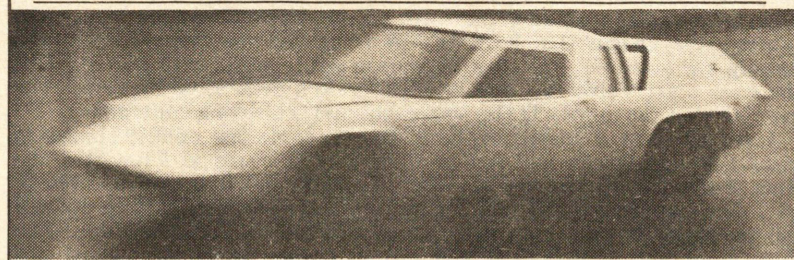


For Speed Record

This is the final design model of the Autolite Special in which Mickey Thompson will attempt to shatter the land speed record for wheel-driven vehicles. The car, to be powered by two Ford 427cid single overhead cam engines, is under construction at Thompson's Long Beach, Calif., facility. He will make his attempt some time in October at the Bonneville Salt Flats. The car was designed by William D. Bowman, senior research engineer in charge of automotive aerodynamics at Ford's design center; Lawrence K. Shinoda, design executive, Corporate Projects Design Office; and Edward Hull, of Kar Kraft, Inc., who is the project engineer on the design development of the streamliner's powertrain.

NEWS FLASH LOTUS EUROPAS

HERMES MODIFICATION KIT — Now Available
EXCLUSIVELY through LOTUS CARIBBEAN, LTD



Mickey and I went to London in May and had our good friends at Hermes Cars Ltd. design what we thought would be the most needed modification kit for the Lotus Europa. We were looking for a bolt-on kit that would produce close to 100hp. Since Lotus Europas are not sold in England, we donated our own personal Europa to be used as the prototype. And Hermes has done it!! This kit, now available, consists of:

One 45 DCO Weber Carburetor.
Special Alloy Intake Manifold.
"Terry"-built 4-into-1 plated
exhaust manifold and Special
Muffler. All throttle linkage,
hardware, etc. included.

NET RESULT: 2 seconds off 0-60
time (and that ain't all—write us for
the whole story)

Furthermore, we can offer this kit to
you, complete, for \$299 FOB
London (that's \$1 less than \$300!!)

We also have available for the Europa

5 1/2" Mag wheels
Adjustable shocks
All sorts of other goodies
(cams, etc.)

Send \$1 (this covers our postage)
and we will send you photo and
all details by return air mail.

Bob Kimberk

LOTUS

LOTUS CARIBBEAN, LTD.
P. O. Box 2500
Nassau, Bahamas

24 HEURES DU MANS

Rodriguez/Bianchi car received the checkered flag with a lead of six laps over the privately-entered Porsche of Dieter Spoerry and Rolf Steineman.

In third place was the last remaining works Porsche of Stommelen and Neerpasch. The triumphant Alfas followed the Porsches in taking fourth, fifth, and sixth positions.

Three French Alpine-Renaults were placed eighth, ninth, and 10th.

LE MANS 24-HOURS, AUTOMOBILE CLUB DE L'OUEST, CIRCUIT DE LA SARTHE, LE MANS, FRANCE, SEPT. 28-29

TOP 10 FINISHERS: 1 - Pedro Rodriguez/Lucien Bianchi, Ford GT40, 330 laps or 2765.238 miles at average speed of 115.2mph for 24 hours; 2 - Dieter Spoerry/Rolf Steineman, Porsche, 324 laps; 3 - Rolf Stommelen/Jochen Neerpasch, Porsche, 322; 4 - Giunti/Franco Galli, Alfa Romeo, 321; 5 - C. Facetti/B. Feorpaco, Alfa Romeo, 314; 6 - M. Casoni/G. Biscaldi, Alfa Romeo, 304; 7 - David Piper/Dick Attwood, Ferrari, 301; 8 - D. Cortanza/J. Binatier, Alpine-Renault, 296; 9 - A. Leguellec/A. Serpaggi, Alpine-Renault, 288; 10 - T. Tramoni/J. Cherier, Alpine-Renault, 267.

Triumphant Ford Used Eagle Heads

LE MANS, France, Sept. 29 — The Ford GT40 which won the LeMans 24-hour race here today, was equipped with Gurney-Eagle cylinder heads, developed and manufactured by Gurney's All American Racers in Santa Ana, Calif.

Last year Gurney won the LeMans race with A.J. Foyt, but declined to enter this year when Ford decided against making any official team entry.

Gurney stated, "Having a car win the LeMans race with our heads is a bigger thrill for me than participating in the winning drive was. This is a tremendous achievement for our All American Racers Team."

Gurney used the same heads, designed for Ford Stock block engines, in the Eagle he drove to second place in the Indianapolis 500 in May.

Added Gurney, "One of the most gratifying aspects of this victory was the fact that none of the cars experienced any engine trouble in the entire championship series."

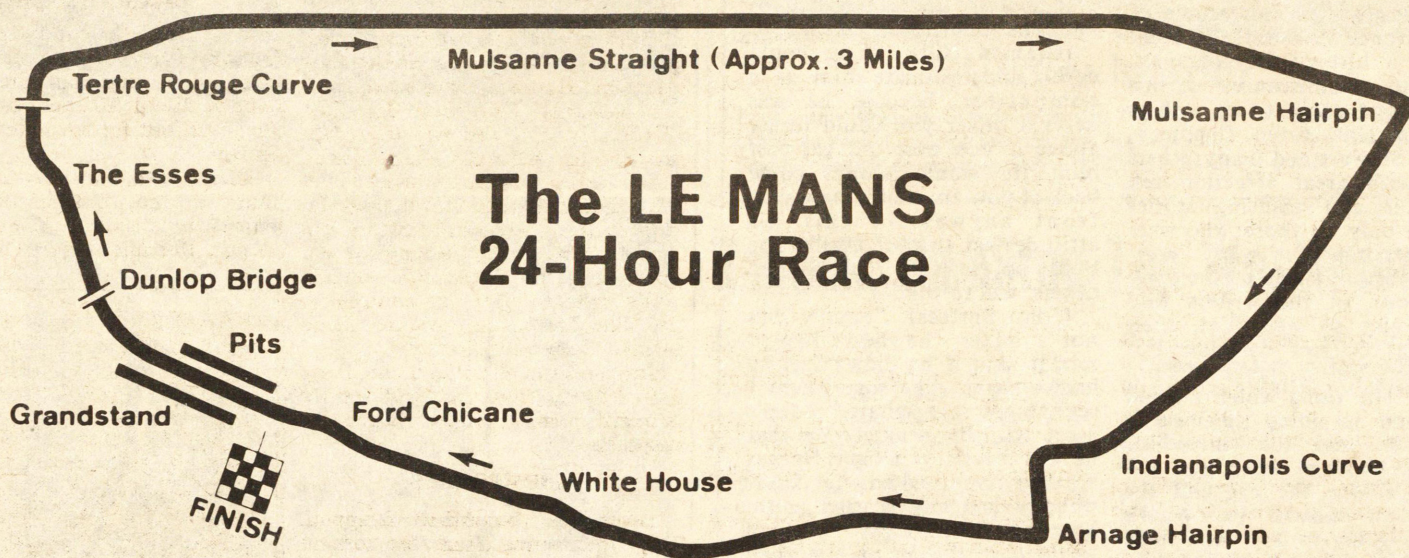
Ickx May Change

LONDON, Eng., Aug. 20 — Jacky Ickx, who may well be the most sought after young driver in the world's championship category, may not renew his contract with Scuderia Ferrari at the end of this season. Speculation has had Ickx in several cars but the best bet seems to be the new Ford, FWD, Formula 1 project. Who will field the car, still remains a closely guarded secret.

Berry Appointed

ASHLAND, Ky., Oct. 1 — A.E. (Tony) Berry has been named sales promotion supervisor for Ashland branded products, George W. Sisler, director of advertising and sales promotion, announced today.

Berry was formerly merchandising manager for the company's Cleveland Marketing Division, headquartered in Cleveland. His new assignment will involve all service station promotional activities including branded gasoline, tires, batteries, accessories as well as other Ashland branded products.



Three Drivers, Constructors In Title Race at U.S. GP

WATKINS GLEN, N.Y., Oct. 1 — Three challengers in a wide-open, 180mph chase for the 1968 World Championship of Drivers—and a trio of equally anxious constructors—will highlight the 10th running of the Grand Prix of the United States here on Oct. 6.

The '68 title will be contested at the Glen by Graham Hill, Denis Hulme, and Jackie Stewart and by the marques of Lotus, McLaren and Matra. Although an open title chase has been entertained by a U.S. GP during four of the past nine years, the battle has never seen three drivers in three different marques from three different teams roar down the home stretch.

Also featuring the record-breaking \$105,900 run will be the Formula 1 debuts of the season's top two USAC aces—Mario Andretti, in a third Chapman Lotus-Ford, and Bobby Unser, in a V-12 factory BRM.

Twenty of the sleek, 3-liter F/1 machines, practically all sporting the new imaginative nose fins and airfoils, will grid for the 108-lap, two-hour run over the 2.3-mile Glen circuit. Another five spares, who may practice, will wait for another race day.

A last-minute entry change will see Englishman Derek Bell replace Jackie Ickx in the second Ferrari. Ickx sustained a broken leg in an accident while practicing for the Canadian GP Sept. 20.

Action on the Glen circuit will begin at 1pm October 4 with the first of two four-hour practice sessions. The second round will go from 12 noon to 4pm the following day.

Race day will begin with international festivities at 12:45pm with the 248-mile GP getting the green flag at 2pm.

The entry lines up as follows:

Team Lotus: three Lotus-Ford V8s for Graham Hill, Jackie Oliver, Mario Andretti. Ferrari: two Ferrari V12s for Chris Amon, Derek Bell.

McLaren Racing: two McLaren-Ford V8s for Denis Hulme, Bruce McLaren. Brabham Racing: two Brabham-Repco V8s for Jack Brabham, Jochen Rindt. Honda Racing: one Honda V12 for John Surtees. Owen Racing: two BRM V12s for Pedro Rodriguez, Bobby Unser. All American Racers: one McLaren-Ford V8 for Dan Gurney. Cooper Car Co.: two Cooper-BRM V12s for Vic Elford, Lucien Bianchi. Matra/Sports: one Matra-Matra V12 for Jean-Pierre Beltoise. Parnell Racing: one BRM V12 for Piers Courage. Tyrrell Racing: one Marta-Ford V8 for Jackie Stewart. RRC Walker Racing: one Lotus-Ford V8 for Josef Siffert. Ecurie Bonnier: one McLaren-BRM V12 for Joakim Bonnier.

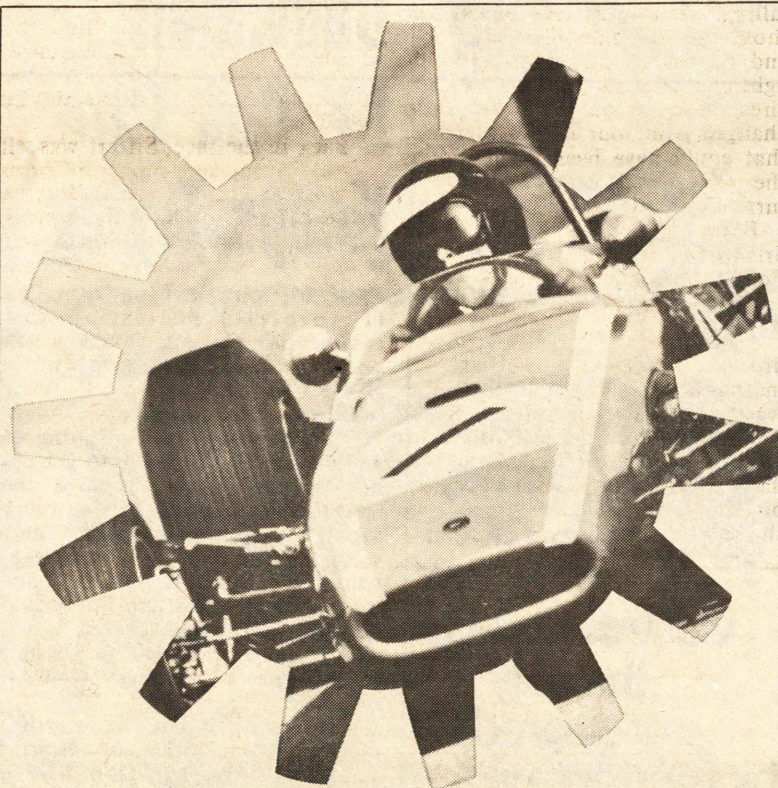
Foyt Clinches Stocker Title

SPEEDWAY, IND., Sept. 18—A.J. Foyt Jr., who has won the USAC national championship driver's title five times and the Indianapolis 500 three times, has added yet another crown.

The flying Texan has won the USAC stock car driver championship by compiling 2995 points with only one race remaining on the calendar at New Bremen, O., Oct. 6. Defending title holder Don White is in second place with 2500 points and doesn't have a chance of catching Foyt.

Driving a '68 Ford Torino, owned by Jack Bowsher, Foyt won five of the 14 events he entered, and finished out of the top 12 on only two occasions. He scored three seconds, one third, three fourths, two fifths and a seventh, finishing 19th in one event and 24th in another.

In prize money, Foyt has collected \$27,087.50.



Hewland

Why settle for second best? Hewland gears and gearboxes are the choice of such constructors as Brabham, McLaren, Lola, Lotus, and All American Racers. Winners of 1966, 1967 World Championships; Plus Indianapolis! Stick with the proven products* which are available from the following authorized distributors:

Sole North American Importer — Carl A. Haas Automobile Imports, Inc. 1732 First Street, Highland Park, Ill. 60035; (312) 433-1150, Chicago, (312) LO1-0010

Exclusive Area Representatives: East Coast — Fred Opert Racing 171 Route #4, Paramus, New Jersey. Telephone: (201) 843-7722

Texas — Lotus Southwest, Inc. 9333 Lemmon Avenue, Dallas, Texas. Telephone: (214) 358-5523

Northern California — Robert Winkelmann Racing P.O. Box 361, Mill Valley, California 94941. Telephone: (415) 388-5574

Southern California — Charles Hayes Racing Equipment 17322 Fairmont Way, Tustin, California 92680. Telephone: (714) 838-5300 or 540-9150.

*Hewland gearboxes, using genuine Hewland gears and parts