

F/2 Race Accident Kills Jimmy Clark

HOCKENHEIM, Germany, April 7 — Jim Clark, the greatest race driver of the current era, and probably of all time, was killed today on the 4.2-mile Hockenheim Motordrome "Grand Prix Course" during a Formula Two race.

Clark's Lotus went off the road at 150mph, through a fence and somersaulted several times and struck a tree in the forest that lines this circuit.

Doctors said that he was probably killed instantly after suffering a compound skull fracture and a broken neck. The engine and rear wheels of the Lotus were found as far away as 350 yards from the wrecked remains of the car.

Neither police nor race officials would speculate as to the probable cause of the accident, although Chris Irwin, following Clark in the race, said that Clark's car appeared to skid off the wet pavement of the track.

Motor racing was Jim Clark's means of expressing himself. It brought
(Continued on page 8)

Ford Edges Porsche To Win BOAC 500 Go

By David Phipps
European Editor
BRANDS HATCH, Eng., April 7 — The J.W. Automotive GT40 of Jackie Ickx and Brian Redman won the BOAC 500 by a pit-stop, finishing 22 seconds ahead of the Lodovico Scarfiotti/Gerhard Mitter Porsche 907 after six hours of racing.

On the road the 2.2-liter Porsche was slightly faster than the 4.7-liter Ford, but the Porsche made three pit stops to the Ford's two and that made all the difference. Vic Elford and Jochen Neerpasch were third, two laps behind, in another Porsche 907, and Paul Hawkins and David Hobbs finished fourth in another GT40.

The Ferrari 250LM of Pedro Rodriguez/Roy Pierpoint was fifth and the Lola 70 of Jo Bonnier/Sten Axelsson sixth, so four of the first six places went to Group 4 cars.

The 2-liter Prototype class was won by the Dieter Spoerry/Rico Steinemann Porsche 910, which finished seventh overall, and the Lotus Europa of Jack Oliver and John Miles won the 2-liter Sport category.

In all, 22 of the 36 starters were classified as finishers.

The Ford of Britain F3L (Ford three liter) made its debut in this race, driven by Bruce McLaren and Mike Spence, and held the lead for a while before going out with a broken drive shaft coupling. (Two

Fords practiced, but the other one did not race due to incurable ignition trouble.)

The other big attraction, the Howmet TX, went off the road after only six laps but was not too badly damaged.

PORSCHE FAVORED

Except for the Fords the entry was comparable with that at Daytona and Sebring, and once again the Porsches were firm favorites. Other leading contenders included four Ford GT40s (three of them with Gurney Westlake heads), three 5-liter Lola-Chevys, two Ferrari 250 LMs and the Howmet TX. Alfa Romeo was back in force with three 1994cc type 33s, but the fastest 2-liter car was a Ferrari Dino—closely followed by two Group 4 Lotus Europas. There were no Alpines or Matras, and none of the long-awaited BRM-engined prototypes.

Siffert's Porsche was credited with fastest practice time, 1:34.6, but there was some doubt whether he actually did this. Next came McLaren's Ford (1:35.4), Scarfiotti's Porsche (1:35.6), Elford's Porsche (1:36.2), Ickx's GT40 (1:36.8) and Thompson's Howmet (1:37.0).

When the flag fell McLaren's Ford shot into the lead, but then the engine died momentarily—probably due to lack of fuel
(Continued on page 16)

LATE NEWS

- Bruce McLaren is currently testing a Shelby turbine at Hanford, Calif.'s paved 1½-mile oval, turning 38-second laps the first day in spite of overheating brakes. The lap record is 34.68 seconds.
- A hearing to determine whether B. F. Meyers Co. should be given a restraining order to prevent Kellison Inc. from producing dune buggies has been continued until April 15. The hearing was slated for April 8 in Sacramento, Calif.
- John Surtees has informed George Bignotti that he will not drive his Bowes Seal turbocharged Lola-Ford in the Indy 500 as planned. No reason was given; Surtees did an about-face last year also.
- Bill Taylor will succeed Emil Andres as chief steward of USAC's stock car division before the season opener at Indianapolis Raceway Park May 5. Taylor, former head of Mobil's now-defunct racing program, was earlier named to take over USAC's product certification program.
- FoMoCo's Autolite and Carroll Shelby are talking about Autolite taking over Shelby Parts Co.
- A. J. Foyt hopes to run a Ford 4-cam with an automatic transmission in his new Coyote at the Indy 500.
- It appears that Johnny Rutherford's hand, hurt in a Phoenix accident, will be healed sufficiently for him to compete at Indy in an Alan Green Eagle-Ford.
- Jim Hall will re-enter Group 7 racing at the Riverside U.S. Road Racing Championship April 27-28. He's promised "some interesting new developments." Swede Savage hopes to drive the Gurney Lola, powered by a 305CID Gurney-Westlake Ford, in the same race and is currently looking for sponsors.
- Southern California's Bill Young will campaign the Chuck Jones' Lola, replacing Rick Muther.
- Dan Gurney, who had planned to skip the Spanish GP, will race there in his Eagle now that the date has been changed from May 15 to May 12.
- ABC's Wide World of Sports April 13 will devote a major portion of the show to Jimmy Clark's life.

COMPETITION PRESS & AUTOWEEK

Vol. 18, No. 15

April 27, 1968



Bobby Unser leads Gordon Johncock through turn one during the Jimmy Bryan 150-mile USAC championship car race at Phoenix. Johncock dropped out with engine troubles, but Unser went on to win his second championship car race in two weeks. (John Prescott photo)

Bobby Unser Scores at Phoenix

By Mike Gremsd
Autoweek Managing Editor
PHOENIX, Ariz., April 7 — Bobby Unser won the third round of the Indy 500 warmups today after nearly becoming a casualty in a three-car accident on the 80th lap of the Jimmy Bryan 150-mile race for USAC Championship cars.

For the former Pikes Peak champion, it was his second championship victory in two races, coming on the heels of his win in the Stardust 150 one week earlier. Lloyd Ruby, winner of the Jimmy Bryan memorial race last year, was second one lap behind. Mel Kenyon, Wally Dallenbach and Art Pollard rounded out the first five.

Judge Rules in Favor of USAC In STP Suit, 'Saw No Malice'

By Dave Overpeck
USAC Editor
INDIANAPOLIS, April 5 — If you want to run a turbine-powered car in a United States Auto Club race this year, you'll run it under USAC's rules.

So ruled Judge William E. Steckler today as the Andy Granatelli vs. USAC case came to a

Ickx Sets Fast Lap at LeMans

BRANDS HATCH, Eng., April 7 — In between practicing for the BOAC 500 and winning it, Jackie Ickx flew over to LeMans to record fastest time on the first day of the poorly-attended (because of the BOAC 500) test weekend. Using the Ford GT40 with Gurney-Westlake heads which Paul Hawkins and David Hobbs drove at Sebring, he did 3:35.4, which is a very good time in view of the construction of a chicane (the Ford Corner) just before the pit area.

The 3-liter Porsche put in an appearance, but was handicapped by aerodynamic problems and transmission trouble. However, it will have to go well to beat the GT40s, particularly if they are as reliable as at Brands Hatch.

Unser, who gained the pole position with a record-breaking qualifying time of 29.01, completed the 150 laps in a race record time of 1:29:58, for an average of 100.003mph, in his turbocharged Offy.

Three of his strongest challengers in the race were eliminated by accidents. A. J. Foyt, who gave his crew haircuts the night before the race in an effort to change his luck, blew his engine on the first lap.

The blown engine dumped oil on the track in the third turn and a 6-car mixup followed. George Follmer spun in the oil and hit the wall, forcing him out of the race. Gary Bettenhausen, in an Offy-powered dirt car, Gordon

Johncock and Jim Malloy spun in the oil, but all three made it back to the pits for minor repairs before continuing in the race.

MARIO FOLLOWS

After that first-lap mixup, Bobby Unser had the lead with Mario Andretti, Ruby, Roger McCluskey, Al Unser and Johnny Rutherford, in the Eisert-Chevrolet, trailing. Andretti, McCluskey and Rutherford were eliminated in the race's other accident on the 80th lap.

Johncock got back in the race in fourth position, according to the scorers, but McCluskey passed him to take over fourth on the 11th lap.

By the 19th lap the first four cars, running in the same order, had a 3-second lead over Johncock and Al Unser, who in turn held a 3-second lead over Art Pollard, who had slipped into seventh ahead of Rutherford.

Andretti passed Bobby Unser on the 23rd lap and increased his margin to 2 seconds as the leaders began lapping the slower cars. The order was Andretti, Bobby Unser, Ruby, McCluskey, Johncock, Al Unser, Pollard, Rutherford, Larry Dickson, Wally Dallenbach, Mel Kenyon, Bud Tingelstad and Billy Vukovich.

On the 34th lap, McCluskey got by Ruby and one lap later he passed Bobby Unser on the second turn of the one-mile banked oval.
(Continued on page 14)

TRIUMPH SCORES TRIPLE WIN AT MARLBORO

In what looks like a banner year for the Triumph marque—3 Triumphs opened the '68 season with wins at last weekend's Marlboro Nationals.

Mike Downs of Washington, D.C., grabbed the win in the hotly-contested G production race in his Group 44 Spitfire Mk 2.

Bob Krokus of Falls Church, Va., romped home ahead of a strong field to notch the win in E production for Triumph with his TR3.

Dick Staples of Richmond, Va., captured the D production win in his TR4A to wrap up the third Triumph victory for the weekend.

least a temporary end in Southern Indiana Federal District Court.

Steckler ruled against Granatelli and the STP Corp. on all six points listed in their complaint and upheld USAC's right to set the new 15,999-square-inch turbine formula.

Granatelli and his attorneys were obviously shaken by the decision which came exactly a month and a day after the proceedings started. They refused comment until after they have had a chance to review Steckler's rulings.

There are still many avenues of appeal open to Granatelli. This action was merely for a temporary injunction enjoining USAC from enforcing its 15,999 formula this year.

But a full hearing of the case would probably take six months and an ultimate victory in it would be pyrrhic since it still would not enable Granatelli to run his 21-square-inch turbine in next month's Indianapolis 500-Mile Race.

Although no official statement was immediately forthcoming from the Granatelli camp, informed sources indicated tonight that STP will go ahead with its plans to enter a six-car team in the 1968 500, using 15-inch turbines.

On the primary point involved in
(Continued on page 17)

More on:

Unser Takes Phoenix Championship Race; Trenton Only Event On Trail Before 500

(Continued from page 1)

McCluskey quickly closed the gap on Andretti and took the former two-time national champion on the 47th lap. Al Unser and Pollard, meanwhile, had slipped by Johncock, who retired with engine problems on the 56th lap. Vukovich was trailing a large smoke screen and retired after completing 53 laps.

At the halfway point, 75 laps, McCluskey had increased his margin over Andretti to five seconds and two laps later to 11 seconds. The order after 79 laps was McCluskey, 12 seconds over Andretti, who was eight seconds ahead of Ruby, who had an identical lead over Al Unser, Bobby Unser, Pollard, Dickson, Rutherford, Kenyon and Dallenbach.

Al Unser blew his engine in turn three, dumping a large amount of oil on the track. His brother, Bobby, made it through the turn sideways, but safely.

Rutherford happened upon the oil-covered turn and spun, hitting the wall. McCluskey was next in the turn and before he could do anything he spun and hit Rutherford's parked car. Andretti tried to pass a pair of slow cars down the straight between turns two and three and went high on the oil, lost control and hit Rutherford, whose car was on fire at the time.

The impact when Andretti hit Rutherford's car sent smoke and flames high, covering the entire accident scene. A. J. Foyt, who was sitting on the pit wall at the time, ran to the turr when Rutherford began spinning and pulled him from the burning car.

Rutherford was rushed to a local hospital and treated and released with severe burns on his hands. Andretti and McCluskey were uninjured.

When the green came back on 13 laps later, Ruby had the lead, with Bobby Unser second, followed by Pollard, Dickson, Kenyon, Dallenbach and Tingelstad.

Bobby Unser passed Ruby, who was slowing down, on the 97th lap. Three laps later Ruby pitted to have his right rear tire changed, after it began to go flat when cut by debris from the accident moments earlier.

When he rejoined the race, Ruby

Eight Drivers Make 29-Second Bracket During Phoenix Trials

PHOENIX, Ariz., April 7 — Eight drivers qualified for the Jimmy Bryan 150-mile USAC Championship car race today in the 29-second bracket, with eventual race winner Bobby Unser gaining the pole position through the bumping process.

Unser lapped the one-mile Phoenix International Raceway oval in a time of 29.01 seconds, for an average speed of 124.095mph, breaking his own track record of 29.38, 122.407mph. Unser's time missed the one-mile paved oval world record of 28.591, 125.914mph, set by Gordon Johncock at Langhorne, Pa., July 30, 1967.

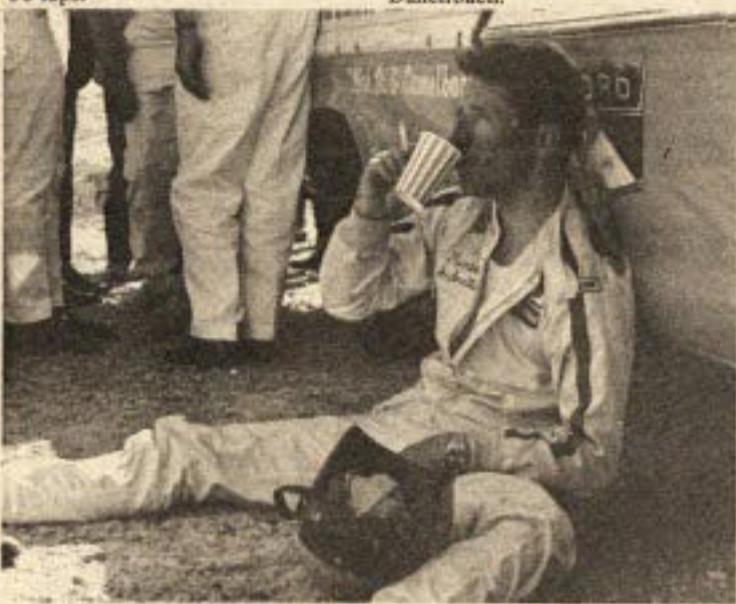
It wasn't until all 24 grid positions had been filled that Unser qualified, bumping Porky

Rachwitz's time of 31.82.

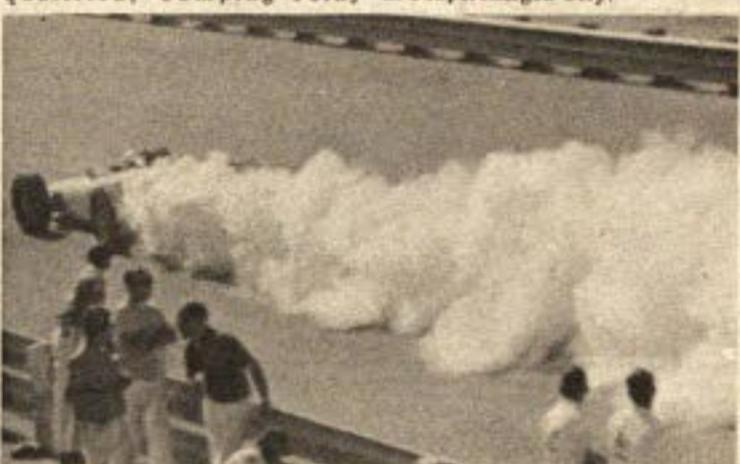
Mario Andretti was in the number 2 grid position with a time of 29.53, 121.909mph. Roger McCluskey, who qualified by bumping Sonny Ates' Chevrolet-powered dirt car, posted the identical time as Andretti, but started third.

Lloyd Ruby and A. J. Foyt also had identical times. They were clocked in 29.64, 121.453mph, with Ruby getting the number 4 position because he qualified before Foyt. Johncock was sixth fastest with 29.79, followed by Al Unser, 28.84, and Jim Malloy, 29.97.

The rest of the field followed the top eight qualifiers, with the slowest time for making the race being 31.37, 114.759 by Bob Hurt in a supercharged Offy.



A dejected Mario Andretti takes a sip of a soft drink in the infield area after his car was involved in a three-car accident on the 80th lap of the Jimmy Bryan 150-mile USAC championship car race in Phoenix. Andretti's Brawner-Ford crashed into Johnny Rutherford's wrecked car in turn three. Rutherford suffered severe burns on his right hand. (Autoweek photo)



Billy Vukovich's Agajanian Special trails a smoke screen when his turbocharged Offenhauser blew on the 51st lap of the Jimmy Bryan 150-mile USAC championship car race at Phoenix. Vukovich made two laps before retiring the car. He is shown above on his last pass in front of the pits. (Autoweek photo)

(Continued on page 15)

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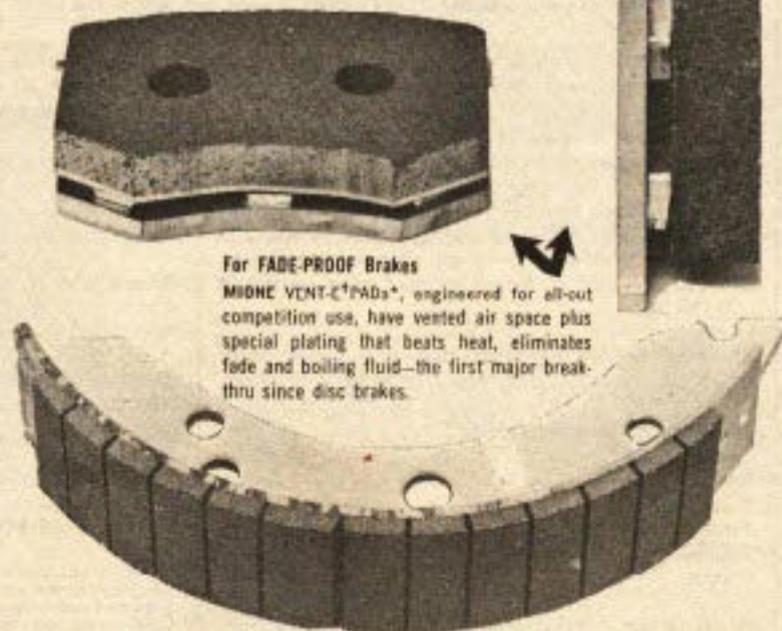
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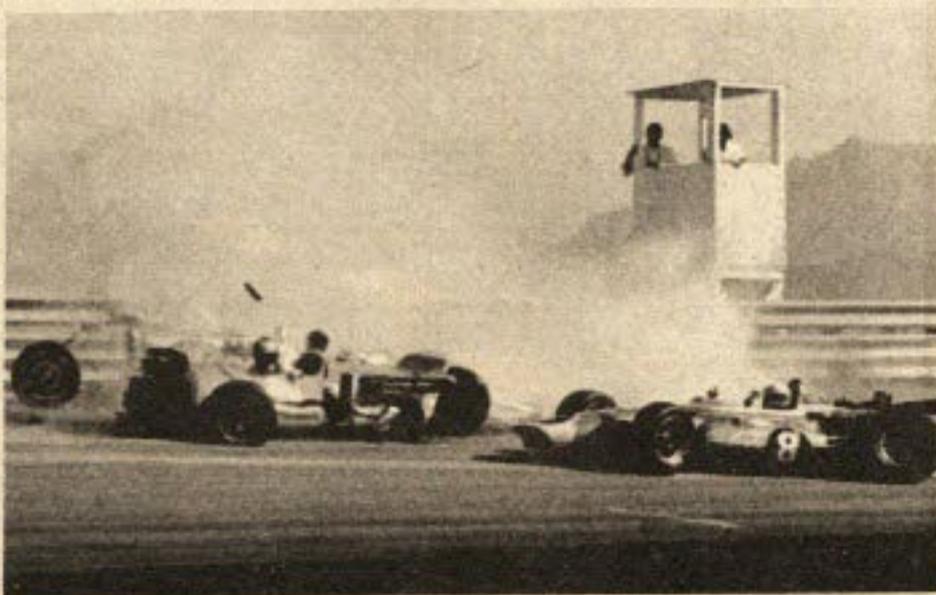
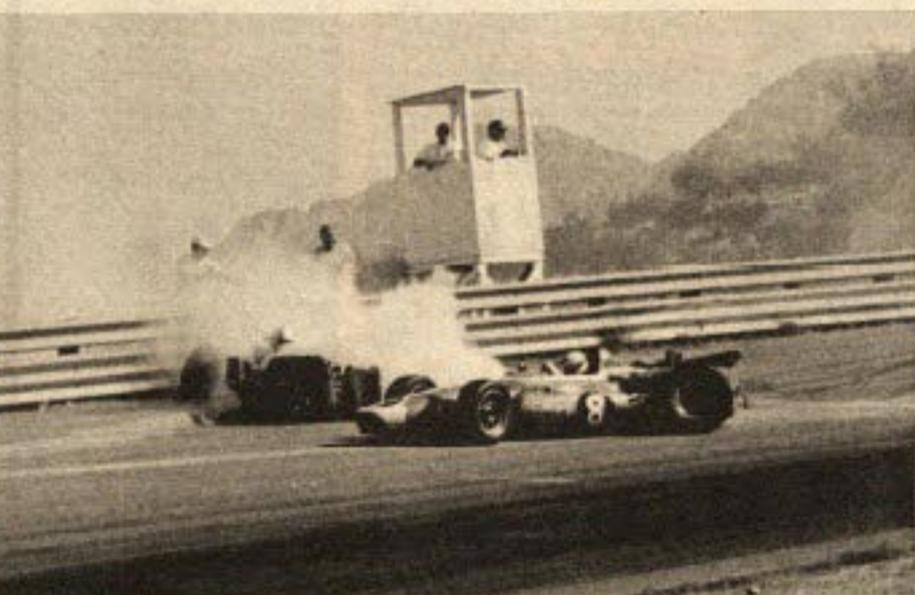
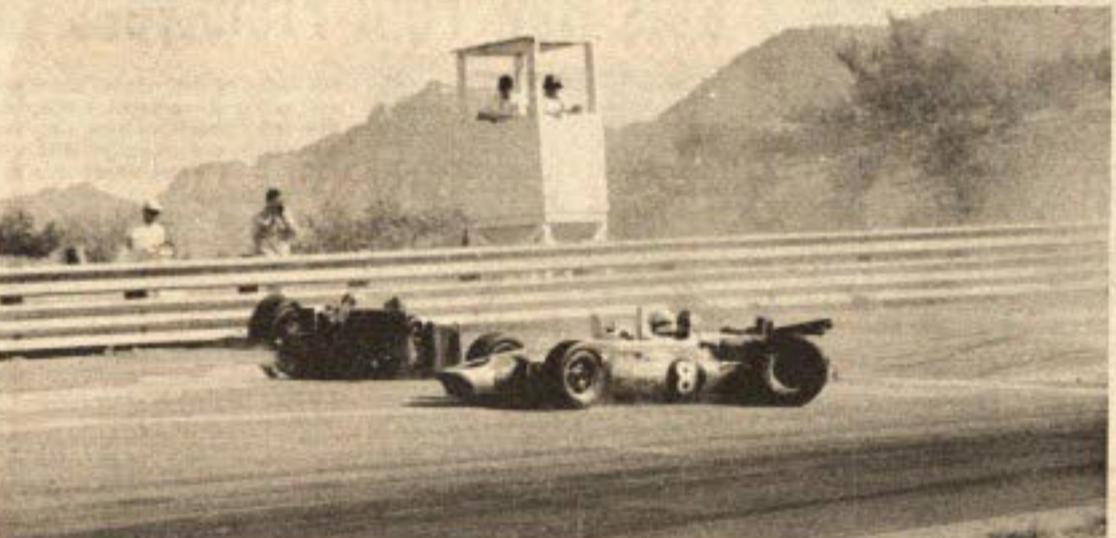
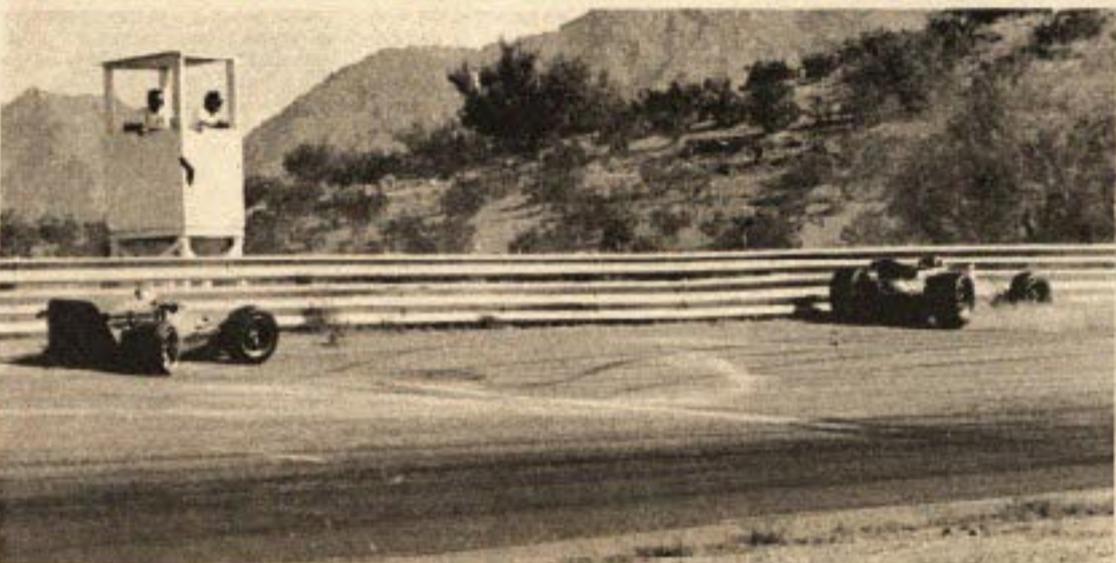
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Johnny Rutherford Burns Hand in 3-Car Phoenix Accident



(Continued from page 14)
 was a lap down in ninth place, but he quickly closed the gap in his turbocharged Offy on the leader, moving up to sixth on lap 113, fifth two laps later, and finally into second on lap 122. Ruby was still 24 seconds behind winner Unser.

Dickson was black-flagged on the 127th lap for an oil leak, but he ignored the signal and didn't pit until a third black flag on lap 132. Dallenbach, Kenyon, Tingelstad, Chuck Hulse and George Snider, who moved up following the accident, were swapping positions, but Kenyon took third from Dallenbach on the 147th lap and held it to the checkered flag.

JIMMY BRYAN 150, USAC CHAMPIONSHIP CAR EVENT, PHOENIX INTERNATIONAL RACEWAY, PHOENIX, ARIZ., APRIL 7.

1 - Bobby Unser, Risone Special, 150 laps or 150 miles, 1:29:58 for an average of 100.003mph; 2 - Lloyd Ruby, Gene

White Special, 149 laps; 3 - Mel Kenyon, Lebanon, Ind. Special, 149 laps; 4 - Wally Dallenbach, Valvoline Special, 148; 5 - Art Pollard, Thermo King Auto Air Conditioning Special, 148; 6 - George Snider, Leader Card Racer, 147; 7 - Bud Tingelstad, Federal Engineering Special, 147; 8 - Chuck Hulse, Quaker State Special, 147; 9 - Jim Malloy, Jim Robbins Special, 145; 10 - Bob Hurt, Central Excavating Special, 137; 11 - Dempsey Wilson, Greenman Special, 136; 12 - Larry Dickson, Dayton Steel Wheel Special, 134; 13 - Gary Bettenhausen, Joe Hunt Magneto Special, 126.

DNF: 14 - Roger McCluskey, G. C. Murphy Special, 80, crash; 15 - Mario Andretti, Andretti Racing Enterprises, 80, crash; 16 - Al Unser, Retzioff Chemical Special, 80, engine; 17 - Johnny Rutherford, Eisert Racing Enterprises, 78, crash; 18 - Gordon Johncock, Johncock Racing Team Special, 56, engine; 19 - Billy Vukovich, Agajanian Special, 53, engine; 20 - Bruce Walkup, Cleaver-Brooks Special, 46, unknown; 21 - Bruce Jacobi, Conze Special, 14, engine; 22 - Joe Leonard, Vell's-Parnelli Jones Ford Sales, 2, broken half shaft; 23 - A. J. Foyt, Sheraton-Thompson Special, 0, engine; 24 - George Follmer, George R. Bryant Racing Team, 0, crash.

Starting Grid

STARTING GRID, JIMMY BRYAN 150, USAC CHAMPIONSHIP CARS, PHOENIX INTERNATIONAL RACEWAY, PHOENIX, ARIZ., APRIL 7.

F - Firestone G - Goodyear

No. 3 - ROBBY UNSER
 Eagle-Offy (T)
 29.01; 124.095mph (G)

8 - ROGER MCCLUSKEY
 Eagle-Ford
 29.53; 121.909 (G)

1 - A. J. FOYT
 Coyote-Ford
 29.64; 121.453 (G)

5 - AL UNSER
 Lola-Ford
 29.84; 120.643 (F)

15 - MEL KENYON
 Gerhardt-Offy (T)
 30.51; 119.960 (G)

9 - JOE LEONARD
 Mongoose-Ford
 30.11; 119.561 (F)

10 - BUD TINGELSTAD
 Gerhardt-Offy (T)
 30.32; 118.772 (G)

90 - GEORGE SNIDER
 Watson-Ford
 30.60; 117.647 (G)

98 - BILLY VUKOVICH
 Shrike-Offy (T)
 30.90; 116.400 (F)

62 - BRUCE WALKUP
 Volsted-Offy (T)
 30.97; 116.239 (G)

99 - GARY BETTENHAUSEN
 Offy-Dirt Car
 31.01; 116.091 (F)

51 - DEMPSEY WILSON
 Halibrand-Chevrolet
 31.15; 115.569 (F)

No. 2 - MARIO ANDRETTI
 Brawner-Ford
 29.53; 121.909mph (F)

25 - LLOYD RUBY
 Mongoose-Offy (T)
 29.64; 121.453 (F)

4 - GORDON JOHNCOCK
 Gerhardt-Ford
 29.79; 120.845 (G)

67 - JIM MALLOY
 King-Ford
 29.97; 120.120 (F)

96 - JOHNNY RUTHERFORD
 Eisert-Chevrolet
 30.02; 119.920 (G)

54 - WALLY DALLENBACH
 Finley-Offy (T)
 30.21; 119.165 (G)

77 - LARRY DICKSON
 Gerhardt-Ford
 30.46; 118.110 (G)

11 - ART POLLARD
 Gerhardt-Offy (T)
 30.84; 116.732 (F)

14 - CHUCK HULSE
 Gerhardt-Offy (T)
 30.96; 116.279 (G)

101 - BRUCE JACOBI
 Smith-Offy
 31.00; 116.129 (G)

28 - GEORGE FOLLMER
 Gilbert-Ford
 31.06; 115.904 (F)

81 - BOB HURT
 Gerhardt-Offy (S)
 31.37; 114.759 (F)

T - Turbocharged; S - Supercharged

The above series of five pictures shows one of the worst accidents on the USAC championship trail this year. In the top photo, Johnny Rutherford's Eisert-Chevrolet spins on an oil slick left when Al Unser's Lola-Ford engine blew on the 80th lap of the Jimmy Bryan 150-mile USAC championship car race at Phoenix. Rutherford's left rear wheel became airborne when he hit the wall. In the second photo, Roger McCluskey is spinning wildly in the oil, hitting the wall. McCluskey spun before he could react to the

oil. The middle photo shows McCluskey's car coming around after hitting the wall and stopping in the middle of the track. The fourth photo shows Rutherford's car beginning to burn when a fuel sump tank and a fuel line broke. Rutherford and McCluskey are still in their cars. In the bottom right photo, Mario Andretti crashes into Rutherford and the wall. Andretti had been trying to pass two slower cars when he hit the oil and went out of control. (John Prescott photos)