

OFFICIAL PROGRAM | ONE DOLLAR

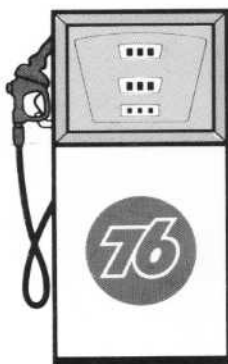
# MONTEREY GRAND PRIX



*Nick Larson*



**LAGUNA SECA • OCTOBER 13 • 14 • 15, 1967**



**Royal 76: official gasoline at major raceways in the West... Riverside-Laguna Seca-Stardust**

Here's why.

Racing drivers couldn't care less about the *name* of a gasoline. They measure it in terms of power and performance.

And that's what Royal 76 delivers. Power and performance. Proven in race after race... test after test. On tracks and on the highway.

Try Royal 76 in your car. It's the official gasoline at major raceways in the West... and you can get it at any Union Oil service station.

Royal 76 — powerful enough to make a difference.

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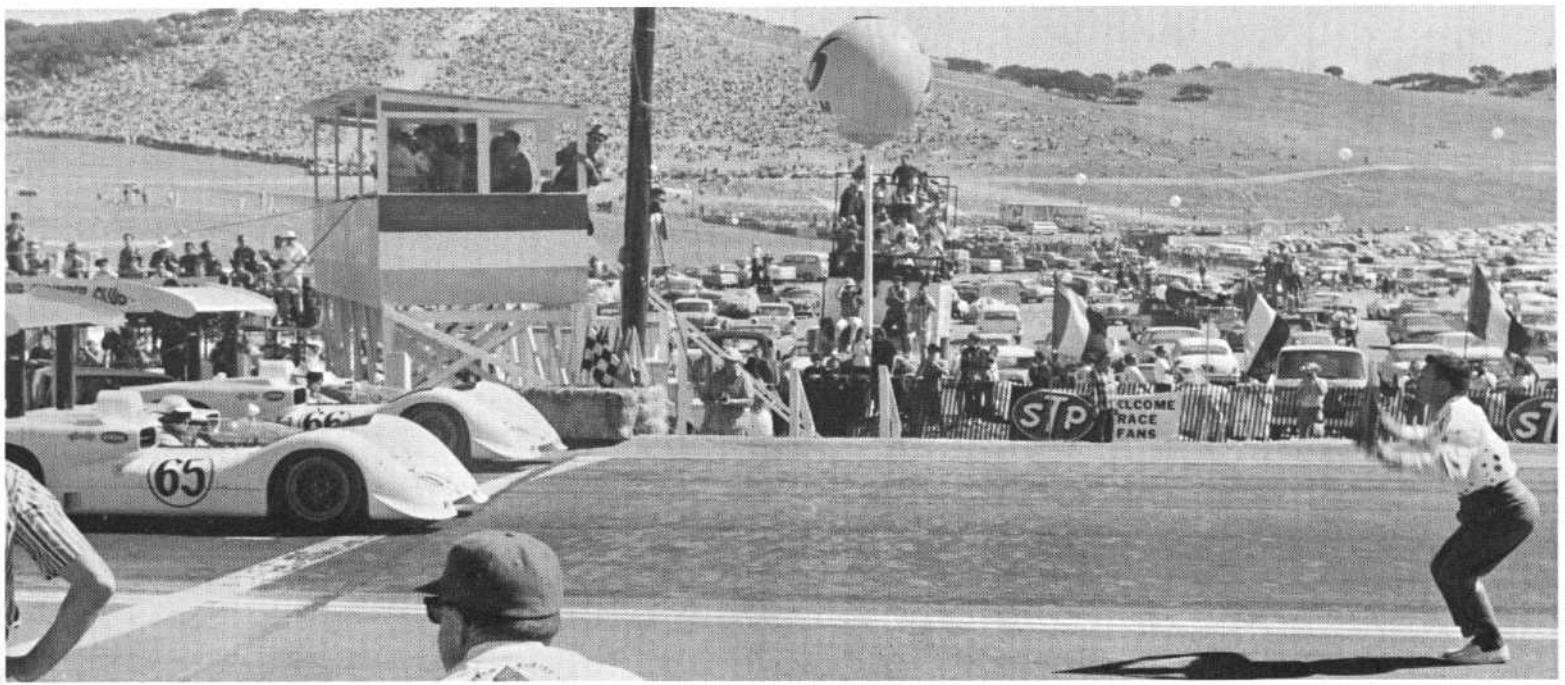


Photo by G. N. Pendleton

# MONTEREY GRAND PRIX



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# Did you expect anything less from The Leader?



Anything less than an astonishingly beautiful sports car seven inches longer and nearly two inches lower, with windshield wipers concealed by a power-operated cowl, rear deck spoiler and high-backed bucket seats. Anything less than Astro Ventilation, a new air-intake and pressure-relief system.

Anything less than four-wheel disc brakes and fully independent suspension.

Anything less than V8s you order up to 435 hp. Anything less than new security features like side marker lights and many more.

The '68 Corvette Sting Ray.

What else would you expect from Chevrolet?



# '68 Corvette



Photo by Bill Hewitt

## OUR BEAUTIFUL COVER . . .

is the work of Mr. Nick Leaskou, Illustrator, and Mr. G. N. Pendleton, whose nickname is Nick. Nick and Nick are both San Franciscans, ardent fishermen, gifted artists. Leaskou has many credits for cover designs on such national magazines as "Sports Afield," "Field and Stream," and others. Pendleton is a fine photographer, as well as commercial artist, and has been shooting the races at Laguna Seca for years.

# SCHEDULE OF EVENTS

## THURSDAY, OCTOBER 12

7:00 - 10:30 p.m. Registration, Can-Am & Ken Miles Memorial Race entrants, lobby of Holiday Inn of America, Carmel.

Technical inspection, Can-Am & Ken Miles Memorial Race entrants, British Motors of Monterey, 777 Del Monte Blvd., Monterey.

## FRIDAY, OCTOBER 13

7:00 - 9:00 a.m. Registration, tech inspection, Laguna Seca.  
9:00 - 9:30 a.m. Drivers' meeting for Can-Am and Ken Miles Memorial Race entrants.

9:30 - 11:30 a.m. Can-Am and Ken Miles Memorial Race practice.

11:30 - 12:30 p.m. Lunch.

12:30 - 2:00 p.m. Practice & Qualifying, Ken Miles Memorial Race entrants.

3:00 - 5:00 p.m. Qualifying for Monterey Grand Prix (Can-Am).

## SATURDAY, OCTOBER 14

9:00 - 10:00 a.m. Practice & Qualifying, Monterey Grand Prix (Can-Am) entrants.

9:30 a.m. Regional drivers' meeting.

10:00 - 10:25 a.m. Practice, Race 1 (F, G Prod & B Sedans).

10:25 - 10:50 a.m. Practice, Race 2 (Formula SCCA).

11:00 - 11:25 a.m. Practice, Race 3 (Formula Vee).

11:25 - 11:50 a.m. Practice, Race 4 (H Prod, H S/R, & C & D Sedans).

11:50 - 12:30 p.m. Lunch.

12:30 - 1:00 p.m. Warm-up, Ken Miles Memorial Race event.

1:00 - 1:25 p.m. Practice, Race 5 (A, B, C Prod, A Sedan, all S/R except H).

1:25 - 1:50 p.m. Practice, Race 6 (D & E Prod).

2:00 - 2:30 p.m. Race 1, (F, G Prod & B Sedans).

2:45 - 3:15 p.m. Race 2, (Formula SCCA).

3:30 - 4:45 p.m. **Ken Miles Memorial Race, (Under 2 liter), 53 laps (100.7 miles).**

5:00 - 5:30 p.m. Race 3, (Formula Vee).

## SUNDAY, OCTOBER 15

8:30 - 9:15 a.m. Warm-up for Regional races.

9:15 - 10:45 a.m. Final qualifying, Monterey Grand Prix.

10:45 - 11:45 a.m. Intermission.

11:45 - 12:15 p.m. Race 4, (H Prod, H S/R, & C & D Sedans).

12:15 - 1:00 p.m. Lunch.

1:00 - 1:30 p.m. Race 5, (A, B, C Prod, A Sedan, All S/R except H).

1:30 - 2:00 p.m. Intermission.

2:00 - 2:30 p.m. Race 6, (D & E Prod)

2:30 - 3:00 p.m. Intermission & Preparation for Monterey Grand Prix (Can-Am).

3:00 p.m. **Start, Monterey Grand Prix, 106 laps (201.7 miles).**

5:00 p.m. Victory Ceremony, Start/Finish Enclosure (time approximate).

8:00 p.m. Awards Banquet, Holiday Inn of America, Carmel.

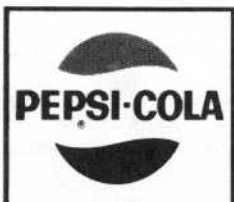


Bill France, President, National Association for Stock Car Auto Racing, Inc.

**“When you’re  
in my business,  
you deal with  
products on the  
move!**

**“And that includes fast-selling  
Pepsi-Cola – official drink  
at our 120 NASCAR tracks!”**

“Pepsi-Cola is the big winner at NASCAR tracks all over the country. And no wonder. Pepsi-Cola is the favorite drink with our best customers—people who like to pour it on. When they work up a thirst, they want the drink that stops it...*cold*. And that’s Pepsi-Cola. There’s a lot of extra profit to be made when you’re selling the right refreshment. And for my money, that’s Pepsi. Way ahead of the pack.”



**Taste that beats the others cold... Pepsi pours it on!**

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*Bill France*

President NASCAR



LES GOLDING  
SCRAMP President



AL BRIZARD  
Regional Executive

## Welcome

The Officers and Directors of SCRAMP and all the residents of the Monterey Peninsula welcome you to the eighth running of the famed Monterey Grand Prix, one of the six events in the 1967 Canadian American Challenge Cup series for Group 7 sports/racing cars. This premier automobile race, conducted for SCRAMP by the San Francisco Region, Sports Car Club of America, will be run for more than \$75,000 in prize money—an all-time record. The field of international entrants includes representatives of England, Australia, New Zealand, Italy, Mexico, Canada and the United States.

This fall we are proud of the re-built and paved roads over which you, our guests, traveled to reach Laguna Seca. This work is part of a "master plan" which will see additional improvements in 1968 for the convenience and comfort of spectators—including running water in the pit-paddock area, a three-land bridge to replace the present narrow one-lane overpass, and a completely redesigned pit-paddock area to be located in the infield.

Thanks for being with us for this great race! Your cooperation in abiding by normal safety rules will be appreciated.

Les Golding  
SCRAMP President

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## MONTEREY GRAND PRIX UNITED STATES ROAD RACING CHAMPIONSHIPS MONTEREY, CALIFORNIA

*Presented by  
the Sports Car Racing Association  
of the Monterey Peninsula  
Conducted by  
the San Francisco Region  
Sports Car Club of America, Inc.  
FIA International Listing No. I 18-67*

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### SCCA RACE OFFICIALS

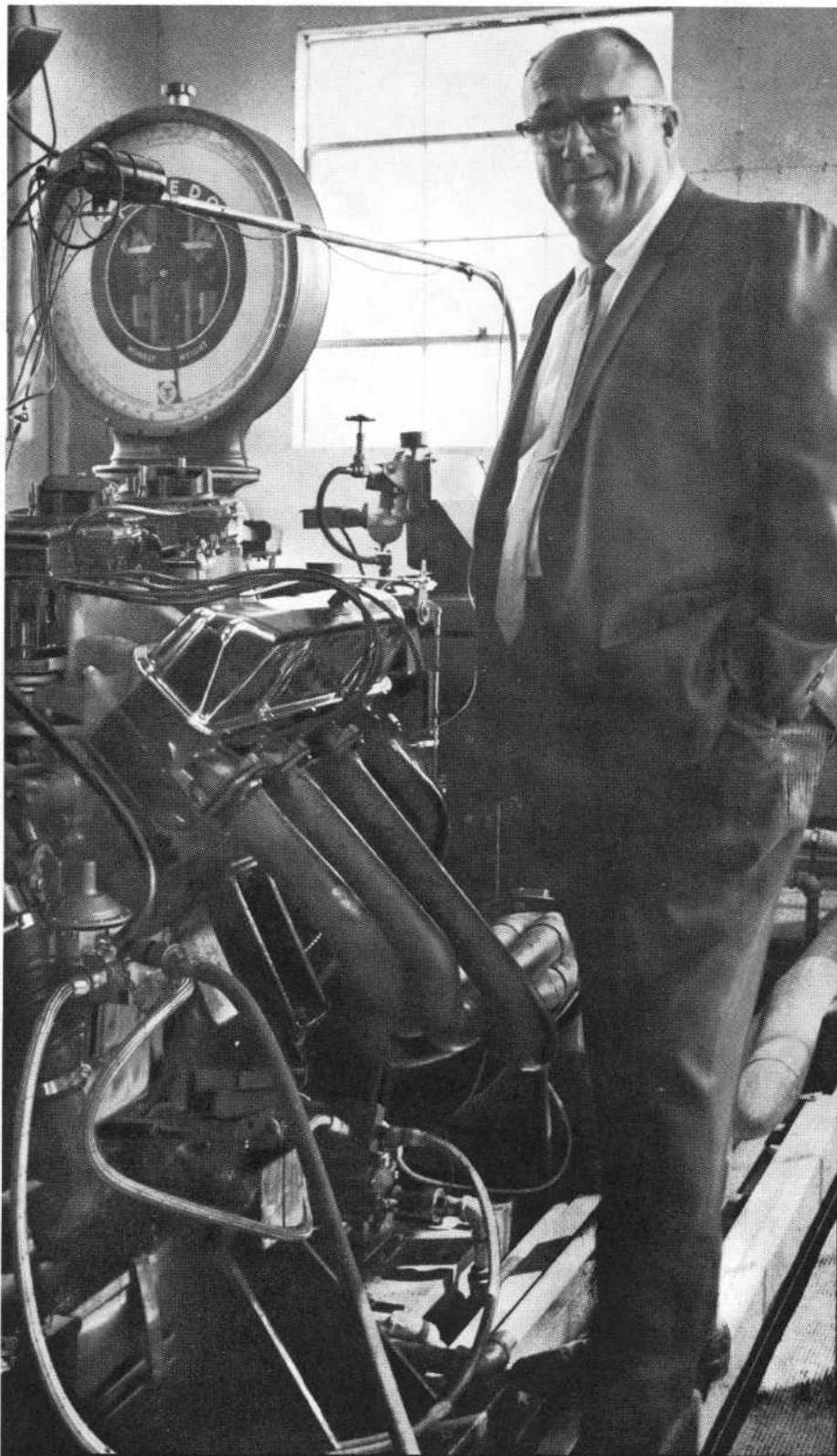
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Judges	Bob Bennett, Bob Jones, Sandy Parsons
Race Chairman	John Coyle

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Course Marshal	Gordon Krebs
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Driver Observer	Sandy Parsons
Emergency Control	Elmer Votto
Equipment	Chuck Pierson
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Point Keeper	Binky McCartney
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Starters	Don Seike
Scrutineer	Wyn Robertson
Timing	Chuck Mandatory
Trophy	Elwin Wood
Turn Marshal	Martin Illgen

### PROGRAM ADVERTISING

Individuals or firms desiring to place advertising in the 1968 Laguna Seca souvenir race programs should write E. H. Simpson, SCRAMP Publications, P.O. Box 2078, Monterey, Calif. 93940, or telephone (408) 373-1811; or contact our national advertising representatives, Walter R. Haessner & Associates, P.O. Box 89, Newfoundland, N.J. 07435 (telephone (201) 697-6670. Rate cards for 1968 advertising space will be distributed approximately November 15, 1967.



"We like the accuracy of Stewart-Warner tach. Our drivers are constantly pushing our engines to the top level of performance, and they count on a Stewart-Warner tach to measure that performance. We know that Stewart-Warner instruments are reliable, that they won't let us down."

—John Holman,  
Holman and Moody, Inc.



**See the new 970 tachs at your local speed shop or parts store.**

The 970 Electronic Tachometer features solid-state circuitry, adjustable redline, aircraft-type lighting, exclusive mounting pedestal with 360° swivel base, choice of Black & White or Custom dial face, and more. Models to fit all popular ignitions.

**SW** **STEWART-WARNER** **SW**  
INSTRUMENT DIVISION  
1840 Diversey Parkway, Chicago, Illinois 60614





Photo by Ned Simpson



Photo by Bill Hewitt



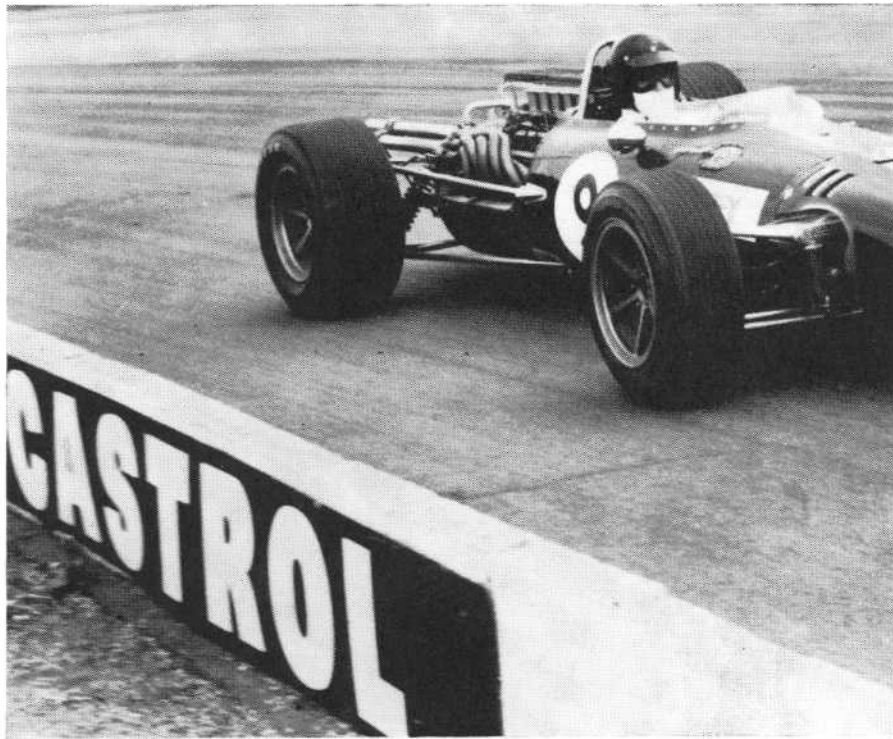
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Photo by John Bruno



Photo by Antonio Cortes



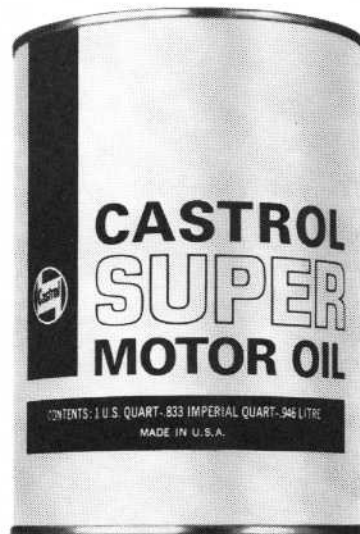
## Two champions team up... Dan Gurney and Castrol Oils.

Dan Gurney will run the 1967 Formula 1 World Driver Championships and Can-Am Series on Castrol Motor Oil.

"Of all the oils I might have picked," says Gurney, "I chose Castrol because I know of no other oil that gets up into engine parts so fast and holds its body at high heats. It's the Liquid Tungsten in Castrol that makes it so superior."

CASTROL OILS INCORPORATED, Newark, N.J.,  
Kansas City, Mo., Palo Alto, Calif.

Available in Canada and throughout the world.



**Castrol is engineity**

Join Dan Gurney's All American Racers Eagle Club. For information write P.O. Box 2283, Santa Ana, Calif. 92707.



Photo by Bill Hewitt



Photo by Ned Simpson



Photo by Tom Montgomery



Photo by G. N. Pendleton

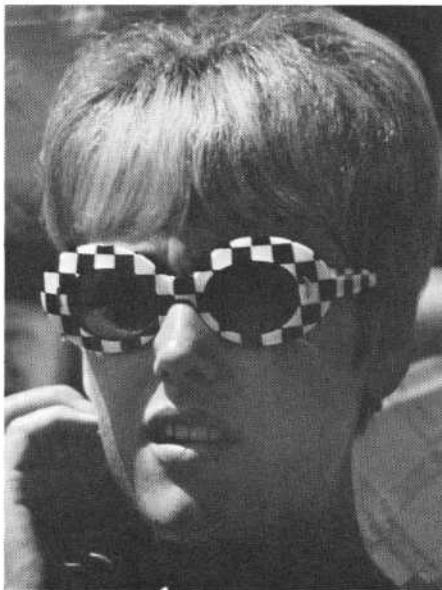


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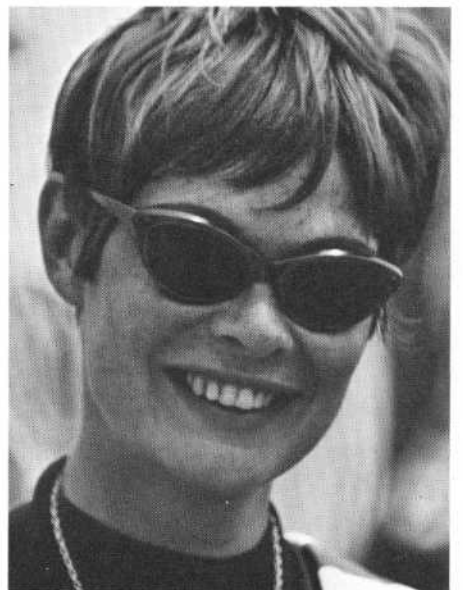
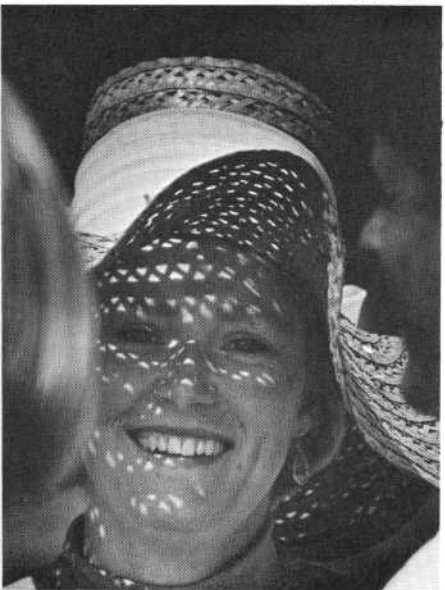


Photo by Bill Hewitt

Photo by Bill Hewitt



# JUST GIRLS



Photo by Bill Hewitt

# FAST LAP AT LAGUNA . . .

Want to take a fast lap around Laguna Seca's 1.9 miles with its nine wicked turns, hills, esses? We can do it safely through the medium of photography which, even though it may lack the noise and excitement and thrills of a ride with John Surtees or Parnelli Jones, provides a little insight into what makes Laguna Seca one of the most challenging courses in North America and one of the finest "short" road circuits in the world.

Start-Finish, Laguna Seca, just before the green flag opening the 1967 USRRC last May. This is a tail-enders view looking across the "line" toward turn 1. We're in a Group 7 sports/racing car, shoved by 550 horses of American V-8 power, and capable of speeds of more than 175 mph on long straights but a top of about 140 mph at Laguna.

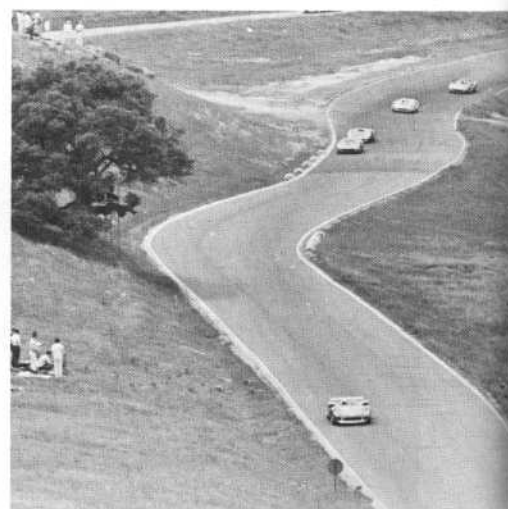
(Feuerhelm photo)

We're just coming out of Turn 1 here, at about 100 mph and already setting up for Turn 2 ahead. Entering Turn 2 there is no room for any error as this turn is most important to our overall lap time.

(Pete Biro photo)

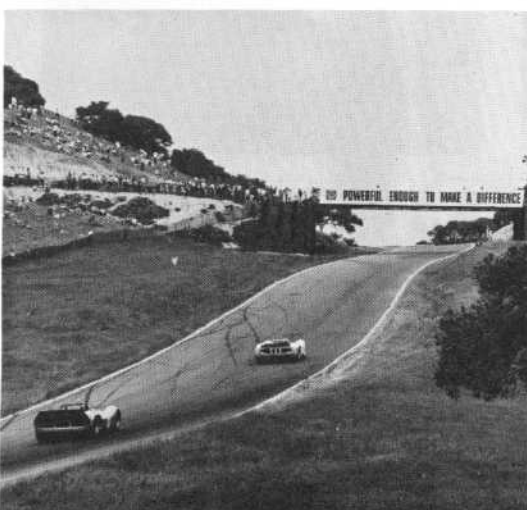
We're through Turn 2 and the little "jog" which might be called "2A" and straightening out for the sprint along the 1040 foot "straight" to Turn 3. The electronic speed trap is located along this stretch and we should go through the traps at more than 140 mph.

(Pete Biro photo)



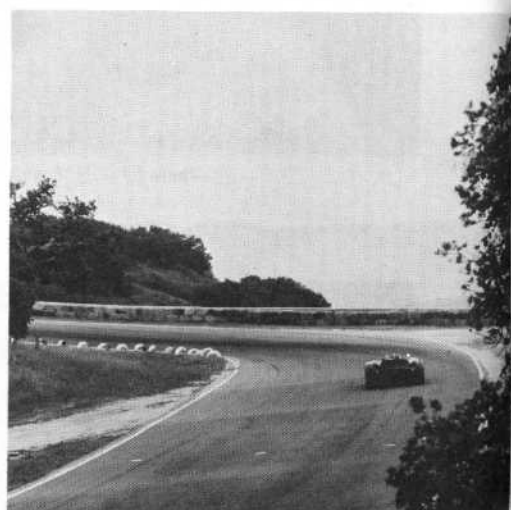
This lens-foreshortened view of Turn 3 shows Jim Hall in his Chaparral 2F heading out of the corner and up the hill under the Bailey bridge. Drivers do not "back off" much for Turn 3, which is well-banked. However, it is a tricky corner and the scene of many spin-outs as indicated by the tire burns on the course surface. We run this stretch at between 120 and 130 up the 4% grade to Turn 4.

(Doug Miner photo)



Here's another view under the bridge, showing the uphill climb to good advantage. According to some, this is the most relaxing spot on the course—you see it every 1 1/6 minutes. As we go under the overpass its off throttle, tap brakes, shift down one notch in readiness for . . .

(G. Lawson pix)



Turn 4, one of the more hazardous spots on the circuit, with a very steep dropoff of about 30 feet lying right behind those bales of straw. This corner is a sharp left-hander which leads into the 14% uphill climb to Turn 5. Drivers usually shift down one gear for maximum acceleration out of this corner and for the climb ahead.

(G. Lawson photo)

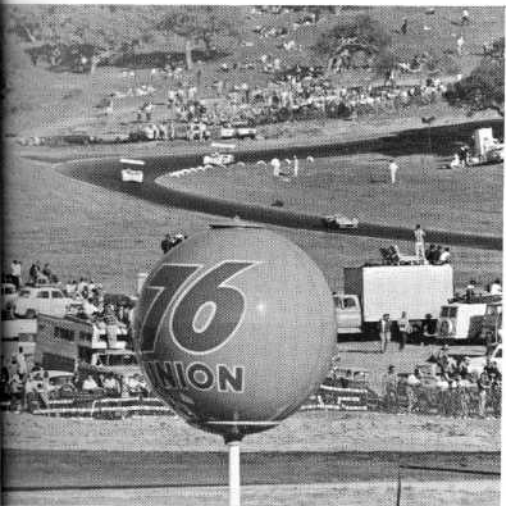
This is Turn 5, with one car just cresting the hill and turn and followed by Pedro Rodriguez in a Ferrari Dino during the 1966 Monterey Grand Prix. The tricky part of our lap at this point is fact that we hit the hilltop "blind" and faced with Laguna Seca's famous "esses" about 300 feet ahead. We ease off the gas to prevent our going airborne and step on the brakes. (G. Lawson photo)



Turns 6 and 6a make up the very downhill "esses," which have become a trademark of the course. Turn 6 is a 100-degree left-hander, followed 50 feet later by an 85-degree to the right. That's Dan Gurney at the left, and John Reinke with the camera-harness, watching Jim Hall and Bruce McLaren negotiate this tricky part of the track, where steering and gear-changing from 2nd to 3rd keep a man busy. (Pete Biro photo)



Chuck Parsons of Carmel, in No. 10, has just come out of Turn 6a and is setting up for Turn 7, a wide but long curve left. This is the site of much exciting action at Laguna Seca, and where many faster cars manage to get through traffic. We shift up again here in preparation for high speed out of 7 and into the down hill straight to Turn 8. (Pete Biro photo)



This is what the grandstand spectators see looking towards Turn 7. This fine photograph shows action from the 1966 Monterey Grand Prix, with the two Chaparrals right in the middle of the corner. From Turn 7 to Turn 8 the course a fast and straight run down a gradient of about 8%. (Pete Biro photo)

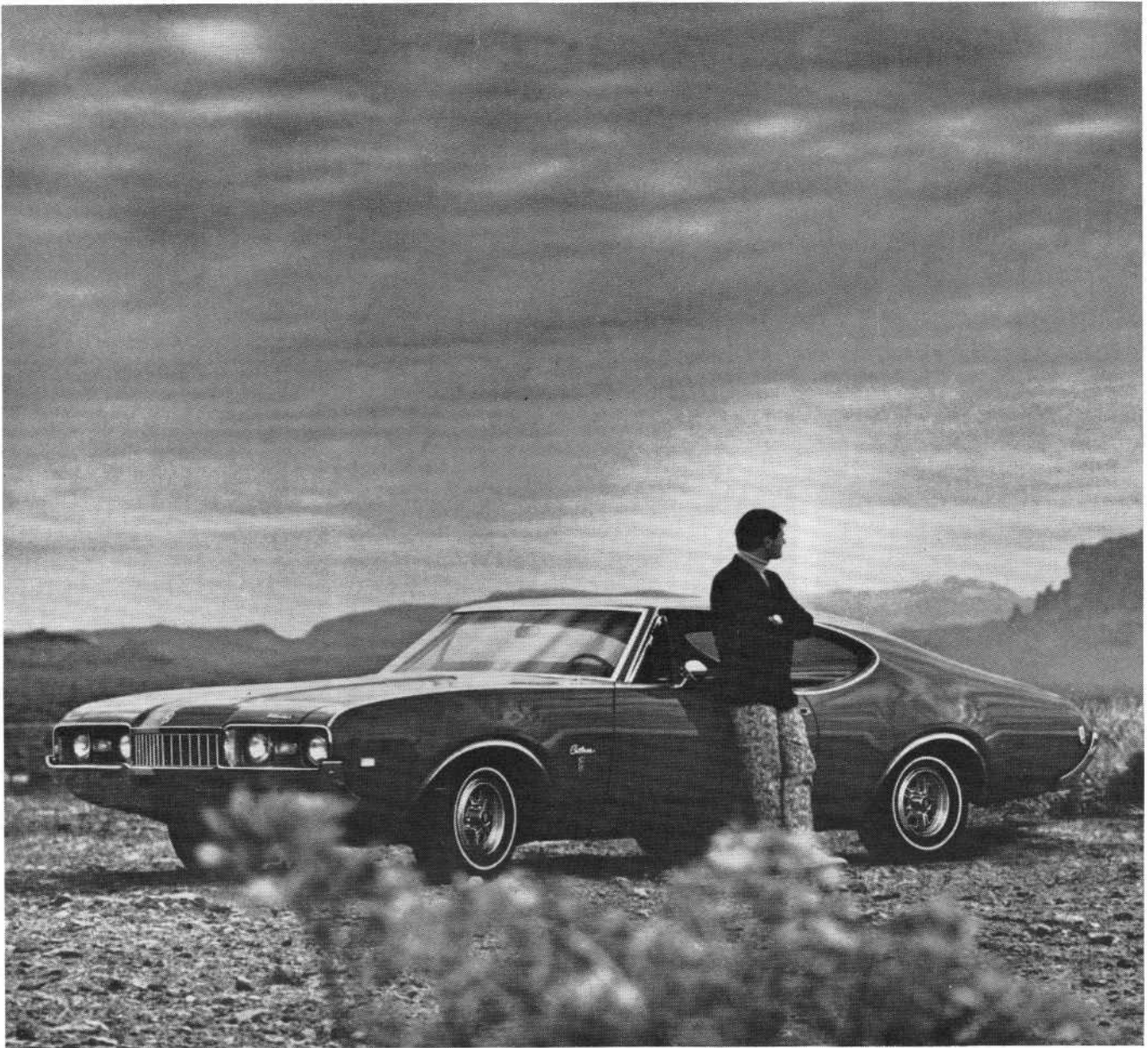


Another long-lens shot by Biro shows Hall and Phil Hill in the Chaparrals leading the pack into Turn 8, a very fast, well-banked 70-degree right hander. Drivers use much throttle down this 1100-foot straight, back off slightly for the corner and then pour it on again for the 850-foot remaining before Turn 9.



And this is Turn 9! One of the most abrupt corners on any race course "nine" bends 135-degrees left. We shift way down for this point, where our speed may be as low as 20 mph. Here is Parnelli Jones in the Mecom Lola 98, during the 2nd heat of the 1966 Can Am, as he makes Turn 9 look easy. (Doug Miner photo)

(Doug Miner photo)



## This is the way it is: Olds Cutlass S

Three models: Holiday Coupe (hardtop); Sports Coupe (pillar coupe); Convertible.

### ENGINE

Type..... Rocket V-8  
 Bore x stroke, inches..... 4.057 x 3.385  
 Displacement, cubic inches..... 350  
 Compression ratio..... 9-to-1  
 Bhp..... 250 at 4400 rpm  
 Torque, lb.-ft..... 355 at 2600 rpm  
 Carburetion..... 2-bbl.  
 Crankcase capacity..... 5 qts. inc. filter  
 Built-in Combustion Control System provides constant carb air temperature. Also standard: Action-Line 6-cylinder Engine. 250 CID. 155 bhp. 240 lb.-ft. torque. 3.875 bore. 3.53 stroke.

Optional: Four-barrel-carb Rocket V-8. 350 CID. 310 bhp. 390 lb.-ft. torque. 4.057 bore. 3.385 stroke.

### DRIVE TRAIN

Transmission..... Fully synchronized, 3-speed column shift

Optional: 3-on-the-floor with Hurst Shifter, 4-on-the-floor (close- or wide-ratio with Hurst Shifter) or Jetaway Drive.

Rear axle..... Salisbury type, hypoid, semi-floating

Axle ratios, -to-1:..... 2.56, 2.78, 3.08, 3.23, 3.42, 3.91, 4.33, and 4.66

Optional: Heavy-duty performance rear axles (H.D. shafts, bearings, differential gears) in two ratios.

### CHASSIS and BODY

Suspension..... Front: unequal-length A-arms, coil springs, link-type stabilizer. Rear: four-link, coil springs.

Optional: Rally Sport Suspension (H.D. springs, shocks, front stabilizers).

Steering ratio..... 24-to-1  
 Tires... 7.75x14" Blackwall (std.), F70x14" Nylon-Cord Wide-Oval Red-Lines and 205R14" Radial-Ply Whitewalls available.

### OTHER OPTIONS

Power front disc brakes. Anti-Spin Differential. Dual exhausts. Simulated-wire wheels. Super Stock Wheels. Rocket Rally Pac. G.T. pinstriping. Sports console. Custom Sport Steering Wheel. Stereo tape player.

### GENERAL

Wheelbase..... 112"  
 Overall length..... 201.6"  
 Overall width..... 76.9"  
 Overall height..... 52.8"  
 Curb wt. (lb.) Holiday Coupe..... 3463  
 Tread..... front 59.0", rear 59.0"

### SAFETY

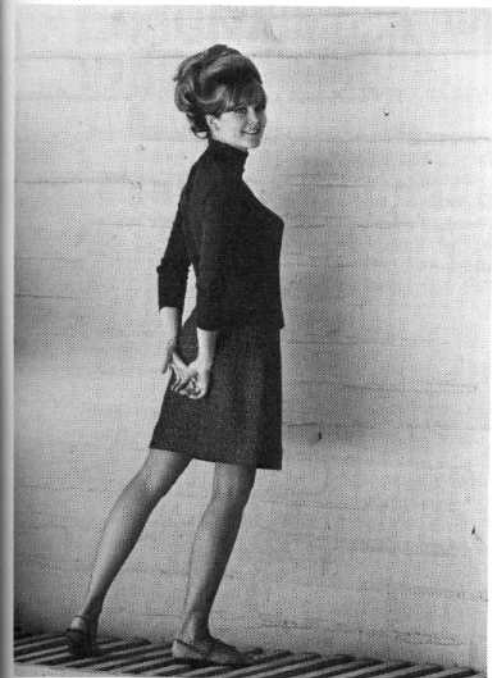
And all the new GM safety features are standard, including energy-absorbing steering column.





Photo by Steve Crouch

Photo by Steve Crouch



## MISS MONTEREY GRAND PRIX 1967

The lovely young lady pictured on this page is Miss Debbie Sherrill, our Miss Monterey Grand Prix this weekend. Debbie, the brown-haired daughter of Mr. and Mrs. Judson G. Sherrill of Carmel, is presently a student at the University of California, Berkeley, where she is majoring in French, and has the distinction of being only the second Monterey Peninsula beauty to be selected as Race Queen for a Laguna Seca weekend.

Our Queen is 5 feet 6 inches tall, has a fondness for horseback riding and — as a prime qualification for her reign over the festivities at the Laguna Seca road course — drives a MG roadster (although her mother confides she is not a driver of competition caliber!).

Debbie has a number of credits which will be of interest to all her subjects. She was a model at famed Saks-5th Avenue, New York, for over a year; participated in the International Hairstyle Show in New York in 1964 as a featured model; and was a dance instructress at the Arthur Murray Studio in Monterey.

# DATSUN WINS AT RIVERSIDE ENDURO

Racing against a field of 53 of the top cars in the west... many with engines two and three times its displacement... Datsun showed its fantastic reliability: 1st in its class. Fourth overall! Just one pit stop!

☐ Amazing performance, considering Datsun's 97 cubes were bested only by Mustangs with 289CID engines! ☐ Add this win to the long list of Datsun firsts at Laguna Seca... Willow Springs... Santa Barbara and you see why Datsun is really making it! ☐ It's the winner you buy complete... with every extra you'd want for only \$2546\*. See and drive the beauty that bested the big ones... at your dealer now!



drive a  
**DATSUN**  
then decide!

Dealers, parts & service coast to coast \* plus only lic., tax, D&H, frt., if any.

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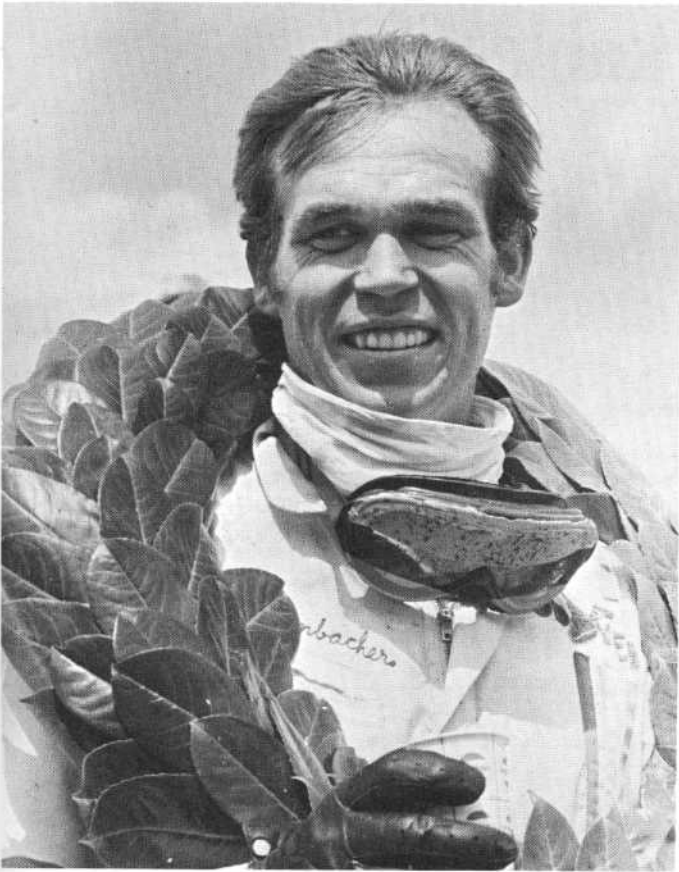


Photo by Pete Biro

# LAGUNA SECA RECORDS and WINNERS

**LAP RECORD (1.9 miles):** 1:05.31 (14 mph) established by Jim Hall, Midland, Texas, driving a Chaparral IIF, during qualifications for 1966 Monterey Grand Prix. Hall also equalled this lap time during the 1st Heat, 1966 Monterey Grand Prix.

**100.7 MILES (53 laps):** 1:01:22.8 (98.9 mph) established by Parnelli Jones, Torrance, California, driving a Lola-Chevrolet, in winning the 2nd heat, 1966 Monterey Grand Prix.

**152 MILES (80 laps):** 1:35:27.3 (95.5 mph), set by Charles Hayes, Rockville, Maryland, driving a McLaren-Chevrolet, in winning the 1966 Laguna Seca USRRC.

**201.4 MILES (106 laps—2 heats):** 2:03:14.99 (98.5 mph), set by Phil Hill, Santa Monica, California, driving a Chaparral IIF, in winning overall first place in the 1966 Monterey Grand Prix.

## LAGUNA SECA WINNERS 1957 - 1967

**1957 NOVEMBER CHAMPIONSHIP:** (first races run at Laguna Seca). Won by Pete Lovely (1.9 Ferrari). Average speed 80.2 mph for 100 miles. Fastest trap speed: 113.6 mph.

**1958 JUNE RACES:** won by Richie Ginther (3.0 Ferrari GT 250). Average speed 80 mph.

**1958 NOVEMBER CHAMPIONSHIP:** won by Lance Reventlow (5.4 Scarab). Average speed 83.22 mph. Fastest lap: 1:20.4 (85.1 mph).

**1959 JUNE RACES:** won by Sam Weiss (1.6 Porsche RSK). Average speed 80 mph. Fastest lap: 1:21.9.

**1959 OCTOBER CHAMPIONSHIP:** won by Pat Piggott (1.9 Lotus). Average speed 81.66 mph.

**1960 JUNE RACES:** won by Ken Miles (1.6 Porsche RS 60). Average speed 77 mph.

**1960 PACIFIC GRAND PRIX (October):** Stirling Moss (Lotus Monroe Carlo) winner overall and winner both heats. Average speed first heat 86.5 mph, second heat 87.3 mph.

**1961 JUNE RACES:** won by Chuck Sargent (Maserati Tipo 61). Average speed 83.5 mph.

**1961 PACIFIC GRAND PRIX (October):** Stirling Moss (Lotus Climax) winner overall and winner of both heats. Average speed first heat 90.3 mph, second heat 91.9 mph.

**1962 JUNE RACES:** won by Pete Lovely (Lotus 19), average speed 84.6 mph.

**1962 PACIFIC GRAND PRIX (October):** Roger Penske (Zerex-Duralite Climax) winner overall on basis points won in both heats of two heat event; Dan Gurney (Lotus Climax) won first heat at average speed of 89.0 mph; Lloyd Ruby (Lotus 19 Climax) won second heat averaging 91.0 mph.

**1963 USRRC (June):** Charles Parsons (Lotus 23), first overall and under two litres. Skip Hudson (Meridian Chaparral Chevrolet), first over two litres. In GT cars Bob Holbert (Cobra) averaged 86.2 mph.

**1963 MONTEREY GRAND PRIX (October):** Dave Mac MacDonald (Cooper-Ford). Average speed, 83.2 mph for 192 miles. Fastest lap, 1:11.8 by Holbert (Cooper-Ford), averaging over 95 mph.

**1964 USRRC (May):** Jim Hall (Chaparral-Chevy), first overall and first over two litres with average speed of 88 mph; Charles Hayes (Elva Porsche), first under two litres—in drivers' championship race. Ed Leslie (AC Cobra-Ford) was first in manufacturers' championship event, averaging 87.4.

**1964 MONTEREY GRAND PRIX (October):** Roger Penske (Chaparral), winner overall, average speed (2 heats 202.5 miles) of 93.85 mph. Penske won both heats, averaging 94.5 mph in first heat, 93.2 mph in second. Fastest lap: 1:08.8 (new course record), Penske, Second: Dan Gurney. Third: Bob Bondurant.

**1965 USRRC (May): Driver's Championship—**Jim Hall (Chaparral II) first overall and first over 2 liters, 151.68 miles (79 laps) at average speed of 94.622 mph (new course record for this distance); Gerry Bruhl (Lotus-Climax) first under 2 litres. **Manufacturers' Championship—**Ken Miles (Cobra) first over 2 liters, 101.76 miles (53 laps) at average speed of 88.494 mph; Scooter Patrick (Porsche 904) first under 2 liters.

**1965 MONTEREY GRAND PRIX (October):** Walt Hansgen (Lola T-70), winner overall, average speed two heats 97.2 mph. Hansgen won both heats, set fastest lap time during 1st heat of 1:07.4 mins. Second: Hap Sharp (Chaparral II). Third: Don Wester (Genie).

**1966 USRRC (May):** Charles Hayes (Nickey Chevrolet), winner, average speed 152 miles at 95.5 mph; fastest lap of 1:09.20. Ken Miles was first "under 2 liter," 5th overall, in Porsche Carrera.

**1966 MONTEREY GRAND PRIX (October):** Phil Hill (Chaparral IIF), winner overall, average speed two heats 98.5 mph. Second: Jim Hall (Chaparral IIF). Third: Bruce McLaren (McLaren-Chevy).

**1967 USRRC (May):** Lothar Motschenbacher (McLaren MkII Chev), winner, average speed 159.6 miles at 91.6 mph; fastest lap of 1:07.69. Second: Mike Goth. Third: Mark Donohue. Fred Baker, Miami, Fla., first "under 2 liter," 12th overall, in Porsche Carrera.

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Photo by Tom Montgomery



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# KEEP A LAP RECORD OF THE RACE


5 Laps		10 Laps		15 Laps		20 Laps		25 Laps	
1	_____	1	_____	1	_____	1	_____	1	_____
2	_____	2	_____	2	_____	2	_____	2	_____
3	_____	3	_____	3	_____	3	_____	3	_____
4	_____	4	_____	4	_____	4	_____	4	_____
5	_____	5	_____	5	_____	5	_____	5	_____
6	_____	6	_____	6	_____	6	_____	6	_____
7	_____	7	_____	7	_____	7	_____	7	_____
8	_____	8	_____	8	_____	8	_____	8	_____
9	_____	9	_____	9	_____	9	_____	9	_____
10	_____	10	_____	10	_____	10	_____	10	_____
30 Laps		35 Laps		40 Laps		45 Laps		50 Laps	
1	_____	1	_____	1	_____	1	_____	1	_____
2	_____	2	_____	2	_____	2	_____	2	_____
3	_____	3	_____	3	_____	3	_____	3	_____
4	_____	4	_____	4	_____	4	_____	4	_____
5	_____	5	_____	5	_____	5	_____	5	_____
6	_____	6	_____	6	_____	6	_____	6	_____
7	_____	7	_____	7	_____	7	_____	7	_____
8	_____	8	_____	8	_____	8	_____	8	_____
9	_____	9	_____	9	_____	9	_____	9	_____
10	_____	10	_____	10	_____	10	_____	10	_____
55 Laps		60 Laps		65 Laps		70 Laps		75 Laps	
1	_____	1	_____	1	_____	1	_____	1	_____
2	_____	2	_____	2	_____	2	_____	2	_____
3	_____	3	_____	3	_____	3	_____	3	_____
4	_____	4	_____	4	_____	4	_____	4	_____
5	_____	5	_____	5	_____	5	_____	5	_____
6	_____	6	_____	6	_____	6	_____	6	_____
7	_____	7	_____	7	_____	7	_____	7	_____
8	_____	8	_____	8	_____	8	_____	8	_____
9	_____	9	_____	9	_____	9	_____	9	_____
10	_____	10	_____	10	_____	10	_____	10	_____
80 Laps		85 Laps		90 Laps		95 Laps		100 Laps	
1	_____	1	_____	1	_____	1	_____	1	_____
2	_____	2	_____	2	_____	2	_____	2	_____
3	_____	3	_____	3	_____	3	_____	3	_____
4	_____	4	_____	4	_____	4	_____	4	_____
5	_____	5	_____	5	_____	5	_____	5	_____
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7	_____	7	_____	7	_____	7	_____	7	_____
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9	_____	9	_____	9	_____	9	_____	9	_____
10	_____	10	_____	10	_____	10	_____	10	_____

**RESULTS:**

	Elapsed Time			Average Speed				
1	_____	hr	_____	min	_____	sec	_____	mph
2	_____	hr	_____	min	_____	sec	_____	mph
3	_____	hr	_____	min	_____	sec	_____	mph
4	_____	hr	_____	min	_____	sec	_____	mph
5	_____	hr	_____	min	_____	sec	_____	mph

Distance covered: 201.4 miles — 106 laps on 1.9 miles course

# When Ford built this \$100,000 GT, they weren't about to scrimp on spark plugs. So they got Autolite plugs. Like you buy. About \$1 each.



Last year, the Ford GT became the first American car ever to win the grueling 24-hour Le Mans race. (This year, another Ford GT did it again, to make it two in a row.) It's probably the finest racing car \$100,000 can buy. The transmission alone cost \$25,000. The engine cost as much as a small house.

And the spark plugs? About a dollar a throw. They're Autolite plugs. The same kind you buy.

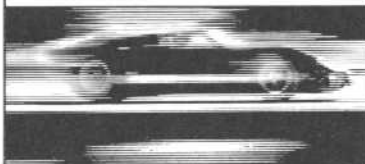
What are \$1 Autolite spark plugs doing in a \$100,000 car? Simple. There are no better plugs. Not at any price.

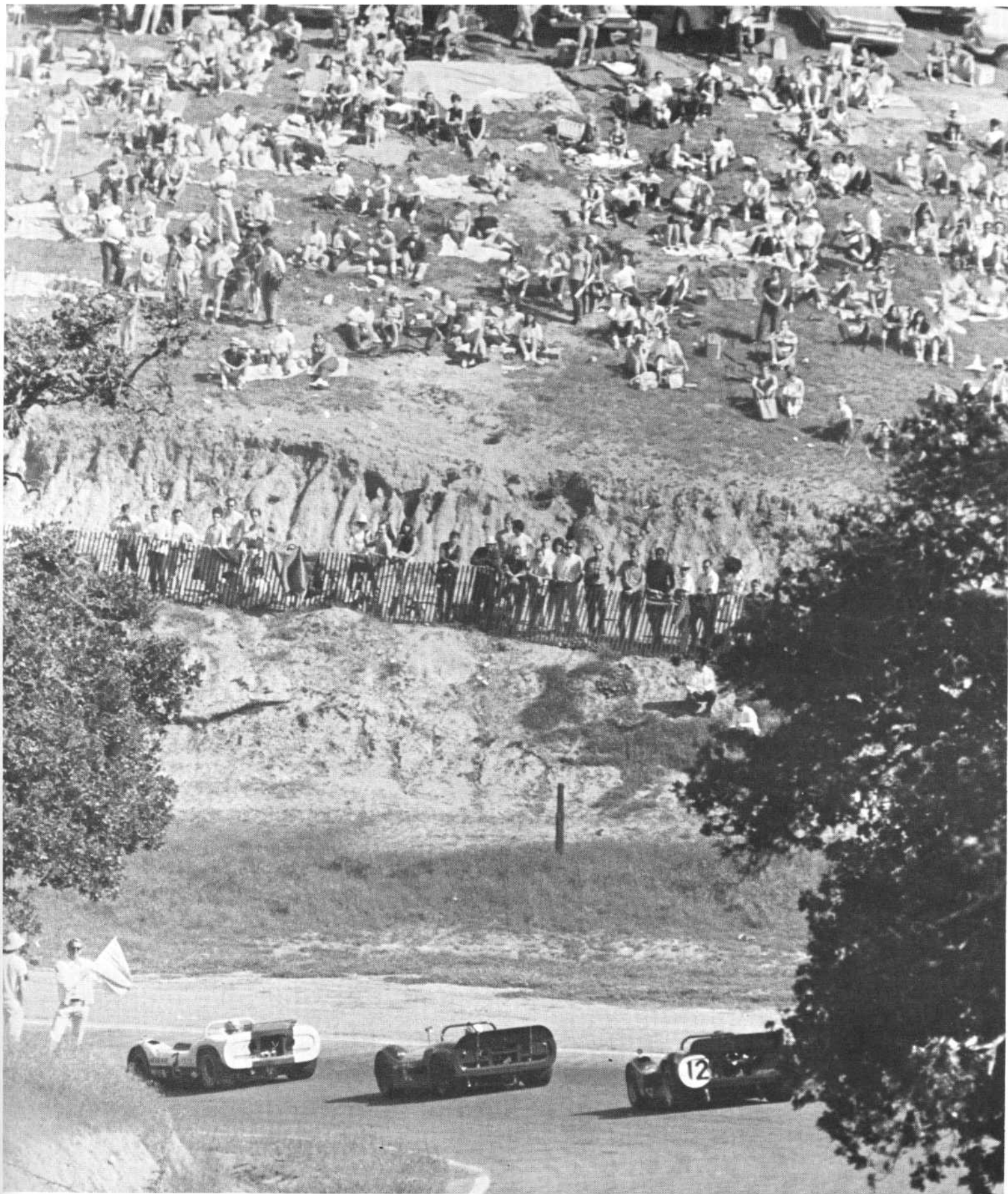
Autolite spark plugs have a stronger, tougher insulator. To resist corrosion from dirt, gas and carbon deposits. Plus a special alloy electrode for long spark plug life. To top it off, molten glass is used to form a true hermetic seal. One that guarantees zero leakage.

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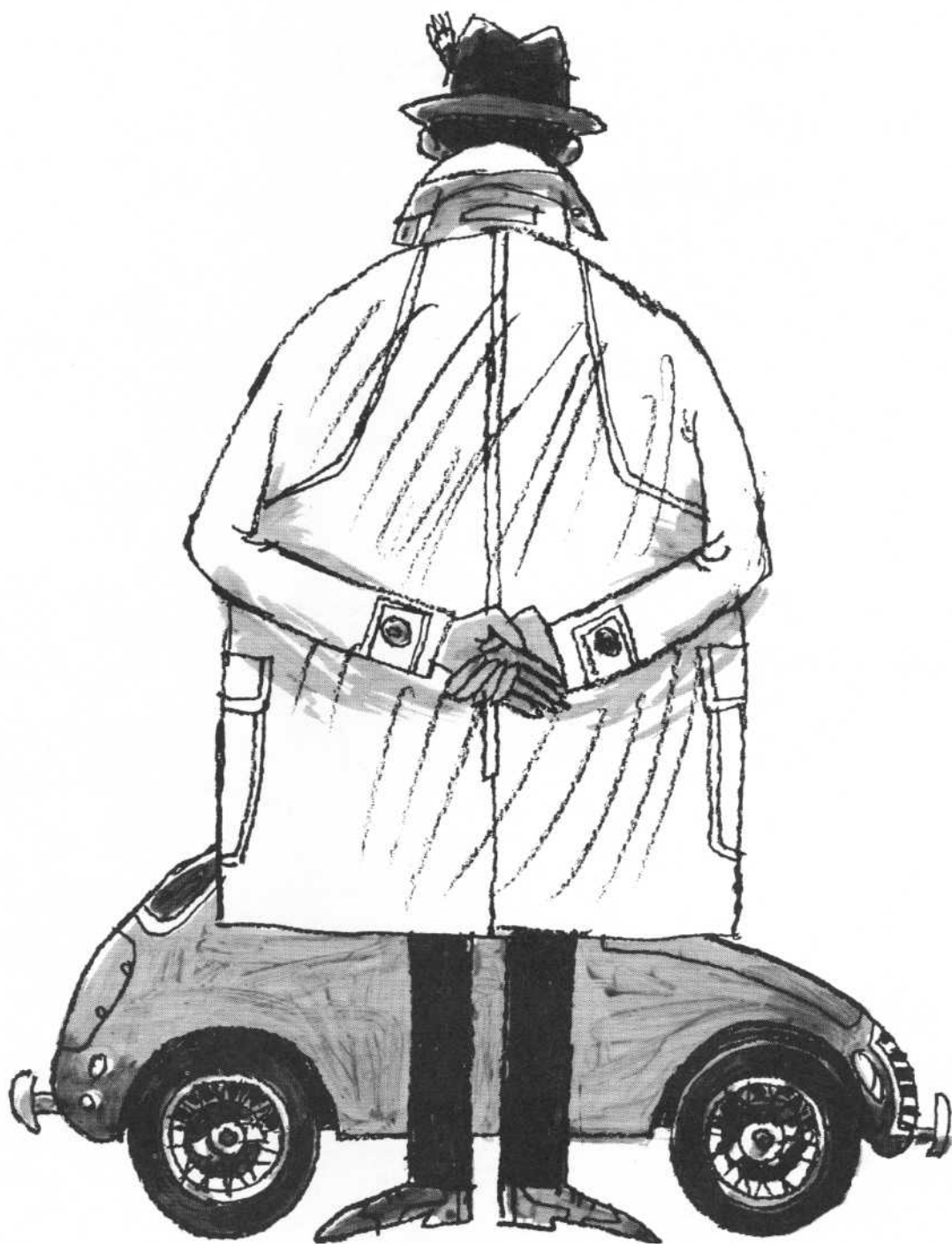
**Autolite** 





Car & Driver magazine's fine author-photographer Pete Biro snapped this unusual picture of the crowd lining the fence above Laguna Seca's Turn 7. Pete was located above Turn 6 when he took this picture with a 400mm telephoto lens.

Photo by Pete Biro



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Most of the speed, some of the action, and a lot of the thrills at the 1966 Monterey Grand Prix were provided by the great Phil Hill, victor in last year's event. Here he is seen (No. 65) leading Bruce McLaren (No. 4) and John Cannon (No. 62) past the Start-Finish on his way to eventual overall victory. Tak Wakida photo.

## SPEED, ACTION, THRILLS? GO TO LAGUNA SECA . . . . .

By ROGER WILLIAMS, Examiner Sports Editor

Automobile racing is the fastest growing spectator sport in the United States. Last year auto speed events drew 26 percent more spectators than similar races had the year before.

The reason for this phenomenal growth in popularity is that sports fans always have been drawn to events which provide fast action, thrills, big names, fierce competition. This is what we have on the race menu for Laguna Seca this great weekend. . . .

Sports car racing provides some of the fastest action of any sporting event. The cars themselves are as quick as anything on wheels, but what brings the real action is the nature of the event. Laguna Seca, long known as one of the most challenging road courses in the world, provides the ups and downs, the wide and the short turns which force drivers to exert every bit of skill and trickery in order to prevail. The speed of the cars and the skill of the drivers in maneuvering the short, tight course provide the greatest "action."

Big names? Take a quick look at the official entry list in the center of the program. The greatest drivers in road racing are entered in this, the eighth annual

Monterey Grand Prix. We have also the "greats" in auto manufacturing — Ferrari, Ford, Lola, McLaren, Porsche.

And for fierce competition the races at Laguna Seca have always provided the ultimate. Remember 1965? That was the Monterey Grand Prix where the late Walter Hansgen surprised Jim Hall and Hap Sharp in their Texas Chaparrals. How about 1966 when Parnelli Jones, who DNF the first heat, came roaring back in the second 100-miler to win part of the afternoon's action? Don't worry, fans, there will be plenty of competition on the course this weekend!

We at the San Francisco Examiner are proud to help present this spectacular to western racing fans. We are proud to be cooperating with the men of SCRAMP, whose dedication to community welfare has always been the driving force behind these great races. And we'd like to thank . . . the race fans whose attendance makes these events possible . . . the officials and workers of SCCA for providing the technical know-how to conduct the events . . . and the entrants and drivers without whose participation there would be no road racing. To the latter we say "good luck and God speed!"

# Quiet. Strong. Beautiful. A great road car. '68 Ford.

How do you build a great road car? You start with a good car and keep making it better. In 1965 Ford built a good car—so good it rode quieter than a Rolls-Royce. In 1966 a Ford rode quieter than many of Europe's most expensive cars. And in 1967 a Ford was strong enough to hurdle eight punishing steeplechase jumps...and stay quiet. They were good Fords. Good and quiet. Good and strong. Today's Ford? It's just a little better than last year's. That's what makes it great.



**Facts about the '68 Ford LTD:** Most luxurious of the 21 new Fords for '68. Three models available—4-door sedan, 4-door hardtop, and 2-door hardtop. Better ideas include the new 302-cu. in. V-8, retractable headlamps, simulated wood-grain paneling on doors and instrument panel, all standard. Better ideas include options like improved SelectShift transmission (works both manually and automatically), V-8's up to 428 cu. in., AM/FM Stereo Radio, SelectAire Conditioner, Automatic Speed Control, 7-position Tilt steering wheel, and many more.





The Ken Miles Trophy Race honors the memory of one of the world's greatest race drivers. This picture of Ken was taken at Laguna Seca the day Ken won the USRRC Manufacturers' Title in 1965. (Nick Pendleton photo)



These very quick Porsche Carrera 6s are the Group 7 two-liter machines which have dominated the two-liter series so far. Here is Monterey's Don Wester's No. 60 Carrera at the 1966 Can Am at Laguna Seca. (Art Klawans photo)

# KEN MILES TROPHY RACE

exciting new event at Laguna Seca . . .

The Sports Car Racing Association of the Monterey Peninsula has added a brand-new professional racing event to the Monterey Grand Prix weekend schedule.

It is the KEN MILES MEMORIAL RACE, a 53-lap, 100.7-mile sprint for Group 7 sports-racing cars of less than two liter (2000cc) displacement—the fast and nimble Porsche Carrera 6s, Elva-BMWs, and others—which provide some of the most exciting action on the nation's road courses. SCRAMP has posted \$5,000 in prize money for the event, and manufacturers have offered additional cash incentives in the form of contingency awards.

In addition, SCRAMP has commissioned Carmel artist Howell Armor to execute a unique and beautiful trophy which will be the permanent symbol for this race and which will provide a fitting memorial to the late, great Ken Miles who started his fabulously successful career in two-liter machines. The winner of the Ken Miles Memorial Race will receive a plaque, will have his name engraved on the base of the permanent trophy, and will receive a Bell "Magnum" racing helmet donated by Bell-Teptex, Inc., Southgate, Calif.

The Ken Miles Memorial Race is one of a series of five similar events being run as an off-shoot of the Canadian American Challenge Cup series. Three races have already been run, the first at the mid-Ohio course at Lexington, Ohio; the second at Road America, Elkhart Lake, Wis.; and the third at Ste. Jovite, Mt. Tremblant, Quebec. The race this weekend at Laguna Seca is the fourth of the series, with the final event scheduled during the Times Grand Prix weekend at Riverside International Raceway on October 27-30.

The race organizers of the two-liter series events have posted \$5,000 prize money each. Also the series winner will be awarded the Doug Revson Two-Liter Trophy and a \$500 cash prize posted by Peter Revson in memory of

his brother who—before his untimely death in a racing accident in Denmark last July—had been working enthusiastically for the creation of this new series.

The scoring in the Two-liter Series is similar to that in effect for the Can Am events. Points will be awarded in each of the five races on a 9-6-4-3-2-1 basis for the first six places. The driver with the highest point total at the completion of the series will be the winner. Results of the races completed and the current driver point standings are as follows:

Mid-Ohio 125	Road America 200	Ste Jovite G.P.
1. Joe Buzzetta (Porsche 6)	1. Fred Baker (Porsche 6)	1. Chuck Dietrich (Elva-BMW)
2. Chuck Dietrich (Elva-BMW)	2. Mak Kronn (Porsche 6)	2. Charles Duval (Porsche 6)
3. Mak Kronn (Porsche 6)	3. Gerry Bruhl (Enduro-Speed)	3. Mak Kronn (Porsche 6)
4. Mike Hall (Porsche 6)	4. C. L. Phillips (Porsche 6)	4. G. Ostiguy (Porsche 6)
5. George Ralph (Elva 8)	5. George Ralph (Elva 8)	5. Tom Ashwell (Elva-BMW)
6. R. S. Herbert (Bobby-Porsche)	6. George Dickinson (Elva Porsche)	6. R. McCaig (Lotus 23c)

#### Current Point Standings (after three races)

1. Mak Kronn	14	8. G. Ostiguy	3
2. Chuck Dietrich	12	C.L. Phillips	3
3. Fred Baker	9	Mike Hall	3
Joe Buzzetta	9	11. Tom Ashwell	2
5. Charles Duval	6	12. R. S. Herbert	1
6. George Ralph	4	Geo. Dickinson	1
Gerry Bruhl	4	R. McCaig	1

(Entries and prize money postings for the Ken Miles Memorial Race are listed in the center section of this program)

# WIDE BOOTS

## New Wide Tread tires from Goodyear

The wide Goodyear racing tires that took First at Indianapolis and Le Mans won't fit on your car.

But Goodyear's new wide tread passenger car tires—Wide Boots—look and handle much like racing tires. And that's why Wide Boots are on today's High Performance cars.

Wide Boots have a tread that's almost one-third wider than the tread on ordinary tires. So they start faster. They stop quicker. Handle surer. Corner safer.

They look just great. In red stripe or white.



# GOODYEAR

Wide Boots, Speedway Wide Tread—T.M.'s

The Goodyear Tire & Rubber Company, Akron, Ohio

1 One of the great international drivers and a bui'der and designer of re-known is Bruce McLaren, whose orange McLaren-Chevys have blazed a meteoric trail through the Canadian American Challenge Cup series this fall. Here's Bruce at the 1966 Laguna Seca Can Am providing his own shade during the pro drivers' meeting just before the big race, in which he placed third behind Phil Hill and Jim Hall. Nick Pendleton photo

2 Have a tough time getting out of the infield last fall? This picture will give you an idea why it took an hour to clear the lake parking area, just part of the crowd of 52,000 who watched the 1966 October races. Takao Wakida photo

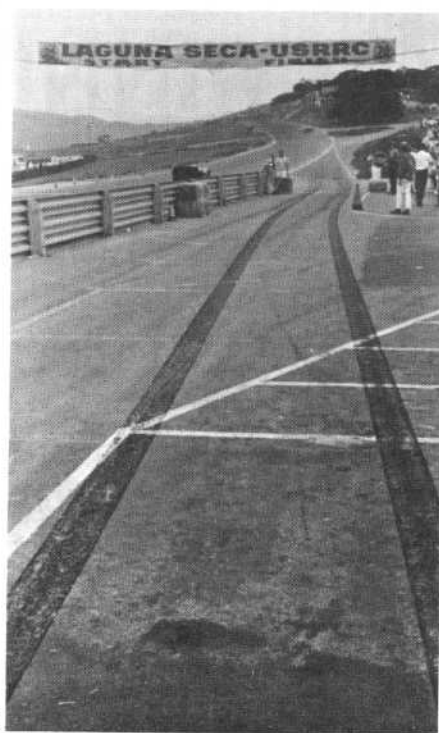
3 This is Peat Moss' 600-hp monster which challenged the Red Baron during the 1967 USRRC intermission. That's the Red Baron's batman in the striped shirt, S.F. Region's Bill McCormick with the checkered flag. Photo by Tom Montgomery

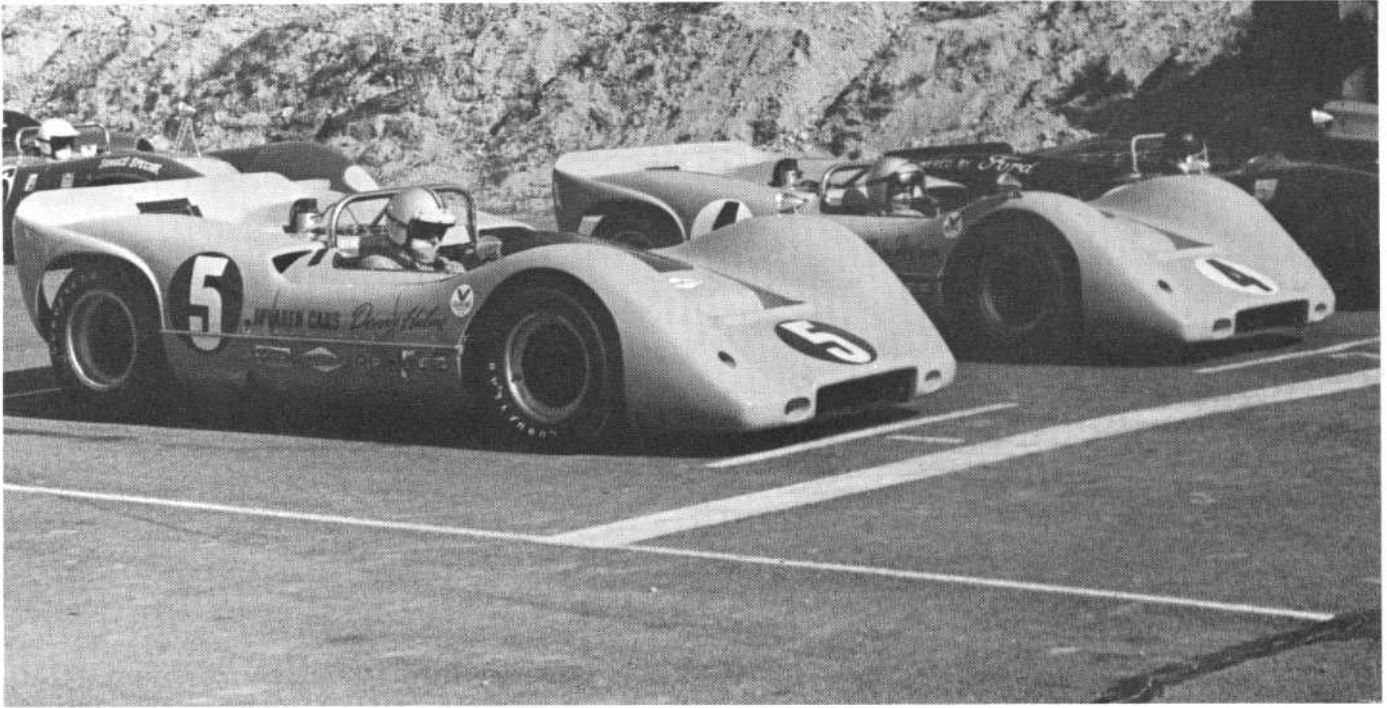
4 Big Sur? Cannery Row? Nope, Laguna Seca on a sunny day in May! George Buehler photo

5 Mark Donohue lost precious seconds when he had to make an emergency pit stop for gasoline last May . . . and burned several pounds of rubber getting back on the course. The tire marks are still in the racing pits. Photo by Pete Biro

6 Here's the former Texas chicken rancher, Carroll Shelby, himself on a favorite steed. The charming young lady riding pillion is his secretary. Snapped at the 1966 Monterey Grand Prix by Pete Biro.

7 Many thousands follow the sport of automobile racing by reading Gordon Martin's fine "Roaring Rad" column in the San Francisco Chronicle. Here's Gordon and his wife strolling from Start-Finish during last fall's Monterey Grand Prix. Photo by Bill Hewitt.





# McLAREN TEAM CHOOSES VALVOLINE FOR WINNING PERFORMANCE

The McLaren Race Team cars, powered by 358-cubic inch Chevrolet engines, dominated the field at Bridgehampton. Denis Hulme drove brilliantly to win both the Elkhart and Bridgehampton races. Bruce McLaren, his teammate, qualified fastest for the pole position at Elkhart, finished second at Bridgehampton.

This discriminating team chose Valvoline for the Can-Am Series. Make it your choice, too. Insist on Valvoline wherever automotive products are sold.

**VALVOLINE OIL COMPANY**

Division of Ashland Oil & Refining Company





# CANADIAN AMERICAN CHALLENGE CUP

By **STIRLING MOSS**

Consultant, Canadian-American Challenge Cup Series  
(and J-Wax Racing Director)

The Canadian-American Challenge Cup Series was a smashing success in 1966. It should be even more successful in 1967, with total awards of more than a half million dollars.

Prize money for the six individual races has been increased to \$210,000. The championship fund, which will be divided among the 10 top drivers at the end of the series has been boosted to \$90,000—\$30,000 from the Johnson Wax company and \$10,000 from each race. An additional \$200,000 is available in accessory awards and lap money commitments. The 1967 Can-Am champion will earn at least \$90,000 from the race purses, the championship fund, lap money and accessory awards. This is big money.

The Can-Am champion will also receive the Johnson Wax Trophy to go along with his earnings, a trophy which symbolizes in a unified image the aerodynamic beauty of racing cars and the expert technology involved in racing.

John Surtees won the Can-Am championship last year by winning three of the six races. Actually, a driver doesn't have to win any of the races to become Can-Am champion; he just has to earn more points than anybody else. To be the best in a series like this is considerably more difficult than being best in a single race. The Can-Am rewards consistent success, not the one-shot weekend wonders.

Under the formula established by the Sports Car Club of America and the Canadian Automobile Sport Clubs, drivers in the series are scored on a 9-6-4-3-2-1 basis (first through sixth places) in each race. After the final race, the driver with the most points gets \$31,500 from the championship fund and the Johnson Wax Trophy in addition to his earnings in the six races.

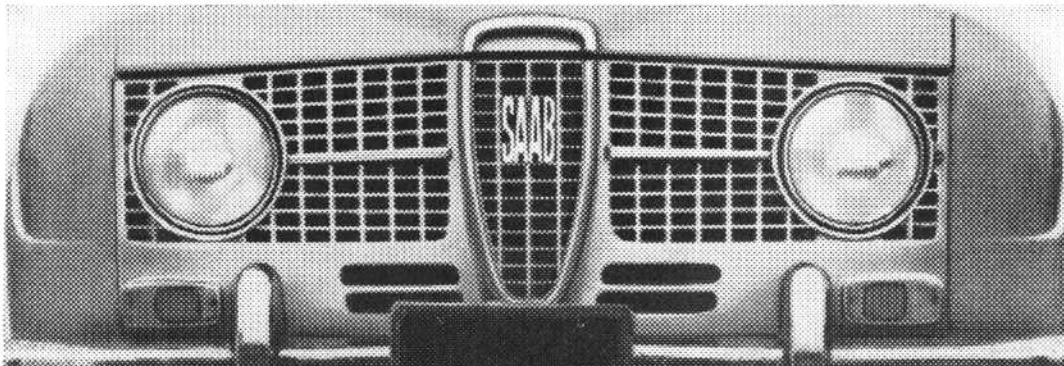
The second place driver in the standings will get \$17,100 from the championship fund. Third place will be worth \$10,800; fourth place \$7,200; fifth place \$5,400; sixth place \$4,500; seventh place \$4,050; eighth \$3,600; ninth \$3,150 and tenth \$2,700.

Last year, in the very first years of its existence, the Can-Am established itself as the most important sports car series in the history of road racing. Most of the world's most famous road racing drivers—such as John Surtees, Bruce McLaren and Chris Amon from the European circuits and Dan Gurney, Mark Donohue, Phil Hill, Jim Hall, Masten Gregory and Chuck Parsons from the United States—competed in almost every race. Other great drivers—like Parnelli Jones, A. J. Foyt, Graham Hill, Jackie Stewart, Mario Andretti, Dennis Hulme and Al Unser—were on hand for at least one race.

Competition was exceedingly keen. Four different drivers—Surtees at St. Jovite, Gurney at Bridgehampton, Donohue at Mosport and Phil Hill at Monterey—each won a race before Surtees became the first double winner by beating Jim Hall's Chaparral in that exciting race at Riverside.

You couldn't have asked for a more dramatic finish to a series. Going into the final race, we actually could have had a six way tie for the championship. Fortunately, Surtees settled that possibility by winning the Stardust Grand Prix and the Can-Am Championship.

The Can-Am series really has emphasized just how attractive these big hairy Group 7 cars are to the general race-watching public. Cars like the McLaren's, Lola's and Chaparral's are the sharpest, most specialized and highly developed sports-racing machines I've ever seen. The combination of these cars and drivers like Surtees, McLaren, Donohue, Phil Hill, Jim Hall, Gurney, Foyt, Andretti and Hulme is an unbeatable crowd-pleaser.



## Funny, you don't look like a 4-cycle, 1498cc, 73 hp, overhead valve V-4.

Bet you still think SAAB has only one kind of engine. Our famous 2-cycle, 3-cylinder "Shrike" engine. Well don't bet on it. Because SAAB now has a new V-4 engine, too. Zero to 50 in 10 seconds. Top speeds of over 90 mph. More power for acceleration. For hills. For safer passing. (And V-4 SAABs have front wheel disc brakes, for stopping all that power.) Funny thing, but it looks like this new high-performance V-4 should make the rally-winningest car in the world an even bigger winner.

# SAAB

BEN BEGIER CO.  
San Leandro, Cal.

JOHN'S MOTOR SALES  
Carmichael, Cal.

EXECUTIVE MOTORS  
San Francisco, Cal.

IMPORTED CARS LTD.  
Santa Clara, Cal.

PREMIER IMPORTS, LTD.  
San Carlos, Cal.

LEIF LINDZEN MOTORS  
Berkeley, Cal.

O'ROURKE MOTORS  
Oakhurst, Cal.

HASTE & HIRSTY  
Studio City, Cal.

SCANDIA MOTORS, INC.  
Seaside, Cal.

AUTOMECH MOTOR CENTER  
Riverside, Cal.

SHERMER IMPORTS  
Santa Ana, Cal.

INLAND MOTORS  
Pomona, Cal.

LINDQVIST FOREIGN CAR  
Culver City, Cal.

DEALER INQUIRIES  
SAAB MOTORS, INC.  
Portland, Oregon  
503-224-5600

MOTOR CARS BY SUTTON  
Hollywood, Cal.

VINCENT'S MOTORS  
Pasadena, Cal.

WEST COAST SPORTS  
& IMPORTS  
San Diego, Cal.

JOHNNY FRANKLIN'S  
MOTORLANE  
Santa Rosa, Cal.

TURPIN SALES & SERVICE  
Oceanside, Cal.

TOR'S FOREIGN CAR SERVICE  
Lompoc, Cal.



# AWARDS

## 8th ANNUAL MONTEREY GRAND PRIX GRAND TOTAL PRIZE MONEY—\$65,150

### Monterey Grand Prix \$35,000

#### PAYMENT OF PRIZE MONEY:

Winner	\$8,000	9th	1,100	17th	200
2nd	5,300	10th	900	18th	200
3rd	4,100	11th	700	19th	100
4th	3,200	12th	600	20th	100
5th	2,400	13th	500	21st	100
6th	1,900	14th	400	22nd-30th	100 each
7th	1,500	15th	300		
8th	1,300	16th	200	Total	..\$34,000

#### PAYMENT OF QUALIFYING AWARDS:

Fastest Qualifying, Friday only	.....\$700
2nd Fastest Qualifying, Friday only	..... 300

Total.....\$ 1,000

**Total Race and Qualifying .....\$35,000**

### Ken Miles Memorial ... \$5,000

#### PAYMENT OF PRIZE MONEY:

Winner	\$1,500	6th	\$300
2nd	950	7th	250
3rd	700	8th	200
4th	500	9th	150
5th	350	10th	100
		Total	....\$5,000

#### CONTINGENCY AWARDS:

UNION OIL CO. OF CALIFORNIA . . . . \$1,000

Winner	\$600
2nd	250
3rd	150

(Contingent upon use of Union 76 gasoline during event, use of Union decal, and signature of release.)

### MONTEREY GRAND PRIX CONTINGENCY AWARDS — TOTAL \$24,150

These awards have been posted by the firms listed below and are contingent upon the use of product, display of advertising decal and execution of advertising release and such stipulations as required by the manufacturer.

**Inver-House Distillers**—\$100 and 1 case of Inver-House Scotch to the fastest qualifier.

**H. Daroff & Sons, Inc. & Botany 500**—Blazer and slacks to race winner.

**UNION OIL CO. OF CALIFORNIA** . . . . . \$3,500

1. . . . .	\$2,100	3. . . . .	500
2. . . . .	1,000		

**GOODYEAR TIRE & RUBBER CO.** . . . . . \$2,500

1. . . . .	\$1,250	3. . . . .	\$400
2. . . . .	600	4. . . . .	250

**CHAMPION SPARK PLUGS** . . . . . \$2,300

1. . . . .	\$1,000	4. . . . .	\$250
2. . . . .	600	5. . . . .	100
3. . . . .	350		

**VALVOLINE OIL** . . . . . \$2,750

1. . . . .	\$2,000	3. . . . .	250
2. . . . .	500		

**STP (STUDEBAKER CORP.)** . . . . . \$1,000

1. . . . .	\$500	3. . . . .	\$150
2. . . . .	250	4. . . . .	100

**FRAM CORPORATION.** . . . . . \$ 600

1. . . . .	\$300	3. . . . .	100
2. . . . .	200		

**MacMILLAN RING-FREE OIL CO.** . . . . . \$3,000

1. . . . .	\$2,250	3. . . . .	250
2. . . . .	500		

**FIRESTONE TIRE & RUBBER CO.** . . . . . \$2,500

1. . . . .	\$1,250	3. . . . .	\$400
2. . . . .	600	4. . . . .	250

**AUTOLITE SPARK PLUGS** . . . . . \$2,300

1. . . . .	\$1,000	4. . . . .	\$250
2. . . . .	600	5. . . . .	100
3. . . . .	350		

**KLG-NISONGER** . . . . . \$2,300

1. . . . .	\$1,000	5. . . . .	\$100
2. . . . .	500	6. . . . .	100
3. . . . .	300	7. . . . .	100
4. . . . .	200		

**WYNN OIL CO.** . . . . . \$1,000

1. . . . .	\$500	3. . . . .	\$150
2. . . . .	250	4. . . . .	100

**BELL-TOPTEx, INC.** . . . . . \$ 200

Winner . . . . . \$200

Automobile Year—Copy of "Automobile Year No. 14" to first through sixth finishers

### SPECIAL AWARDS — CANADIAN AMERICAN CHALLENGE CUP SERIES

**For Can Am Champion**—Ford Motor Co.: Mercury Cougar 7.0 Liter G.T.E (\$4,000 value); Valvoline Oil: \$5,000; MacMillan Ring-Free Oil Co.: \$3,100; Champion Spark Plugs: \$1,000; KLG Nisonger: \$1,000; Bell-Toptex, Inc.: \$500; H. Da:off & Sons, Inc.-Botany 500: \$500 wardrobe (to 2nd a \$300 wardrobe, and to 3rd a \$200 wardrobe).

**Sportsmanship Award**—\$1,000 posted by Triangle Broadcasting Co., to be awarded for an act of sportsmanship during the six-race series. Eligible to receive this award are drivers, crew members, race officials and corner workers.

## 1967 MONTEREY GRAND PRIX ENTRIES

Car No.	Driver	Entrant	Chief Mechanic	Car	Engine	Displacement
1	Sam Posey, Connecticut	Autodynamics Corp.	Ray Caldwell	Hudson Wire Caldwell	Chevrolet	6000 cc
2	Brett Lunger, Delaware	Autodynamics Corp.	Ray Caldwell	McLaren Mk II	Chevrolet	6000 cc
4	Bruce McLaren, New Zealand	McLaren Cars, Ltd.	T. Alexander	McLaren M6A	<u>Chevrolet</u>	<u>5800 cc</u>
5	Dennis Hulme, New Zealand	McLaren Cars, Ltd.	D. Beresford	McLaren M6A	Chevrolet	5800 cc
6	Mark Donohue, Pennsylvania	Roger Penske Racing	Karl Kainhofer	Sunoco Special	Chevrolet	6997 cc
7	John Surtees, England	Team Surtees Ltd.	Michael Malone	Lola T70 Mk III	Chevrolet	6000 cc
10	Scotter Patrick, Calif.	Jack Nethercutt	Rick Nolind	Mirage Mk IB	Chevrolet	6000 cc
11	L. Motschenbacher, Calif.	Dana Chevrolet	Peter Bryant	Dana-Lola Mk III	Chevrolet	5900 cc
12	Roger McClusky, Arizona	Pacesetter Homes	Roy Campbell	Lola T70 Mk II	Chevrolet	6000 cc
15	Frank Matich, Australia	Frank Matich Pty. Ltd.	J. Matich	Matich SR3R	Repco-Brabham	4400 cc
16	George Follmer, Calif.	Roger Penske Racing	Karl Kainhofer	Sunoco Special	<u>Chevrolet</u>	<u>5700 cc</u>
17	Merle Brennan, Nevada	Merle Brennan Auto	Hugh Prentiss	Genie Mk 10	<u>Chevrolet</u>	<u>5400 cc</u>
19	Bill Amick, Oregon	Dick Niles Mercury	Dick Niles	McLaren Mk III	Chevrolet	6000 cc
21	Parnelli Jones, Calif.	George Bignotti	George Bignotti	Lola T70 Mk III	Ford (DOHC)	5000 cc
22	Mike Spence, England	Ecurie Soucy	Jean Ouellet	McLaren Mk IIB	Chevrolet	6000 cc
23	Chris Amon, New Zealand	Harrah's Club	Franco Lini	Ferrari P4	<u>Ferrari</u>	<u>4200 cc</u>
24	Hugh Powell, Calif.	Smothers Bros. Racing	Mike Soper	Lola T70 Mk II	Chevrolet	5600 cc
25	Charlie Hayes, Penn.	Smothers Bros. Racing	_____	McKee Cro-Sal	Chevrolet	_____
26	Chuck Parsons, Carmel	Carl Haas Automotive	Gil Munz	Simoniz Special	Chevrolet	5900 cc
27	Jonathan Williams, England	Harrah's Club	Franco Lini	Ferrari P4	<u>Ferrari</u>	<u>4200 cc</u>
33	John Cannon, Canada	_____	_____	McLaren	<u>Chevrolet</u>	_____
36	Dan Gurney, Calif.	All American Racers	Wayne Leary	Lola T70 Mk III	Chevrolet	5700 cc
37	Don Morin, Massachusetts	Don Morin	John Harkness	McLaren Mk III	Chevrolet	5900 cc
39	_____	Hollywood Sports Cars	_____	McLaren Mk II	Chevrolet	_____
43	Ross Greenville, Colorado	Greenville Racing	Richard Galloway	Lola T70 Mk III	Chevrolet	6000 cc
45	Jerry Entin, Calif.	Entin Bros. Racing	Harvey Lester	McLaren Mk II	Chevrolet	6000 cc
49	Miles Gupton, Calif.	Miles Gupton	Dennis Harrison	Platypus	Oldsmobile	4000 cc
52	Peter Revson, New York	Dana Chevrolet	Joel Griffin	Sunray DX Special	Chevrolet	5900 cc
55	Jerry Titus, Calif.	Shelby Racing Co., Inc.	Phil Remington	Cobra Group VII	Ford	6400 cc
66	Jim Hall, Texas	Chaparral Cars	Karl Schmid	Chaparral 2-G	<u>Chevrolet</u>	<u>6997 cc</u>
75	Ed Leslie, Monterey	Webster Racing Ent.	Marvin Webster	Lola T70 Mk II	Chevrolet	6000 cc
76	Bill Eve, Calif.	Webster Racing Ent.	Marvin Webster	Lola T70 Mk III	<u>Chevrolet</u>	<u>6000 cc</u>
77	Tony Settember, Calif.	Webster Racing Ent.	Marvin Webster	Matich SR3	Oldsmobile	4200 cc
78	Jerry Grant, Calif.	Tom Friedkin	Zero Wheeler	Lola T70 Mk II	Chevrolet	6997 cc
89	Bobby Unser, New Mexico	Ecurie Vickie Racing	R. A. Caillouette	Lotus 19G	Ford	5400 cc
91	Skip Scott, Penn.	Drummond Racing Org.	Kerry Agapiou	McLaren Mk III	Chevrolet	5900 cc

# AN CHALLENGE CUP

## KEN MILES MEMORIAL RACE ENTRIES UNDER 2 LITERS

Car No.	Driver	Entrant	Chief Mechanic	Car	Engine	Displacement
4	Gerry Bruhl, Oregon	W. F. Goodrum	Nick Cox	Enduro Special	Coventry-Climax	1973 cc
7	Joe Buzzetta, New York	Porsche of America	Oscar Rubio	Bosch Porsche 906	Porsche	1988 cc
8	Ken Hazlett, Calif.	Ken Hazlett	Bob Varni	LeGrand	Alfa-Romeo	1600 cc
15	Edward Bowman, Calif.	Edward Bowman	Norbert Nieslong	Elva-Porsche	Porsche	1700 cc
17	John Grove, Calif.	Harry Webster Motors	Ron Coutts	Porsche RS 61	Porsche	1600 cc
18	Dallas Dickson, Calif.	Q. A. Engineering	C. E. Engberg	QAE/Monoprix	Ford	1340 cc
22	Fred Baker, Minnesota	Fred Baker	Bob Dean	Porsche 906 (FI)	Porsche	1991 cc
26	Dan Gardner, Calif.	Doug Auston	Dale MacGregor	Gardner 65E S/R	Volvo	1995 cc
33	Scooter Patrick, Calif.	Otto Zipper	R. Van de Water	Bosch Porsche 906	Porsche	1991 cc
35	Geo. Hollinger, Calif.	Sports/Racing Pacific	M. E. Hollinger	LeGrand	Coventry-Climax	1998 cc
57	Monte Shelton, Oregon	Monte Shelton	Monte Shelton	Porsche 906	Porsche	1998 cc
64	Carl Swanson, Calif.	Team SCARTI	Claud Brune	Ginetta	Cosworth	1600 cc
68	Charlie Kulman, Calif.	S. O. D. O. M.	Don Heben	Lotus 23B	Ford	1600 cc
77	Mak Kronn, Illinois	E. C. Uihlein, Jr.	E. C. Uihlein, Jr.	Porsche 906	Porsche	1988 cc
98	Ed Leslie, Monterey	Ernie Gravelle	E. Gravelle	Lotus 23G	Lotus Twin-Cam	1840 cc

**MOTOROLA**



SCRAMP wishes to express its sincere thanks to MOTOROLA COMMUNICATIONS & ELECTRONICS, INC., for providing the fine two-way radio communications system being used this weekend by the SCRAMP Traffic Control Committee, and which is expected to result in much more efficient handling of traffic and parking.

## ACKNOWLEDGMENTS

The S. C. Johnson Wax Company, Racine, Wisconsin, for their interest and wholehearted support of sports car racing as evidenced by their participation in the Canadian-American Challenge Cup series and the posting of \$30,000 towards the series purse. Their fine car-care products, marketed under the "J-Wax" label, are represented at Laguna Seca this weekend in the free lap conversion cards (20,000 of which have been distributed) and by the unique scoring tower located near Start-Finish.



The Union Oil Company of California for their generous support of Laguna Seca racing in providing "Royal 76" gasoline for all competitors,

in the construction of the fine "service station" at the north end of the pits, and posting \$4,500 in accessory money.



The Ford Motor Company for providing the new cars for use as SCRAMP "Official Cars" and the "Official Pace Car" for the Monterey Grand Prix.



The officers of the California Highway Patrol, the police departments of Seaside, Del Rey Oaks, Monterey, Salinas, Gilroy and Morgan Hill, and all other traffic and law enforcement agencies concerned with our race weekend traffic.

# Monterey Grand Prix Regional Races

## F PRODUCTION

6 Blue	Lotus 7A	Norm McCary
7 Yel/Blk	Lotus 7A	I. Morrison
8 Lime/Gld	Lotus 7	Carl Moore
16 Red	Datsun SPL 311	Dan Parkinson
18 Red	A/H 100-4	J. Wheeler
22 Wte	MGA	Paula Goble
23 Org/Wte	Lotus 7	C. Billington
25 Red/Wte	Lotus 7A	Tom Hutson
29 Bl/Yel	Lotus 7	Pat Gibson
32 Lime	Alfa Romeo	Jon Woodner
34 Blue	Alfa Romeo	Jere Brown
36 Red	Datsun SPL 311	L. Herbert II
38 Red	Lotus 7A	Jon Norman
41 Blue	Alfa Romeo	Robert Lusk
77 Wte	Isuzu GT	E. Wilder
94 Blue	Volvo	O. Anderson

## G PRODUCTION

12 Red	Fiat	Dean Gambino
14 Blk	Tri Spitfire	Shahab Ahmed
21 Blue	Sprite Mk3	P. T. LeMunyon
52 BRG	Sprite	Geo. Klawitter
53 Wte	Tri Spitfire	Marshall Meyer
54 Mar/Gld	Tri Spitfire	Derrick Quon
57 Wte/Blue	Tri Spitfire	Don Wixel
64 Blue	Tri Spitfire	Richard Rose
66 Blue	Sprite Mk II	Bill Haener
74 Red	Tri Spitfire	B. Harrington
88 Red	Tri Spitfire	T. McCarthy

## G SPORTS RACING

1 Blue	Elva VII	Butch Owsley
2 Yel	Lotus 23	W. Gustafson
4 Blue	Lotus 23	Bill Stewart
9 Wte	Merlyn MK 4A	Jim Weir
17 Blue	Elva Mk4	Dave Furgason
71 Blue	Elva Mk4	Jerry Faught

## B SEDANS

43 Wte	BMW 1600	B. Goodwin
67 Brown	Porsche 911	Don Zacharie
68 Red	Cortina	Gary Schoep
82 Silv	BMW Tisa	Heinz Eckhardt

## D PRODUCTION

4 Wte/Blk/Yel	Tri TR 4	L. Slaughter
48 Blk	Tri TR 4	Ron Harris
63 Silv/Grey	Tri TR 4	Gerry Roberts
64 Red	Jaguar XK120	Hap Richardson
77 Grn	Tri TR 4A	Tim RePass
78 Grn	Jaguar XK 120S	P. Hammer
83 Blue	Tri TR 4	Bill Martin
84 Grn	Tri TR 4	Neil Lynch
89 Brnz/Blk	Tri TR 4	Ernie Haze, Jr.
92 Blk	A/H 3000	Wm. G. Maier
98 Blk	A/H 3000	Ed Leslie
99 Red	Tri TR 4	Peter Tracey

## E PRODUCTION

1 Red	Porsche 356A	Bob Sheldon
2 Blk	Porsche 1600S	R. G. Kirby
5 Bge	Porsche	Gerard Raney
6 Grn	Porsche	Dr. F. Young
7 Red	Porsche	J. Kilpatrick
8 Red	Porsche	Geo. Nolte
10 Silv	Porsche 356A	Dave Leeson
11 Red	Porsche	Walter Benson
14 Blue	Porsche 356A	Robt. Jones, Jr.
16 Blue	MGB	Bill Schmidt
17 Yel/Blk	Porsche	Robt. Schmidt
18 Yel/Blk	Tri TR 3	Don Fulton
19 Blue	MGB	Bob Ward
21 Org	Porsche	Bob Tucknott
26 Yel	Porsche	Chas. Pistante
28 Grn	Morgan +4	Mike Wright
31 Red	Porsche	P. Buschbaum
34 Wte	Porsche	Chuck Jones
37 Yel	Tri TR3	Chas. McIlvain
39 Turq.	Porsche	Richard S. Lee
41 Org	Tri TR 3	Dick Raymond
47 Wte	Porsche	H. Kirberg

49 Wte	Morgan +4	Frank Crane
54 Bl/Gld	Tri TR 3	Phil Roberts
61 Yel	Porsche	Jack Ward
66 Grn	MGB	Bill Haener
74 Wte/Blue	Elva Courier	Mark Kane

## FORMULA VEE

1 Org	Crusader	Woody Harris
4 Blue	Banshee	Larry Wilson
11 Bronze	Crusader	Bob Klingler
16 Silv/Org	Auto-Dynam.	Eddie Trier
17 Grn	Metaphysical	R. C. Houchins
22 Red	String Bean	Gus Skarakis
23 Silv/Org	Autodynam.	Mel Flint
25 Bl/Wte	Aero Vee Mkl	Fred Corbett
37 Blue	Zink	Don Heath
45 Blue	Crusader	Harold Clements
48 Red	Beach Mk V	Paul Johnson
51 Wte	Autodynam.	Howard Hatch
52 Grn	Bobsy Vang.	Mickey Holmes
53 Pink	Crusader	Harriet Gittings
59 Wte/Blue	Crusader	Oran Crumley
62 Silv	Autodynam.	Norm Babcock
63 Blue	Crusader	Jos. VanPelt
64 Purple	Beach Mk 5B	Ron Keller
66 BRG/Gld	B-K Special	Glen Biren
67 Org/Blk	Special	Lowell Sager
68 Blue	Crusader	David F. Acker
69 Yel	Crusader	J. McMullin
71 Grn	Crusader	Duane Berndt
83 Wte/Org	McPeak	Fritz Duming
86 Org	Crusader	J. Herlinger
88 Grn	Lynx	Terry Gough
89 Red	Autodynam.	Walt Maas
91 Blue	Autodynam.	A. A. Hofre
93 Yel	Crusader	J. Bequette
94 Wte/Red	Crusader	Wesley Earl
99 Alum.	Crusader	Wilkie Talbert

## H PRODUCTION

17 Blue	Sprite Mk II	Thos. McLeod
21 Turq.	Sprite Mk I	Warren Stumes
67 Blue/Wte	A/H Sprite	Jerry Kearns
76 Yel	Sprite Mk I	Roger Bandi
78 Wte	Sprite Mk I	Norman Hart
81 Wte/Org	Sprite	Leo Lockrem
84 Org	Sprite Mk I	S. Kondratieff
87 Org	Fiat-Abarth	David Silver
89 Brabham	Sprite	Larry Haile
91 Silv	Sprite	C. Cabrinha
92 Red	Sprite Mk I	Marcus Nilson
98 Bl/Blk	Sprite	Paul Dalton
99 Wte	Sprite	Len Schmitt

## H SPORTS RACING

22 Grn	Lotus 23B	B. Wilmes
27 Lime	Dolphin D-3	Jack Smith
42 Wte/Blue	Brian/Crosley	Bill McCann
43 Silv	Short Ribs	Jerry Pacheco
49 Wte	LeGrand Mk 7	Robert Fox

## C SEDANS

1 Wte/Blk	Morris-Cooper S	Al Frere
11 Red/Blk	Austin-Cooper	B. Appleberry
16 Wte	Anglia	Fred Kjolien
52 Bl/Wte	Austin-Cooper	Barry Afsatt
58 Wte	Austin-Cooper S	Ken Wilson
71 Org/Silv	Austin-Cooper S	J. Kondratieff
75 Grn/Wte	Mini-Cooper S	D. McCartney
4 Wte	Fiat	D. Scarborough
18 Red	SAAB	Stan Laskin
72 Purp/Wte	Austin-Cooper	B. Burleson
74 Wte/Blue	Austin-Cooper	Richard Hassel
88 Grn	Mini-Cooper	Jack Smith
94 Red	SAAB	O. Anderson

## A PRODUCTION

6 Wte	Cobra	Don Radbruch
8 Blue	Stingray	Herb Caplan
11 Yel	Corvette	B. Sherwood
66 Silv/Bl	Cobra	R. Smith

## B PRODUCTION

13 Lime	Stingray	Bill Treytl
16 Wte	Stingray	Frank Search
19 Plum	Cobra	Bob Allen
23 Blue	Stingray	Andrew Montes
24 Silv	Stingray	Wm. McKee
27 Bl/Wte	Mustang	Dick Carter
38 Bl/Wte	Corvette	John Treder
41 Yel	Corvette	James Jensen
43 Red	Corvette	Bob Dye
47 Grn/Gld	Shelby Must.	R. Gamboni
67 Grn	GT 350	S. Bennett
	Cobra	

## C PRODUCTION

3 Yel	Lotus S7	J. Hazelwood, Jr.
21 Red	Porsche 911S	Alan Johnson
36 Wte	Sunbeam Tig.	Art Firmes
54 Grn/Yel	Lotus S7	H. Womack
58 Yel	Lotus S7	Speck Spott
61 Grn/Yel	Lotus S7	J. Scheberies
64 Silv	Porsche Car. 2	Cliff Menke
65 Blue	Lotus S7	A. Walther
73 Grn	Sunbeam Tig.	G. Johnson
75 Yel/Blk	Lotus S7	M. Inacio, Jr.

## A SEDAN

12 Wte	Dodge Dart	Ron Grable
28 Yel/Blk	Camaro (Chev)	Dick Stanton
31 Blk	Ford Sprint	Robt. Barker
46 Red	Corvair	Chas. Forge

## C SPORTS RACING

2 Grn	Corvette	Jim Smith
15 Wte	McLaren Mk 1	R. Hocking
29 Wte	McLaren Mk 2	Frank Crane

## D SPORTS RACING

32 Wte	Maserati 300SI	Geo. West
33 Red	Ferrari	David Love
45 Blue	Tri TR 3	L. A. Skaggs, MD

## E SPORTS RACING — NONE

## F SPORTS RACING

71 Org	Merlyn 19K8	D. Hemminger
--------	-------------	--------------

## FORMULA A

5 BRG	Cooper-Ford	G. Pridmore
22 Bl/Wte	Cooper-Ferr.	W. Mathewson
58 Red	Cooper-Alfa	Ivan Zarembo
77 Grn	Cooper	Bob Wenz

## FORMULA B

3 Lm. Grn/Bl	Alfa LeGrand	S. Griswold
7 Blk/Yel	LeGrand Mk3B	Wes McNay
11 Bl/Gld	Bourgeault	Jerry Lewis
17 Blue	Lotus 22/31	Mike Brodie
24 Grn	Bourgeault	John Kuenzli
45 Aqua	Lotus 32	Jim Gross
71 Blue	Lotus 41	Robert Parker
99 BRG	BMC/Alfa Mk 2	Angus MacDonald

## FORMULA C

10 Wte	Gemini	David Hemminger
14 Yel	Morris	L. Sheldon
15 Blue	Lotus 20/22	Ken Thomson
19 Gld/Blk	Cooper	Len Guneau
21 Gld/Wte	Lotus 20B	Michael Campbell
23 Org/Wte	Lotus 18B	Al Norman
26 Grn	Grizzly Torque	R. Martinelli
28 Red	Apache	Tom McCarthy
31 Grn/Yel	Lotus 18	John C. Young
35 Red	BMC Mk 1	Courtney Rood
36 Red	BMC Mk 1	H. T. Waller
41 Turq.	Lotus 18	Larry Yates
44 Dk. Blue	Lotus 22/31	S. Pfeifer
82 Blue	Lotus 41	Don Moergeli

# It's MGB-GT first anniversary time... but you get all the goodies!



Right now, we're commemorating the anniversary of the first popular-priced authentic GT—the MGB/GT.

In honor of the occasion, we're offering MGB/GT's in a special edition. Each one will have all the extras MGB/GT's come with, *plus* the special anniversary package described below.

But only a limited number of First Anniversary MGB/GT Specials are available. So don't wait. Come in and help us celebrate...now!

### **This special anniversary package free...**

- Official plaque in full color designating your GT as one of only 1,000 Specials.
- 16-inch wood-rimmed steering wheel and matching Australian coach-wood shift knob.
- Vibrationless, non-glare racing-type wing mirror.

### **...plus all these extras at no extra cost on every MGB/GT:**

- Large electric tachometer and full sports-car instrumentation.
- 4-speed gear box with short-throw stick shift.
- Oil cooler for better engine performance, longer engine life.
- Heavy-duty, competition-proved suspension for remarkable-road-holding.
- 60-spoke wire wheels. Center-lock type. Retail value over \$100.
- Twin S.U. carburetors for quick acceleration.
- Hydraulic disc brakes with big 10<sup>3</sup>/<sub>4</sub>-inch discs. Self-adjusting. Fade-free.
- Fully-adjustable English-leather bucket seats.



### **BRITISH MOTOR CARS**

SAN FRANCISCO • OAKLAND • BERKELEY • WALNUT CREEK • MONTEREY



MARK DONOHUE

JACKIE STEWART

MARIO ANDRETTI

BRUCE McLAREN

DAN GURNEY

JIM HALL

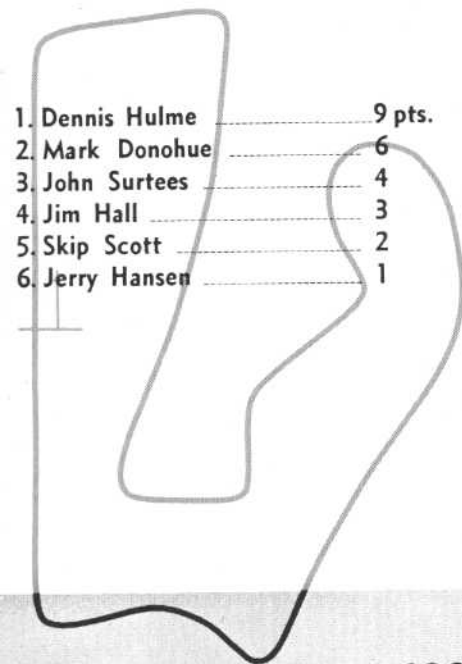
# SEPT. 3 ROAD AMERICA CAN-AM

prize money \$40,000

accessory awards  
to be announced

Road America —  
Elkhart Lake, Wisconsin

200 miles —  
50 laps of 4.0 mi. circuit  
race lap record:  
100.559 mph  
(P. Revson 1967)



- 1. Dennis Hulme ..... 9 pts.
- 2. Mark Donohue ..... 6
- 3. John Surtees ..... 4
- 4. Jim Hall ..... 3
- 5. Skip Scott ..... 2
- 6. Jerry Hansen ..... 1

## 1966 CAN-AM POINT WINNERS

# SEPT. 17 CHEVRON GP BRIDGEHAMPTON CAN-AM

prize money \$25,000

accessory awards  
to be announced

Bridgehampton Race Circuit —  
Bridgehampton, N.Y.

200 miles —  
70 laps of  
2.85 mi. circuit  
race lap record:  
109.15 mph  
(Donohue 1967)



- 1. Dennis Hulme ..... 9 pts.
- 2. Bruce McLaren ..... 6
- 3. George Follmer ..... 4
- 4. John Surtees ..... 3
- 5. Lothar Motschenbacher ..... 2
- 6. Chuck Parson ..... 1

Psn.	Driver	Car	Pts.
1	Dan Gurney	AAR Lola Ford	9
2	Chris Amon	McLaren Chev	6
3	Bruce McLaren	McLaren Chev	4
4	Phil Hill	Chaparral 2E Chev	3
5	Mark Donohue	Sunoco Lola Chev	2
6	Chuck Parsons	Hilton McLaren Chev	1

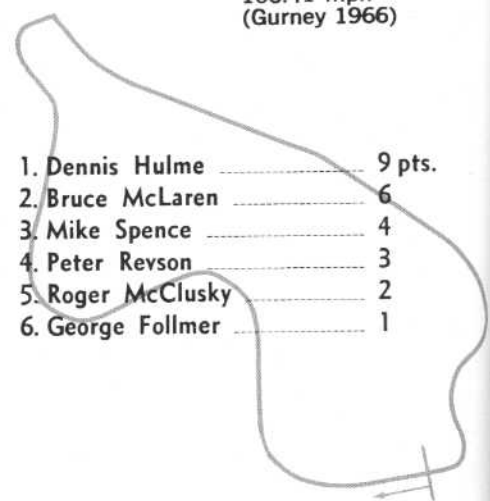
# SEPT. 23 PLAYER'S 200 CAN-AM

prize money \$35,000

accessory awards  
to be announced

Mosport Park —  
Bowmanville, Ontario

197 miles —  
80 laps of  
2.46 mi. circuit  
race lap record:  
106.41 mph  
(Gurney 1966)



- 1. Dennis Hulme ..... 9 pts.
- 2. Bruce McLaren ..... 6
- 3. Mike Spence ..... 4
- 4. Peter Revson ..... 3
- 5. Roger McClusky ..... 2
- 6. George Follmer ..... 1

Psn.	Driver	Car	Pts.
1	Mark Donohue	Sunoco Lola Chev	9
2	Phil Hill	Chaparral 2E Chev	6
3	Chuck Parsons	Hilton McLaren Chev	4
4	Earl Jones	McLaren Chev	3
5	Paul Hawkins	Lola Chev	2
6	Eppie Weitzes	Ford GT-40	1

PEDRO RODRIGUEZ

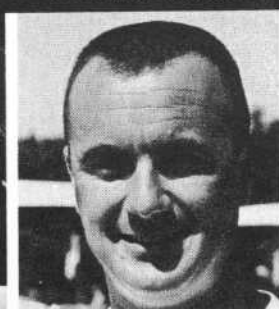
SCOOTER PATRICK

JIM ADAMS

JOHN CANNON

CALE YARBOROUGH

ROGER McCLUSKEY





DENIS HULME



CHUCK PARSONS



GRAHAM HILL



PARNELLI JONES



JIM CLARK



CHRIS AMON

# OCT. 15 MONTEREY GRAND PRIX

prize money \$35,000

accessory awards  
to be announced

Laguna Seca —  
Monterey, Calif.

202 miles —  
106 laps of  
1.9 mi. circuit  
race lap record:  
104.88 mph (Hall 1966)

### CURRENT CAN-AM STANDINGS

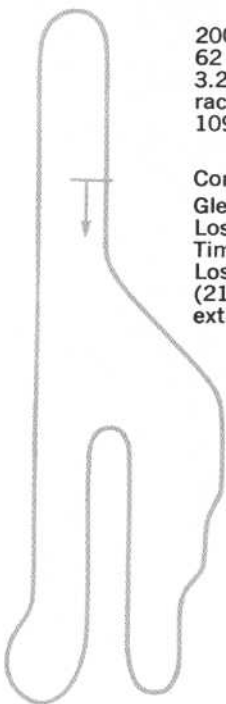
1. Dennis Hulme ..... 27 pts.
2. Bruce McLaren ..... 12
3. John Surtees ..... 7
4. Mark Donohue ..... 6
5. George Follmer ..... 5
6. Mike Spence ..... 4
7. Jim Hall ..... 3
- Peter Revson ..... 3
9. Skip Scott ..... 2
- Lothar Motschenbacher ..... 2
- Roger McClusky ..... 2
12. Chuck Parsons ..... 1
- Jerry Hansen ..... 1

# OCT. 29 LOS ANGELES TIMES GP

prize money \$40,000

accessory awards  
to be announced

Riverside International RcwY —  
Riverside, California



200 miles —  
62 laps of  
3.27 mi. circuit  
race lap record:  
109.67 mph (Hall 1966)

Contact:  
Glenn Davis  
Los Angeles Times  
Times Mirror Square  
Los Angeles, Calif.  
(213) 625-2345  
ext. 1241

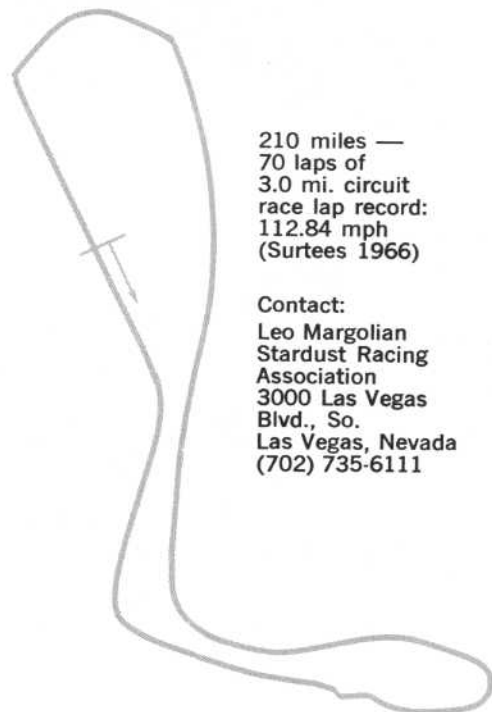
All circuits illustrated to  
common scale: 1 in. to 1500 ft.

# Nov. 12 STARDUST GRAND PRIX

prize money \$35,000

accessory awards  
to be announced

Stardust International RcwY —  
Las Vegas, Nevada



210 miles —  
70 laps of  
3.0 mi. circuit  
race lap record:  
112.84 mph  
(Surtees 1966)

Contact:  
Leo Margolian  
Stardust Racing  
Association  
3000 Las Vegas  
Blvd., So.  
Las Vegas, Nevada  
(702) 735-6111

Psn.	Driver	Car	Pts.
1	Phil Hill	Chaparral Chev	9
2	Jim Hall	Chaparral Chev	6
3	Bruce McLaren	McLaren Chev	4
4	Mark Donohue	Sunoco Lola Chev	3
5	Masten Gregory	Pacesetter McL. Chev	2
6	John Cannon	McLaren, Chev	1

Psn.	Driver	Car	Pts.
1	John Surtees	Lola Chev	9
2	Jim Hall	Chaparral Chev	6
3	Graham Hill	Lola Chevrolet	4
4	Mark Donohue	Sunoco Lola Chev	3
5	George Follmer	Lola Chev	2
6	Peter Revson	McLaren Ford	1

Psn.	Driver	Car	Pts.
1	John Surtees	Lola Chev	9
2	Bruce McLaren	McLaren Chev	6
3	Mark Donohue	Sunoco Lola Chev	4
4	Peter Revson	McLaren Ford	3
5	Lothar Motschenbacher	Nickey McLaren Chev	2
6	Jerry Titus	Webster Olds	1

SAM POSEY

DON MORIN

LUDOVICO SCARFIOTTI

LOTHAR MOTSCHENBACHER

PAUL HAWKINS

JERRY TITUS





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# We'd guess that over 100,000 of our readers will not be spectating at this year's CanAm race.

But we'll be mailing them  
the complete story—with  
all of the drama and  
excitement captured by  
our team of professional  
writers and lensmen—  
just 2 days after the event!

We move fast to get all  
the news of the fastest-  
growing sport in the world.

From wherever in  
the world it's happening.

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# If names impress you...

...these famous racing personalities depended on Ring-Free Racing Formula Motor Oil:



**DAN GURNEY** '66 Can-Am Series, Laguna Seca, Riverside & Las Vegas



**DENNIS HULME** '66 Can-Am Series, Laguna Seca, Riverside & Las Vegas



**ANITA TAYLOR** Women's Team Record Daytona 24 hr. Continental



**PETER GREGG** '66 Nassau Governor's Cup Winner, Sebring under 2 litre Trans-Am Winner



**JERRY TITUS** '67 Sebring Trans-Am Race Winner



**JOCHEN RINDT** '66 Nassau Speedweek Formula Vee Winner



**CHUCK DIETRICH** '66 "E" Sports Racing Midwest Champ



**AL POMBO** '66 NASCAR Modified Winner



**DICK SMITH** '66 SCCA "C" Production National Champ



**BOB BROWN** '66 SCCA "C" Northeast Sports Champ



**JOHN TREMBLAY** '66 "C" SCCA's Sedan Southeast Champ



**JANET GUTHRIE** Women's Team Record Daytona 24 hr. Continental



**SUZY DIETRICH** Women's Team Record Daytona 24 hr. Continental

## so what!

If a list of top driving personalities who use Ring-Free Racing Formula Motor Oil will convince you it's the best doggone motor oil for your car too...well, there it is...

What really matters is engine performance. Sure, it's comforting to know top-notch racing drivers depend on Ring-Free Motor Oil for their power-packed racing machines. Anti-friction Ring-Free has the plus potential demanded by competition driving; a quality formula for extra RPM and power, long-range protection and endurance muscle. Auto racing may be rough on pampered engines, but thousands of miles of your everyday driving can be rougher on an unspoiled engine...like insufficient warmups after long garaging...kooky traffic and fickle weather...short stop and go trips...big stretch turnpiking...and biting highway grit.

Unless you plan an early retirement for your car, that hard-working engine really needs security to keep performing for you. Insist on Ring-Free Racing Formula Motor Oil for that engine security and peak performance. We could say: "Insist on Ring-Free; the motor oil that experts depend on," but we know that won't influence you. Or will it?

**Macmillan RING-FREE Oil Co., Inc.**

90 Park Avenue, New York, N. Y. 10016





Photo by L. I. Feuerhelm

## RACE 1 — SATURDAY

F, G Production & B Sedans

Austin-Healy, Sprite MK IIs and IIIs, Triumph Spitfires, Alfa Romeo Giuliettas, Sunbeam Alpines and others make up F & G Production categories while Cortinas and Alfa GTAs are among several kinds in the B Sedan type. Shown at left are a pair of Sprite drivers getting directions at Turn 9!

Photo by L. I. Feuerhelm, Redding

RACE WINNERS

- 1 \_\_\_\_\_
- 2 \_\_\_\_\_
- 3 \_\_\_\_\_

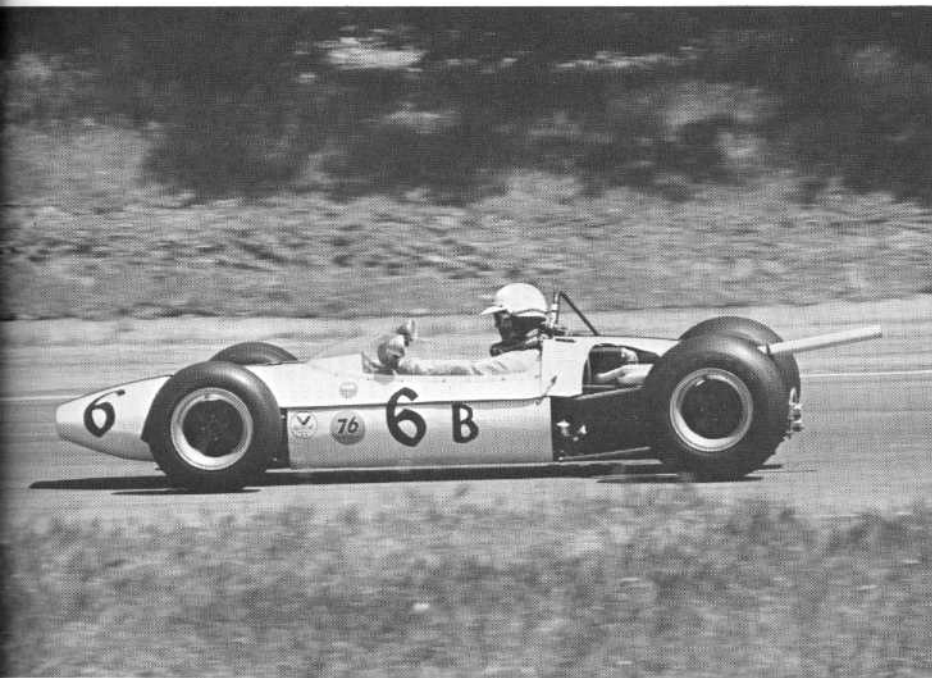


Photo by Cliff Ditzen

## RACE 2 — SATURDAY

Formula SCCA

These are the fast and exciting open-wheelers powered by a variety of engines which push these machines at speeds nearly as quick as the Group 7 cars. The chassis generally are Lotus, Coopers, Brabhams and BMCs; engines by English Ford, BMC, Alfa and others. This fine photo was submitted by Cliff Ditzen, Mountain View.

RACE WINNERS

- 1 \_\_\_\_\_
- 2 \_\_\_\_\_
- 3 \_\_\_\_\_

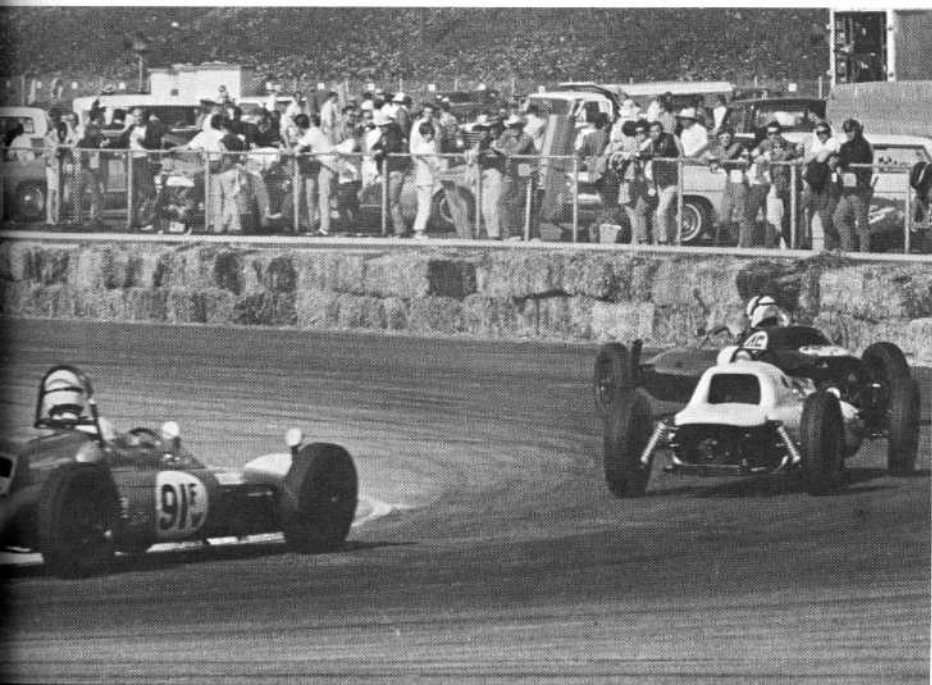


Photo by Ron Chessar

## RACE 3 — SATURDAY

Formula Vee

Formula Vee is a special class of open-wheel sports racer powered exclusively by standard Volkswagen engines. It is a very popular classification as can be seen by the swarm of modified "Bugs" on Laguna Seca this weekend.

Photo by Ron Chessar.

RACE WINNERS

- 1 \_\_\_\_\_
- 2 \_\_\_\_\_
- 3 \_\_\_\_\_

# There is nothing Detroit about it.



Porsche is built for people who like to drive. The only push buttons you can get are the ones on the radio. And the radio is optional.



No push buttons here

The rest is pure GT. The features that make it a winner at Sebring and LeMans make it exciting to drive in open country or city traffic.

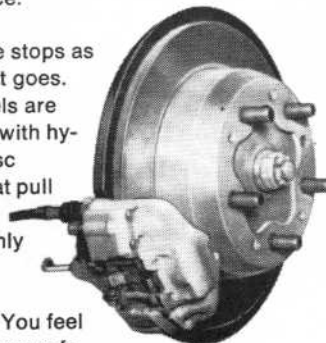
No Detroit wheels hug a rough road like Porsche. We introduced torsion bar

suspension 17 years ago. We've been improving it ever since.

The fast 4-speed gearbox (5-speed if you want it) shifts smooth as an automatic. But response is immediate. And powerful.

The rack and pinion steering is direct and precise. When you turn the wheel, the car responds — instantly. You're in complete control. Always. At any speed, on any surface.

Porsche stops as surely as it goes. All 4 wheels are equipped with hydraulic disc brakes that pull the speed down evenly and are virtually fade-free. You feel safe. You are safe.



Disc brakes all 4 wheels

As one commuter put it, "Porsche is the kind of car that makes you wish you lived further from work." Nothing Detroit about that.



Sunday driver

## PORSCHE

Porsche 911. 6 cylinder engine, 148 horsepower, 5-speed synchromesh, top speed 130 mph.

Porsche 912. 4 cylinder engine, 102 horsepower, 4 speed synchromesh (5-speed optional), top speed 115 mph.

For information, contact: Porsche Car Pacific. P.O. Box 1097, Station A, Burlingame, California



## RACE 4 — SUNDAY

H Production, H Sports/Racing, & C and D Sedans

Included in this event are several different types of vehicles ranging from the Mark I "Bugeye" Sprites through the little 850cc sedans such as the Mini-Cooper shown scooting around Turn 9.

### RACE WINNERS

- 1 \_\_\_\_\_
- 2 \_\_\_\_\_
- 3 \_\_\_\_\_



Photo by Antoni Cortes

## RACE 5 — SUNDAY

A, B, C Production, A Sedan, all Sports/Racing except H

These are the most powerful machines in the Regional races — Corvettes, Porsche 911s, Jags, Cobras, Austin-Healy 3000s, etc. Here we see Herb Caplan, the popular Sacramento driver, and two helpers enjoying his victory lap after the May race at Laguna Seca.

Photo by Antoni Cortes.

### RACE WINNERS

- 1 \_\_\_\_\_
- 2 \_\_\_\_\_
- 3 \_\_\_\_\_



Photo by L. I. Feuerhelm

## RACE 6 — SUNDAY

D & E Production

This category includes the fast and agile Triumph TR4s, the MGBs, a variety of Porsches, Morgan Plus-4s and others. Above is Bill Schmidt, Martinez, in his No. 16 MGB leading Porsches driven by Dr. Forest Young, Fresno (No. 6) and Dave Leeson, Los Altos (No. 10) around a tight turn during the May events here.

Photo by L. I. Feuerhelm, Redding.

### RACE WINNERS

- 1 \_\_\_\_\_
- 2 \_\_\_\_\_
- 3 \_\_\_\_\_

If you never knew what a bank could do, we'd like to show you a thing or two.

**UCB UNITED CALIFORNIA BANK**

THE BANK THAT DOES A LITTLE MORE FOR YOU

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Mark Thomas' *hearthstone*



Carmelo, The Hearthstone Cricket Invites You to Join Him By the Fire After the Races. As He Always Says, "It's Time to Head For the Hearthstone"

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LUNCH  
DINNER

SUNDAY BRUNCH  
11-2:30

Choicest charcoal-broiled steaks, ribs sea foods

6th & JUNIPERO CARMEL



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the tantalizing tempos of  
PAUL WESLEY

and the tuneful tempos of  
BABS GROVER  
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Dancing from 9, except Sunday

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CANNERY ROW, MONTEREY



Now appearing nightly  
(except Sunday)

JERRY WINTERS & SIOUX SCOTT  
the clown prince and princess  
of music and fun.

Follow the tiki torches to a South Seas adventure in dining.

*"If you can't find a J/Wax product that gets the job done right—  
my name isn't  
Stirling Moss."*



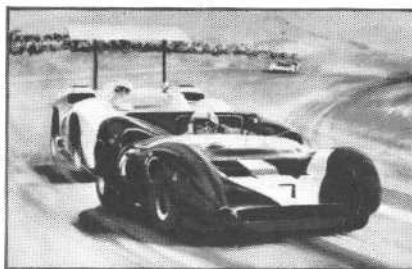
"Take J/Wax Kit, for example. It's the only way I know to get a paste wax shine without working like the devil all afternoon. That's because it's pre-softened.

"Pre-softening makes Kit liquefy as it slides on. You don't do a lot of buffing, either. Just let it dry, then wipe off the haze for a first-rate paste wax shine.

"You can get that same great shine with J/Wax Instant, too. And J/Wax Paste. Then there's the long-time favorite, Carnu—famous for shining the deep down color back. For sprucing up your interior, use J/Wax Vinyl Cleaner. It's foam and it cleans without soaking. J/Wax Chrome Cleaner gets rid of dirt, rust, and tar. And J/Wax Side-Wall Cleaner does a great job on black or white tires."

**Send for this full-color reproduction** of an oil painting which depicts exciting Group 7 sports cars racing in the Can-Am series. Size—14"x20".

Send 50¢ to Can-Am picture, Johnson Wax, 1525 Howe Street, Racine, Wisconsin 53403



THE SHINE OF THE WINNER



©1967 S. C. JOHNSON & SON, INC.

# INVER HOUSE SCOTCH

## Salutes 1967 Can-Am Fastest Qualifiers



Dennis Hulme, above, as he accepts the Inver House award for fastest qualifying time at the Road America Can Am for his teammate, Bruce McLaren, who broke the course record with a blistering 106.746 mph lap to win the pole position. Hulme went on the win at Road America, however, when McLaren experienced car trouble.

*SOFT AS A KISS* 



Donor of the  
**INVER HOUSE SCOTCH PLAQUE**  
Awarded at each Can-Am  
race in recognition of the  
ability of the fastest qualifier  
in the Canadian-American Challenge  
Cup races.

**ROAD AMERICA** Bruce McLaren  
Qualifying Time: 106.746 mph

**CHEVRON GP** Dennis Hulme  
Qualifying Time: 114 mph

**PLAYER'S 200**  
Dennis Holme  
Qualifying Time:  
109.615 mph

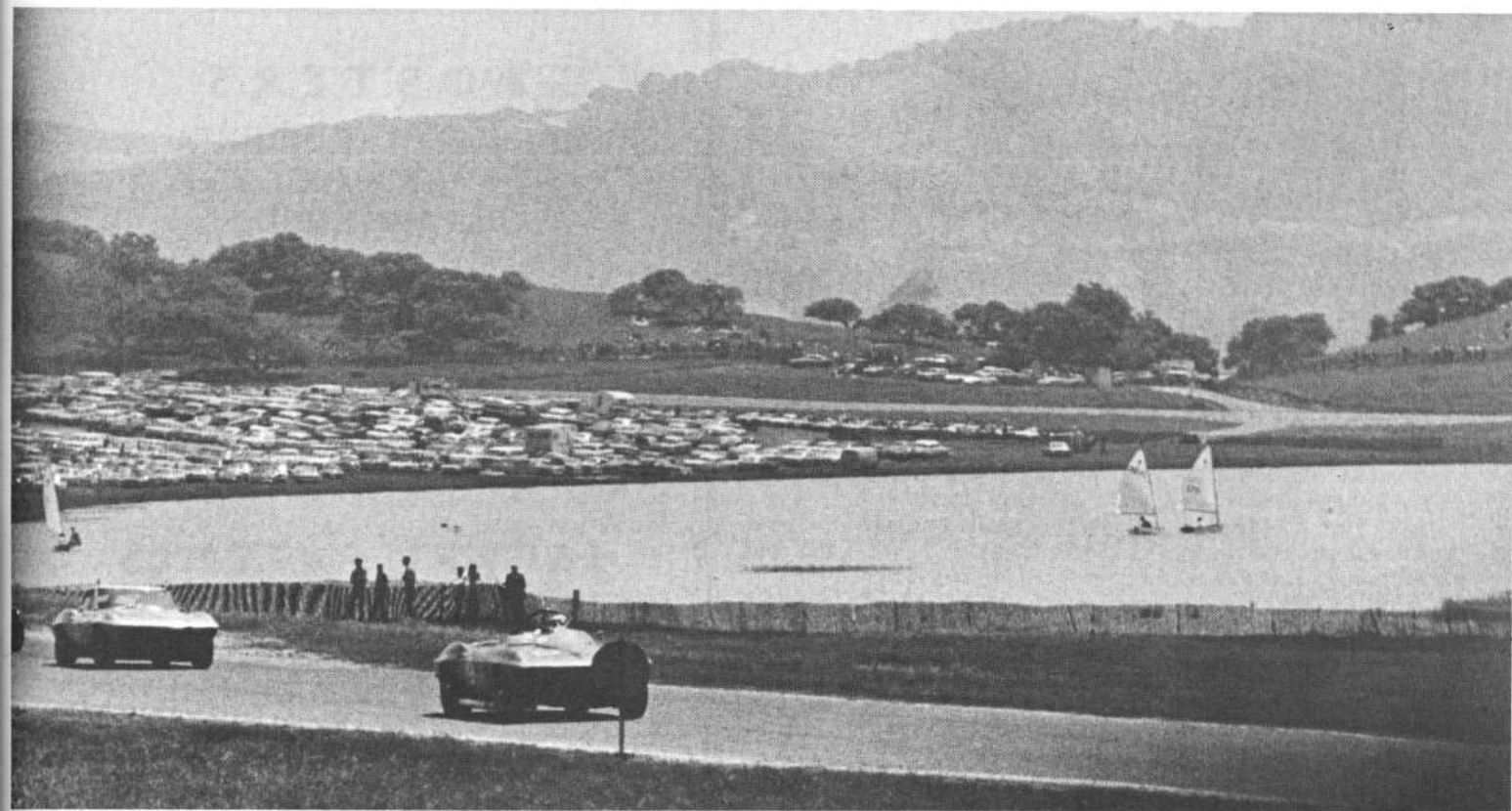
**MONTEREY GP**  
Qualifying Time:

**TIMES GP**  
Qualifying Time:

**STARDUST GP**  
Qualifying Time:







**ABOVE**—This fine composition is the work of Dave Allen, Pacific Grove, Calif., and is a nice blend of action, scenery, crowd, and contrast (sailboats at an auto race!). It won first prize in the May USRRC contest.

**BELOW**—Cliff Ditzen of Mountain View, Calif., submitted several fine photographs in the USRRC contest. His picture of Lothar Motschenbacher and his wife taking the victory lap after Lothar's fine victory in May won Cliff the second prize in the spring photo contest.



**BELOW**—Richard Varley, Santa Barbara, snapped this poignant picture which might well be captioned "The End of the Line." It won third prize for Varley, and is an example of the little things which catch a photographer's eye and then prove to be of great merit.



## MONTEREY GRAND PRIX PHOTO CONTEST

### ATTENTION AMATEUR PHOTOGRAPHERS!

SCRAMP takes pleasure in announcing the second annual Monterey Grand Prix photo contest, with valuable prizes for the best pictures submitted by an amateur in each of three black-and-white photo categories as well as a separate prize for the best color picture. All photos must be of action, people, or events at the 1967 Monterey Grand Prix.

In the black-and-white contest the categories are as follows:

**RACE ACTION** — shots of racing cars on the course, or of action during the races.

**RACE HUMOR** — pictures of people and events which carry a humorous message.

**RACE BEAUTY** — beautiful girls, beautiful scenery, girls . . . . .

In the color photo category entries will be judged on the basis of subject matter, color values, and picture composition.

The grand prize in each of the above categories (total of four) will be a pair of pit passes for the 1968 Laguna Seca USRRC to each of the winners. The prize-passes will be mailed to the winners about four weeks prior to the 1968 May event. Results of the Monterey Grand Prix contest will be published about December 15, 1967. Rules for the contest are simple:

1. You must be an amateur photographer (one who takes pictures for fun, and not as a business or part-time business).
2. Entries must be 8 x 10 inch glossy prints for black-and-white, and either 5 x 7 or 8 x 10 inch color prints.
3. Mail your entry (you may submit as many photos as you wish) to: SCRAMP Publications, P.O. Box 2078, Monterey, California 93940. Deadline for submission of entries is November 20, 1967.
4. All photos submitted will be retained by SCRAMP for possible use in future publicity or publications. Photo credits will be given for those entries which are eventually used.

### Results of 1967 USRRC Contest

**Winner:** Dave Allen, Pacific Grove  
**Second:** Cliff Ditzen, Mountain View  
**Third:** Richard Varley, Santa Barbara  
**Special Color Award:** R. C. Adler, Canoga Park



## IN MEMORY

Douglas Revson, White Plains, N.Y., died in a racing car accident in Denmark on July 31, 1967. Doug began racing in 1963 with a Formula Junior Cooper, and moved on to an Elva BMW and a 2-liter Climax-powered Lotus 23. It was in the Lotus that Doug ran his first of several races at Laguna Seca. In 1966 he campaigned in a Porsche Carrera 6 and in last fall's Canadian American Challenge Cup series he won four 2-liter class wins in five starts and set fastest lap in class marks in five races.

Young Revson was an enthusiastic booster of the 2-liter sports racing class and much of the credit for the formation of the new professional 2-liter series this fall must be given to his efforts in promoting such a series. His brother Peter, who is driving one of the Dana-Sunray Lola-Chevy's in Sunday's Monterey Grand Prix, has posted the Doug Revson Trophy and a \$500 cash prize for the winner of the five-event 2-liter series.

Doug made many friends during his visits to Laguna Seca and the Monterey Peninsula. He will be remembered for his friendliness, keen sense of humor, for his fierce competitive spirit, and his outstanding sportsmanship.

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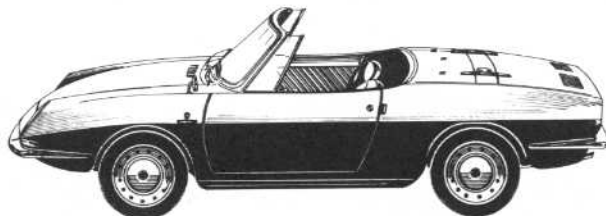
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MACHINE SHOP WORK BY NORM CONRAD



Photo by Dave Allen



Photo by Bill Hewitt

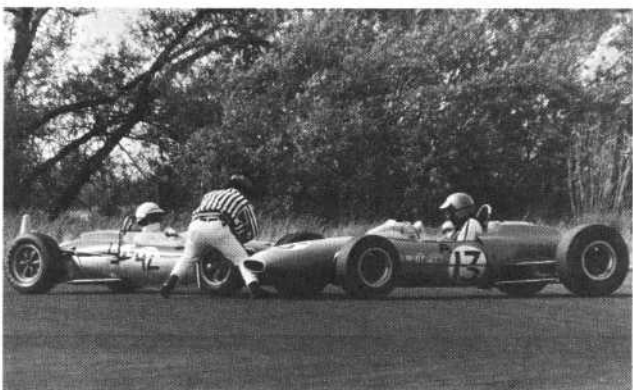


Photo by Tom Montgomery



Photo by Bill Hewitt



Photo by Tom Montgomery

# UNITED STATES AUTO RACE MARSHALS

We at Laguna Seca pay tribute this weekend to the dedicated group of men and women who belong to a unique organization known as "USARM," which stands for United States Auto Race Marshals.

These are the people—The Turn Marshals, the Course Security Marshals, the Fire Marshals, the Telephone Marshals, the Flag Marshals—who work in close coordination with SCCA's Stewards off the Meeting to actually control the operation of the race course when an event is in progress.

The unspoken motto of USARM is "keep the race going!" They do so in a variety of ways, all of them extremely important to the smooth and SAFE functioning of the weekend's schedule of regional and professional events. USARM was founded in 1959 through the perseverance of Mr. John Duncan who had long been aware of the need for a national organization which would: (1) provide trained crews to work the races; (2) train workers in the skills of the various categories of marshal (turn, fire, flag, etc.); and (3) provide a strong central organization to work with similar marshalling groups throughout the world.

Spectators at Laguna Seca see USARM marshals at work at various locations around the course and on these pages we present a number of photos of marshals at work.

The one volunteer you come closest to is the Course Security Marshal, who is charged with keeping the spectator out of danger by guarding the turns, the crossings, etc., to prevent people from getting too close to the speeding cars.

The officials charged most of all with the job of "keeping the race going" is the Turn Marshal, the man in the striped jacket. He bears the responsibility of seeing that all the other marshals are doing their job correctly. He oversees the use of Yellow (Caution), Blue (Passing), and Red-and Yellow (Oil) flags. If there is an accident it is his job to get the disabled vehicle off the course so that the race will continue, safely, for your pleasure.

The Fire Marshal's job is self-explanatory. These are the men you see manning the fire extinguishers at each turn. Their unanimous prayer is that they will never have to use the extinguishers, but they are carefully schooled in fire fighting and when required do a magnificent job under particularly hazardous conditions.

The Telephone Marshals usually are women. They are stationed at the turn stations, with headphones in place, and all during the hot afternoons they relay vital information to and from the Race Stewards at the Start-Finish line. They link the several turn stations around the course and by telephone provide the continuity for the racing action.

Last but not least is the Flag Marshal. These men are the most important figures at each turn and are responsible for passing information to the race drivers, by signal flags, as to the conditions on the circuit. When there has been an accident at a distant location the Flag Marshal is notified of the fact by the Telephone Marshal. He can then signal drivers about the accident—and the need for caution—by display of the Yellow flag.

The Officers and Directors of SCRAMP extend sincere thanks to the dedicated men and women of USARM, and particularly to their northern California leader Wes Sharply, for the invaluable work performed at our Laguna Seca events.



# The second beautiful thing about a Jaguar XKE is the price.

The Jaguar XKE costs less than most people give it credit for.

Even leading car authorities rank it beside automobiles costing \$10-15,000. The XKE sells for \$5384.

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At 60 mph, the XKE's big 4.2 litre engine is just getting its courage up. In fact, it's not even going at half speed. This helps engine life. Also helps explain why an XKE can cover about 20 miles of turnpike on a gallon of gas.

Jaguar engineers made the XKE a safe car long before safety made news. They had to. Any car of such phenomenal performance must be safe. The XKE is one of the world's strongest automobiles. And standard features have always in-

cluded: 4-wheel disc brakes, 4-wheel independent suspension, rack and pinion steering, accurate instrumentation.

The XKE's refinement is beyond reproach. All leather is prime hide. Its bucket seats were designed orthopedically. The paint is hand rubbed between coats. Even the engine's valve throats are polished smooth.

The XKE comes in 3 models at Jaguar dealers coast to coast: roadster, coupe, and 2+2 family coupe, the latter with optional automatic transmission.

By now you're probably asking yourself: if the XKE is worth ten or fifteen thousand dollars, why doesn't Jaguar sell it for that?

Simple. If they did, you might not buy it.



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Indy 500 winner A. J. Foyt's Coyote Ford was also Fram-equipped. In fact, 32 out of 33 starters at this year's Indy 500 were Fram-equipped. That's because Fram filters give total engine protection. They protect precision parts and



prevent engine wear better than any other filters made. That's why you should insist on Fram performance proven filters. They work on the track. They work on the road. Fram Corporation, Providence, R.I. 02916.



Photo by John Bruno



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Photo by Peter C. Borsari

# GIRLS GIRLS GIRLS



Photo by Phil Adkins



Photo by Bill Keeb'e



Photo by George Buchler

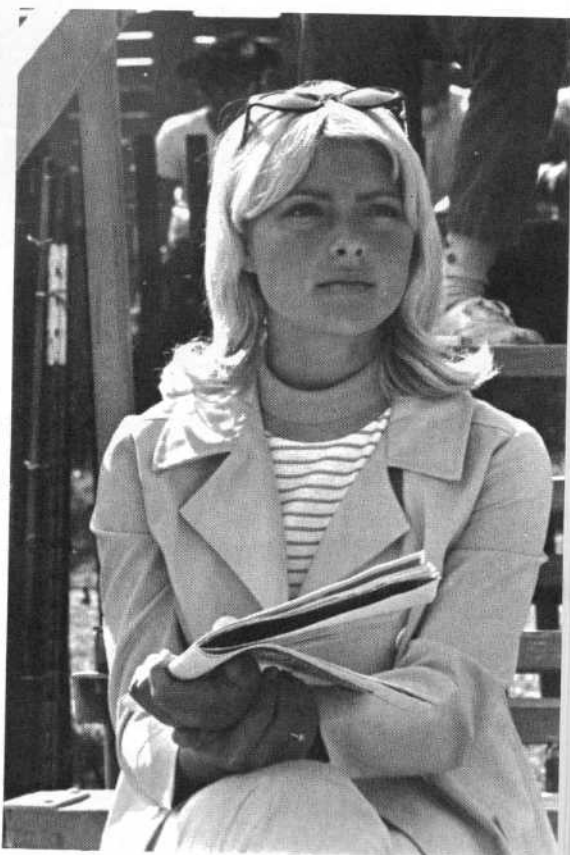


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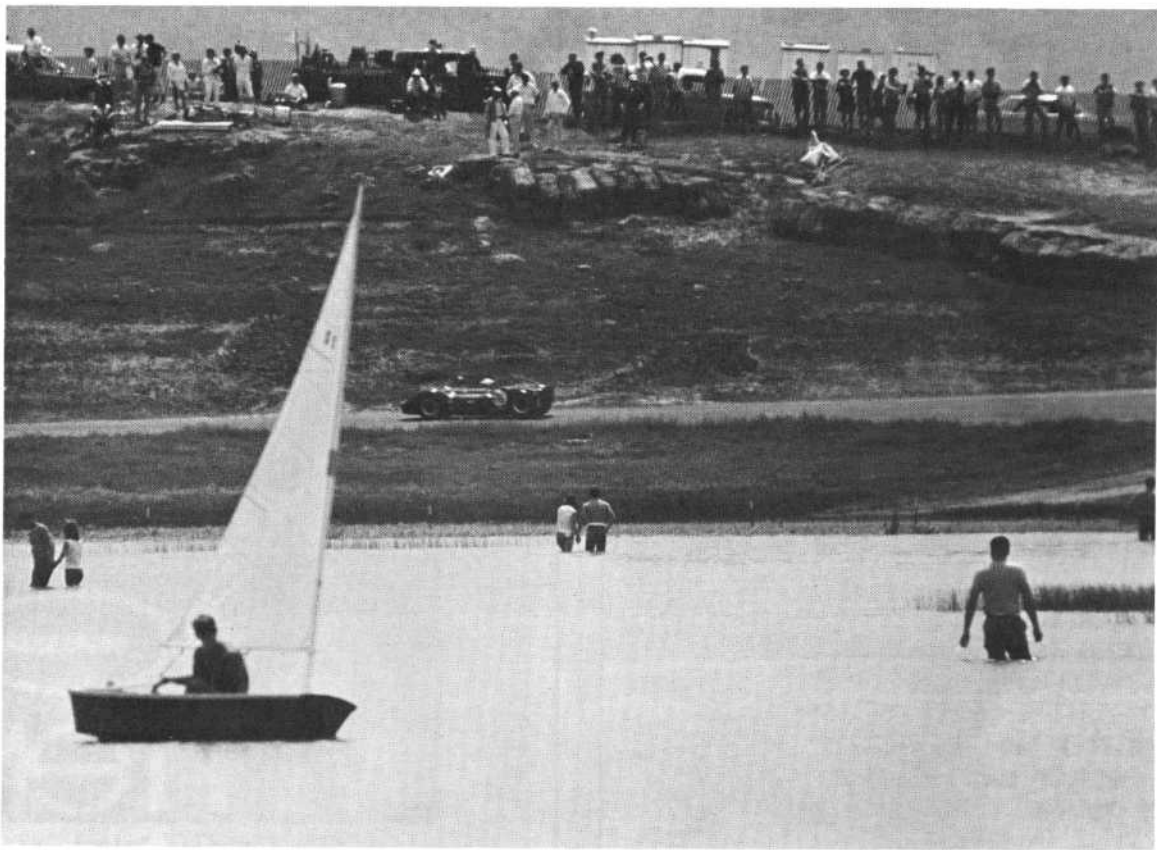


Photo by Bill Hewitt



Photo by Pete Biro

## AMERICA'S CUP OR JUST A LAGUNA SECA USRRC?

April 1967 was the wettest April in more than 30 years of Monterey Peninsula weather history. More than 25 inches of rain fell in 26 days of almost continual storm and thoroughly saturated the entire region.

Laguna Seca came in for its share of this deluge and as a result the usually "laguna seca" became a full-fledged lake in every sense of the word. Ask all the people whose cars were bogged down to the axles in our fine, gray mud!!

Anyhow, when it became known that we had about three feet of water in the lake the Monterey Junior Yacht Club got into the act and in a spirit of great cooperation transported to the scene four Toro-class sailboats owned by some of their adventurous members. The results may be viewed in the photographs on this page, which provide the unique contrast of beautiful sailboats, sleek Group 7 sports-racing cars, and a number of spectators who decided to join the fun and cool off from the May 6th sunshine.



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## JIM HALL

Age 32

Jim Hall is one of the most spectacular American figures in road racing. A 12-year SCCA member, Hall has raced a wide variety of machinery, for the last several years Chaparrals of his own design. In 1964 he became U.S. Road Racing Champion, driving the perfected Chaparral II, a rear-engined Chevrolet with fiberglass chassis and automatic transmission. Hall had many 1965 victories, including the Sebring 12-hours, closing out the year with Road American 500 and Northwest GP triumphs. In 1966 he concentrated on directing his Chaparral team in world championship events and the second great Chaparral peak came with victory in the Nurburgring 1000 km. He then took up the Can-Am series with a still newer Chaparral, this one sporting the now-famous "flipper." With himself driving, plus Phil Hill, the team finished fourth and fifth in the final standings of the 1966 series. The Chaparral team finished one-two at the 1966 Monterey Grand Prix. In 1967 Chaparrals are again chasing world championship honors and a new Group 7 sports-racer is coming out of Midland for the Can-Am. Hall lives in Midland, Texas, is a Cal Tech graduate, married to Sandy and they are the parents of three children.



Photo by Bill Hewitt

## DAN GURNEY

Age 36

Dan Gurney is generally ranked among the top half-dozen of the world's race drivers. Equally at home at Indianapolis, the Grand Prix circuits of Europe, or on American stock car ovals, lanky Dan has earned important victories in almost every type of motor race. He won the Riverside stock feature for four years running and in 1966 captured round two in the Can-Am at Bridgehampton. In 1967, with A. J. Foyt co-driving, Dan took the 24-hours at Le Mans. A week later he captured the Grand Prix of Belgium, driving the All American Racer's Eagle, a car of his own design and manufacture. Gurney will drive a new Lola-Ford with the Weslake heads in the 1967 Canadian-American Challenge Cup series. Gurney lives in Costa Mesa, California, is married and the father of four.



Photo by Julian Yeovich



## MARIO ANDRETTI

Age 27

Born near Trieste, Italy, came to United States with his parents and twin brother Aldo when he was 14. Hometown Nazareth, Pa., married, with two young sons. Raced Formula Jrs. in Italy and started American career driving modified stocks in 1958. Andretti joined USAC in 1964 and was their national champion in 1965 and 1966. In 1967 Mario has won the Daytona 500 stock car feature, co-drove with Bruce McLaren to victory in the Sebring 12-hour, set a new lap record in earning the pole at Indy and in mid-season won three consecutive USAC championship trail events. He is scheduled to drive the full 1967 Canadian-American Challenge Cup series in one of the Ford Motor Company's new Group 7 machines.

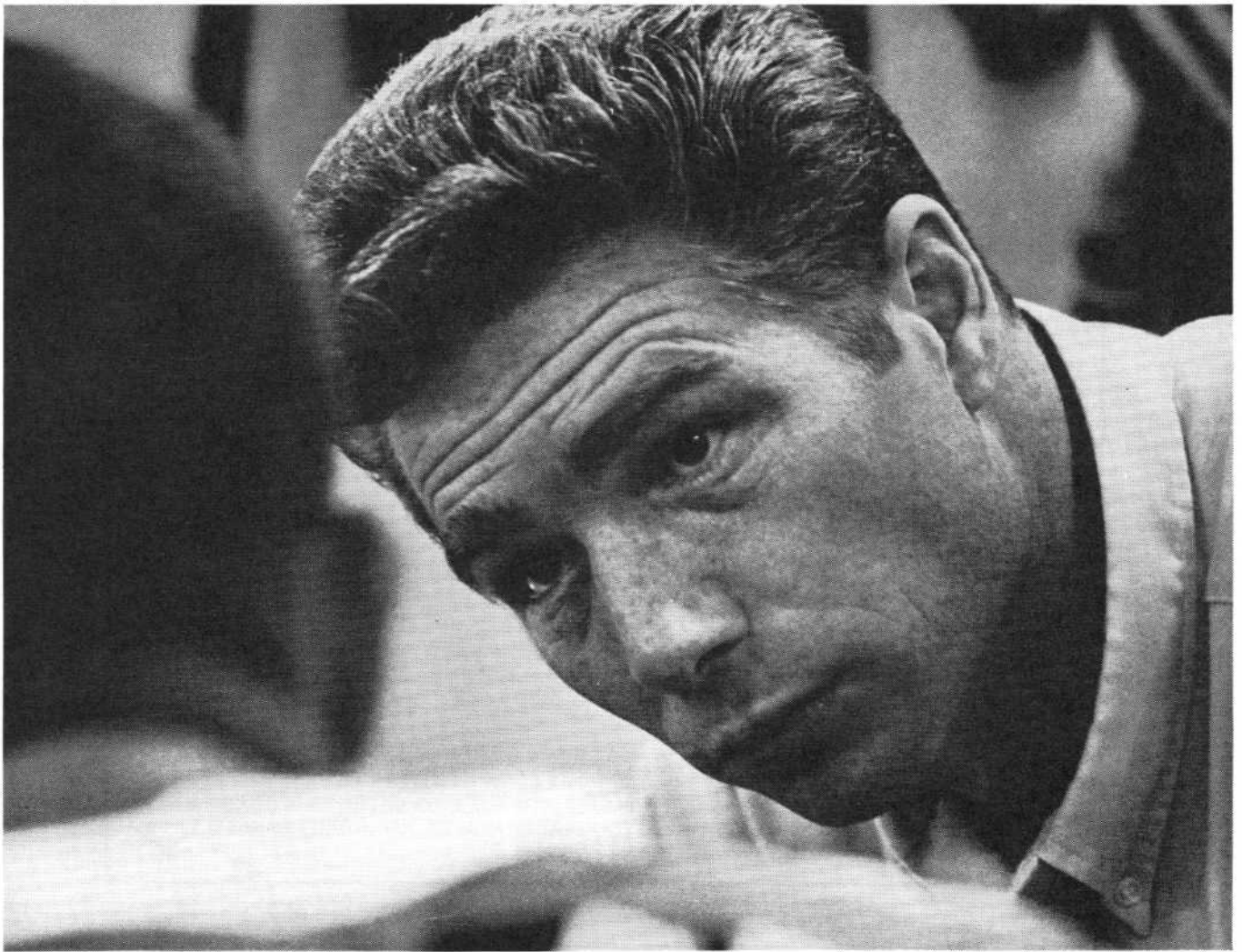
Photo by Jack Brady



## MARK DONOHUE

Age 30

Mark Donohue, a graduate engineer, has been racing for nine years. In 1965 he won unprecedented double National championships. In 1966 Donohue was sponsored in the Sunoco Special owned by former driver Roger Penske, a Lola T-70 with Chevrolet engine. Donohue finished the six tough Can-Am races second only to the champion, John Surtees. In the process, he won the Canadian Grand Prix. In the 1967 Can-Am, Donohue will drive a new Lola-Chevy Mk III for Roger Penske. Mark is the 1967 USRRC Champion and one of the most respected American entries. Donohue and his wife, Sue, are the parents of two small children and have recently moved to Media, Pa.



# Just ask Jim Hall who Robert Bosch is.

In case you don't know Jim Hall, he's one of the country's most popular racing experts.

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Racing, American passenger cars or whatever.

If you want to feel the difference just have a set of Bosch plugs put in your Ford, Chevy, Plymouth, or whatever you drive.

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## PARNELLI JONES

Age 34

Parnelli Jones was one of the first USAC stars to score in road racing when in 1964 he won the Los Angeles Times Grand Prix driving a Shelby-American King Cobra Ford. Parnelli made history at the Indianapolis Speedway in 1962 when he became the first driver to run an official 150 mph lap and in 1963 he fulfilled his lifelong goal of winning the 500. He started the 1967 racing season winning the 500-mile stock car race at Riverside and became the center of interest in the racing world as the driver of the turbine car at the 500.



Photo by Jack Brady

Photo by Jack Brady



## GEORGE FOLLMER

Age 34

Follmer was 1965 U.S. Road Racing Champion, one of the sport's top achievements. The pilot of a meticulously prepared, very fast and reliable Lotus 23 with 2-liter Porsche engine cut a wide swath in SCCA's tough, USRRC series of races held at 9 different sites throughout the country. In the 1966 season, Follmer joined the Mecom Racing Team Can-Am challenge. He frequently ran with the leaders in the tough series and concluded the year very much a contender in his own Lola-Chevrolet. In 1967 Follmer, one of the fastest Group 7 pilots, is again driving a Lola-Chevy in the Can-Am, Roger Penske's second Sunoco Special. Follmer, an insurance broker, and his wife, Glenda Kay, are the parents of three children and live in Pasadena, California.

## DENIS HULME

Age 33

Denny Hulme, a quiet, balding New Zealander, is one of international motor racing's brightest new stars. In 1965 and 1966 he drove Sid Taylor's Lola-Chevy to new sports car records on almost all the major English circuits. Driving a Formula 1 Repco-Brabham, as a teammate of world champion Jack Brabham, Hulme in 1967 has won the Grand Prix of Monaco and the Nurburgring. After eight of the 12 races counting towards the world driver's championship, he is leading with 37 points. He is teamed with Bruce McLaren for the 1967 Can-Am and will drive a new monocoque McLaren-Chevy. Hulme is married and now lives in London.



Photo by Jack Brady

Photo by Jack Brady



## JOHN SURTEES

Age 33

England's John Surtees is the reigning holder of Canadian-American Challenge Cup and a former world champion in cars and in motorcycles. Before leaving the Ferrari team in mid 1966, he won the GP of Belgium. He then joined Cooper-Maserati and recorded a third, a second, and finally, an outright GP victory in Mexico at the end of the season. Meanwhile, he brought the latest in Lola sports-racing machinery to North America for a try at the six-race Canadian-American Challenge Cup. He won three of the tremendously competitive events to make himself some \$75,000 and to enhance his reputation as one of the world's finest drivers. His Can-Am victories were in the Player's Quebec and the Riverside and Stardust Grand Prix. Surtees is driving Formula One for Honda in 1967 and plans include defense of his Can-Am championship behind the wheel of a new Lola. Surtees is married and lives in the suburbs of London.

Prize money and crowd records were set in the 1967 U. S. Road Racing Championship. The fifth and most successful USRRC season saw \$109,750 in guaranteed prize money. Spectator admissions reached a new high of 171,125 in 1967, 35,000 more than attended the same number of races in 1966.

With eight 1967 races, the average purse was \$13,720. This average guaranteed minimum has grown every year since the USRRC was started in 1963. In 1966, the figure was \$12,443. In addition, the 1967 season attracted \$43,800 in awards posted by American industry contingent upon use of product.

Mark Donohue, Media, Pa., is 1967 Road Racing Champion as a result of winning six of the seven races he entered. The Roger Penske-entered Sunoco Special with Ronohue is estimated to have earned at least \$30,000 in prize money and contingent awards.

The single race Donohue did not win was the Laguna Seca event. Roger, driving a smooth race, had built up a seemingly unsurmountable lead when problems with the Sunoco-Lola's fuel system forced him to pit twice for gasoline. The stops—despite yeoman work by Roger Penske and his crew—dropped Donohue to third place at the finish, behind Lothar Motschenbacher and Mike Goth. The Laguna Seca USRRC, despite the muddy, restricted parking areas and three feet of water in the dry lake caused by the exceptional April rains, was the most successful spring event in the course's history. More than 36,000 attended the three-day charity weekend.

Starting fields in the 1967 USRRC also set records for the number of competitive V-8 powered sports-racing cars on the grids. All but one of the races had 17 or more Lolas, McLarens and McKees starting. These three top makes registered 150 starts in the 1967 USRRC. There was a grand total of 225 starting cars in the series.

In reaching a new high in spectator admissions, the oldest SCCA professional race series recorded an average crowd of

21,400, far surpassing the average reached in each of the previous two years of 17,000. Record USRRC crowds were recorded at three traditional sites, Laguna Seca, Bridgehampton, and Mid-Ohio.

Despite the first class "under-two-liter" cars attracted to the 1967 USRRC, the sheer number of big engined cars almost shut them out from the high finishes they had enjoyed in previous years. As a result only four Porsche drivers earned USRRC points. Two of them co-drove to class victory and fourth overall in the Road America 500, July 30. The three points each earned meant Joe Buzzetta, St. James, N.Y. and Scooter Patrick, Manhattan Beach, Calif., share the designation as 1967 Under 2 Liter Champion.

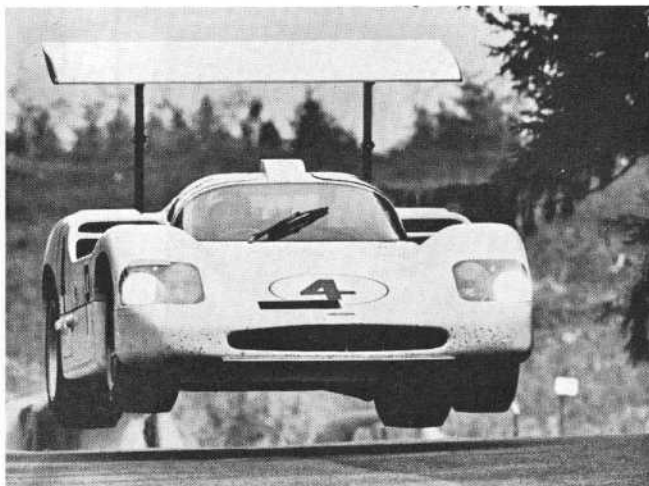
The automobile industry firms supporting the USRRC with contingent awards included the Union and Pure Oil companies, the Good-year and Firestone tire companies, Champion Spark Plug Co. and Bell Toptex helmet manufacturer. In winning the championship Donohue gave Firestone six USRRC victories. Goodyear had Lothar Motschenbacher and Chuck Parsons/Jerry Hansen in the other two races. Champion had all eight winners and Donohue won an additional \$2,000 from the Spark Plug Maker in winning the title. For using a Bell helmet, Donohue won \$500.

1. Mark Donohue	54	15. Joe Buzzetta	3
2. L. Motschenbacher	21	Scooter Patrick	3
3. Sam Posey	17	John Cannon	3
4. Skip Barber	13	18. Moises Solana	2
5. Mike Goth	12	Brett Lunger	2
6. Jerry Hansen	12	Mak Kronn	2
7. Peter Revson	10	Chuck Dietrich	2
8. Don Morin	9	22. Skip Hudson	1
9. Chuck Parsons	9	Jerry Entin	1
10. Skip Scott	9	Charlie Kolb	1
11. Bud Morley	8	Bruce Jennings	1
12. Bill Eve	7	Ted Peterson	1
13. Bob Bondurant	6		
14. Masten Gregory	6		

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FR	5 19
SA	6 20
SO	7 21
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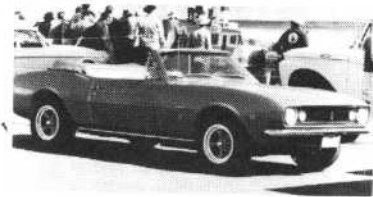
		Laguna Seca		1.9 Mile Course			
Lap Time	Speed (mph)	Lap Time	Speed (mph)	Lap Time	Speed (mph)	Lap Time	Speed (mph)
1:00.0	114.00	1:07.5	101.33	1:15.5	90.60	1:23.5	81.92
1:00.5	113.06	1:08.0	100.59	1:16.0	90.00	1:24.0	81.43
1:01.0	112.13	1:08.5	99.85	1:16.5	89.41	1:24.5	80.95
1:01.5	111.22	1:09.0	99.13	1:17.0	88.83	1:25.0	80.47
1:02.0	110.32	1:09.5	98.42	1:17.5	88.26	1:25.5	80.00
1:02.5	109.44	1:10.0	97.71	1:18.0	87.69	1:26.0	79.54
1:03.0	108.57	1:10.5	97.02	1:18.5	87.13	1:26.5	79.08
1:03.5	107.72	1:11.0	96.34	1:19.0	86.59	1:27.0	78.62
1:04.0	106.88	1:11.5	95.66	1:19.5	86.04	1:27.5	78.17
1:04.5	106.05	1:12.0	95.00	1:20.0	85.50	1:28.0	77.73
1:05.0	105.23	1:12.5	94.34	1:20.5	84.97	1:28.5	77.29
1:05.5	104.43	1:13.0	93.70	1:21.0	84.44	1:29.0	76.85
1:06.0	103.64	1:13.5	93.06	1:21.5	83.93	1:29.5	76.42
1:06.5	102.86	1:14.0	92.43	1:22.0	83.42	1:30.0	76.00
1:07.0	102.09	1:14.5	91.81	1:22.5	82.91		
		1:15.0	91.20	1:23.0	82.41		

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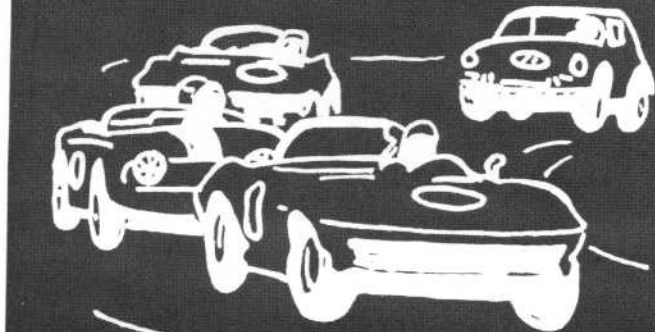
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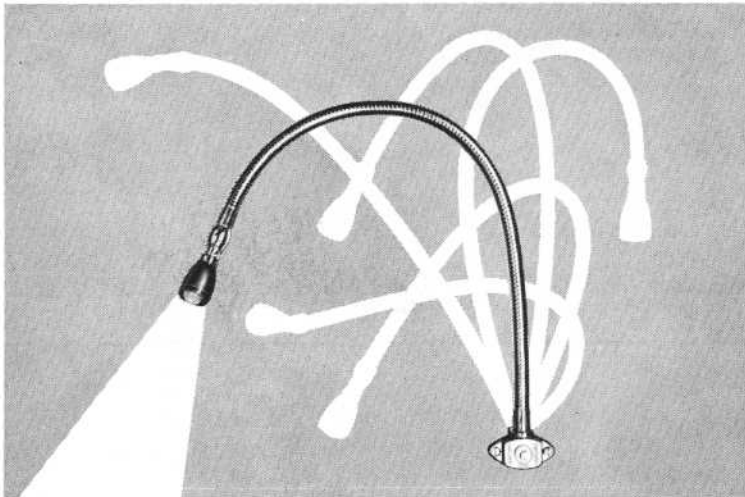
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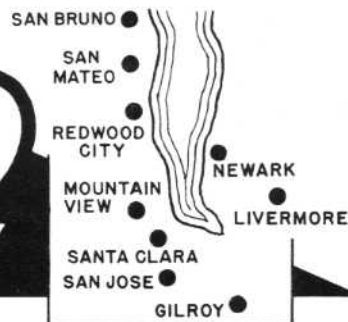


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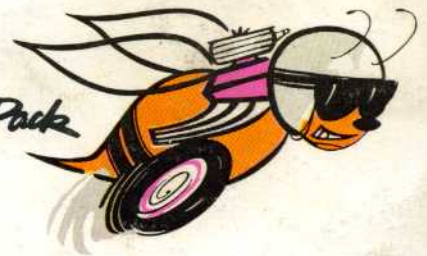
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