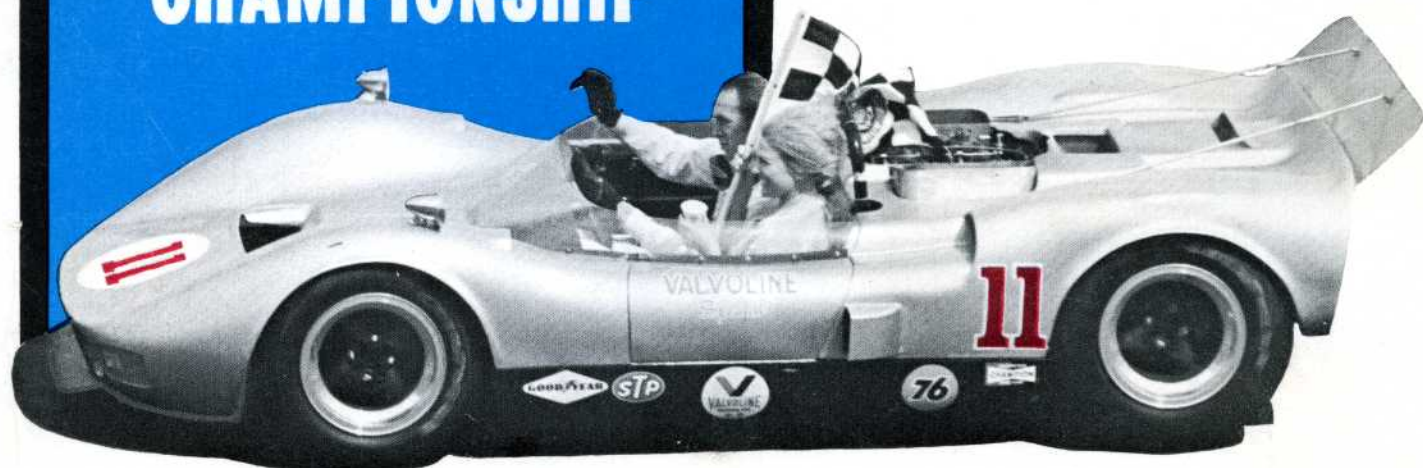


**USRRC**

**UNITED STATES  
ROAD RACING  
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**LAGUNA  
SECA '68**

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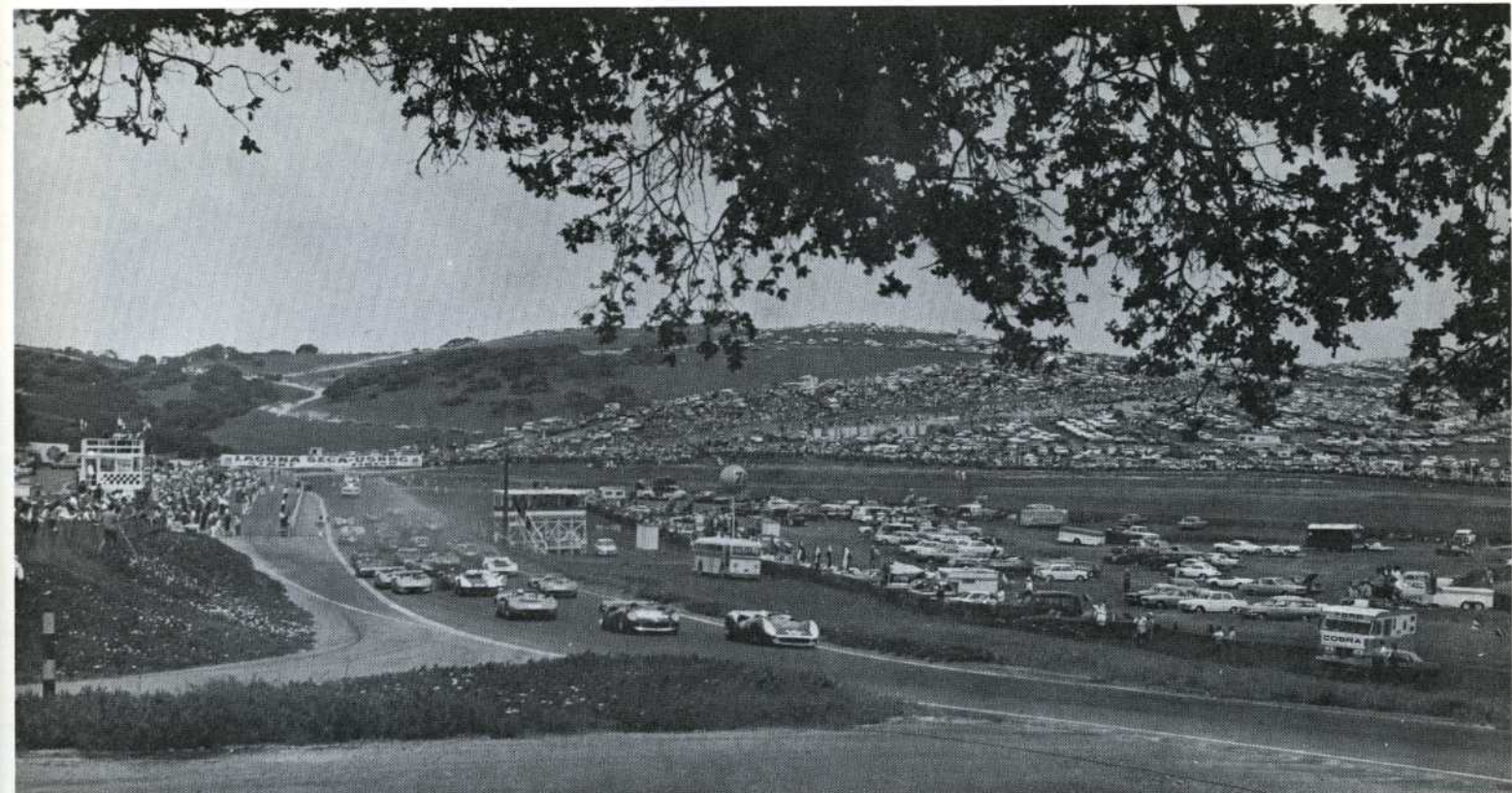
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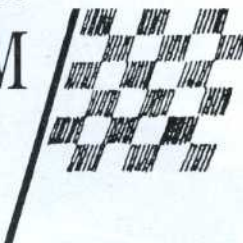
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G. N. Pendleton Photo

# OFFICIAL SOUVENIR PROGRAM



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LITHOGRAPHED BY W. T. LEE PRINTING COMPANY  
 MONTEREY, CALIFORNIA

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To place advertising in the 1968 Monterey Grand Prix (Canadian American Challenge Cup) Program, October 11, 12, 13, 1968, contact Henry Loudenback, SCRAMP, P.O. Box 2078, Monterey, California 93940 (telephone: A/C 408 373-1811). Monterey Grand Prix program circulation is guaranteed in excess of 20,000 copies.

## TABLE OF CONTENTS

Schedule of Events . . . . .	3
Lothar Motschenbacher—Laguna Seca's 1967 USRRC Champ . . . . .	4
President's Page . . . . .	5
Laguna Seca Records and Winners . . . . .	7
Sharon Vaughn — Race Queen . . . . .	8
Amateur Photo Contest . . . . .	9
Races 1, 2 and 3 . . . . .	10
Races 4, 5 and 6 . . . . .	11
SCRAMP Officers and Directors . . . . .	13
1967 USRRC . . . . .	15
Purse and Awards . . . . .	17
USRRC Entries . . . . .	18
Regional Entries . . . . .	19
Pro Sedan Entries . . . . .	20
Lap Time Conversion Chart . . . . .	22
At The Races . . . . .	23
1968 Major Road Racing Schedule . . . . .	24
Map of Laguna Seca — Safety Rules . . . . .	25
Pit Frills . . . . .	26-27
Speed, Action and Thrills . . . . .	29
The Easy Way Home — Traffic Plan . . . . .	32-33
The U.S. Road Racing Championship . . . . .	34
Lap Record Chart . . . . .	36



# Aerodynamic duo



Front: Camaro SS Sport Coupe. Rear: Corvette Sting Ray Coupe.



MARK OF EXCELLENCE

They're two of a kind. The fantastic, low-slung Corvette Sting Ray. And Camaro, The Hugger, the only car that comes even close. In styling, in handling, in performance. Both are aerodynamic from nose to deck, with Astro Ventilation, full door-glass styling, bucket seats, refined suspension and 327-cu.-in. standard V8s. You can order Vettes all the way up to 435 hp in a 427-cu.-in. Turbo-Jet V8. Camaros score almost as high: Cubes — 396, Horses — 325. Corvette's a tough act to follow. Buckle up a Camaro and see what we've done for an encore.

**Camaro**  **Corvette**





Doug Miner Photo

## THE WEEKEND SCHEDULE:

### THURSDAY, MAY 2

7:00-10:30 p.m. Registration, Tech. Inspection  
British Motors of Monterey  
777 Del Monte Blvd.  
Monterey, California



### FRIDAY, MAY 3

7:00- 9:00 a.m. Registration, Inspection at course  
9:30-11:30 a.m. USRRC practice only  
11:30-12:30 p.m. Pro Sedan practice only  
12:30- 1:00 p.m. Lunch Intermission  
1:00- 2:15 p.m. Open regional practice  
2:15- 4:15 p.m. USRRC practice and qualifying  
4:15- 5:15 p.m. Pro Sedan practice and qualifying  
7:00-10:30 p.m. Registration, Inspection  
British Motors of Monterey  
777 Del Monte Blvd.  
Monterey, California

### SATURDAY, MAY 4

7:00- 8:00 a.m. Registration, Inspection at course  
8:00- 8:15 a.m. Drivers meeting, S/F, for Regional Races 1, 2, 3, 4  
8:30- 9:00 a.m. Practice: Regional Race 1  
9:00- 9:30 a.m. Practice: Regional Race 2  
9:45-10:15 a.m. Practice: Regional Race 3  
10:15-10:45 a.m. Practice: Regional Race 4  
11:00-11:30 a.m. Pro Sedan practice and warmup  
11:30-12:15 p.m. Lunch Intermission, Pro Sedan Drivers Meeting  
12:15- 1:15 p.m. USRRC qualifying  
1:30- 2:00 p.m. Regional Race 1  
2:15- 2:45 p.m. Regional Race 2  
3:00- 3:45 p.m. Pro Sedan Race  
4:00- 4:30 p.m. Regional Race 3  
4:45- 5:15 p.m. Regional Race 4

### SUNDAY, MAY 5

7:00- 9:00 a.m. Tech at Course  
8:45- 9:15 a.m. Practice, Regional Race 5  
9:15- 9:45 a.m. Break for spectator entry  
9:45-10:15 a.m. Regional Race 5  
10:15-11:15 a.m. Break for spectator entry  
11:15-11:45 a.m. Practice, Regional Race 6  
11:45-12:30 p.m. USRRC Warm Up Practice  
12:30- 1:15 p.m. Lunch — USRRC Drivers' Meeting  
1:15- 1:45 p.m. Regional Race 6  
1:45- 2:30 p.m. Break  
2:30 p.m. USRRC Pimm's Cup Trophy Race—80 Laps—152 Miles  
4:30 p.m. Victory Ceremony at S/F Victory Circle,  
Award of Pimm's Cup Trophy  
7:30 p.m. Awards Banquet, Mark Thomas Inn



#### ON OUR COVER . . .

Lothar Motschenbacher, Winner of the 1967 Laguna Seca USRRC in his Silver McLaren Chevy.

Cliff Ditzen Photo





## A NEW CAR --- A NEW SEASON . . .

A new No. 11 this year. A faster car, a more developed car. And it is a bright red Gurney-Westlake-Ford powered McLaren 6B. The driver is not so new. He is a driver of fast cars, a master mechanic, a man who understands the basics of race car preparation. His name is Motschenbacher — Lothar Motschenbacher, winner of last year's Laguna Seca USRRC and 2nd ranked SCCA professional driver for 1967.

For more than half his 29 years Motschenbacher has been repairing and building engines. Born in Cologne, Germany, Lothar was ably trained by Mercedes Benz in Stuttgart. He left his home country to come to the United States when he was 19.

Lothar Motschenbacher, a name which can twist the tongue of many a good man, was sure of two things when he came to the United States: he wanted to work on engines and he wanted to race. The industrious and handsome German opened his own Mercedes repair shop in Van Nuys in 1961. A year later Motschenbacher started racing and still maintained his repair shop.

From 1962 to 1965, he developed his skills and compiled a total of 32 wins. During this period he graduated from Formula Juniors to an A Production Cobra. He then began driving a Cooper

that was to carry him into the professional circuit. In August of 1966, Lothar closed his repair shop to devote all his efforts and energy to racing. In January 1967, he formed Motschenbacher Racing Enterprises.

Lothar Mtschenbacher, a man whose skills and determination were until recently relatively unknown, knows the feeling of defeat and the frustration of mechanical failures, as does any professional driver. When he bought his first McLaren in January of 1966, as always, he did the mechanical work himself. Plagued by bad luck in 1966, Nickey Chevrolet and Dan Blocker Motor Racing helped Lothar finish the season. In winning the Mid-Ohio United States Road Racing Championship he finished the 1966 season 4th place in points.

Devotion, sportsmanship and an even disposition have made Lothar one of the true professionals in road racing. This was amplified at the SCCA Convention in February 1967 when Mtschenbacher received the Tim Mayer Award for the most outstanding, promising driver of 1966. Mtschenbacher, who was married in 1965, has an able and enthusiastic supporter in his wife Marilyn, with whom he resides in Beverly Hills.



# LAGUNA SECA USRRC



LES GOLDING  
SCRAMP President



AL BRIZARD  
Regional Executive

## Welcome

The Officers and Board of Directors of SCRAMP join with me in welcoming you to Laguna Seca and the 6th annual U.S. Road Racing Championships. This is the 22nd weekend of racing on this world-famed road course. The first was back in November, 1957 when Pete Lovely of Seattle won the 100-mile feature race at an average speed of 80.2 mph.

During the past ten years SCRAMP not only has presented the finest in sports car race programs but also has — from proceeds of the races — contributed more than \$500,000 to Monterey Peninsula charitable organizations.

Our plans for the next ten years continue toward our three basic goals: We will present the very finest racing events possible; we will contribute net proceeds from the races to local charities; and we also will improve Laguna Seca for safety, efficiency, and better spectator facilities. To this end we have planned more major improvements for this summer, hopefully to be completed in time for the 1968 Monterey Grand Prix on October 11, 12 and 13.

Thanks from all of us to all of you . . . SCCA officials, drivers, crews, workers, car sponsors and most of all, our loyal and avid fans. You each have helped us make Laguna Seca possible!

LES GOLDING  
President, SCRAMP

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MGB lets you escape from dull driving. Read how.



Boredom evaporates the minute you settle into those foam-padded bucket seats of genuine English leather. A twist of the key brings the race-proven 1798cc engine to eager life. Slip the short-throw stick into first, (it's synchronized now), and head for the most challenging stretch of road you know.

The MGB's heavy-duty suspension is designed to arrow down the longest straight and hold the road through all manner of curves, from high-speed

sweepers to low-gear hairpins. Just think of the extra margin of safety this sophisticated handling can provide on any road you drive.

The MGB's dual braking system with disc brakes up front is capable of stopping the car time and time again—without swerve, nosedive or fade. Comforting to know if you drive in heavy traffic or through areas where children play.

Even the MGB's aerodynamic, wind-cheating body is functional. Aside from

looking attractive, it means quieter running with less wind noise, and greater fuel economy.

Comfort? The MGB is snug and warm in any weather. Roll-up windows, a tight-fitting top, and an effective heater/defroster make sure of it. And there's plenty of room in that lockable trunk.

Escape from dull driving in the MGB Mk. II



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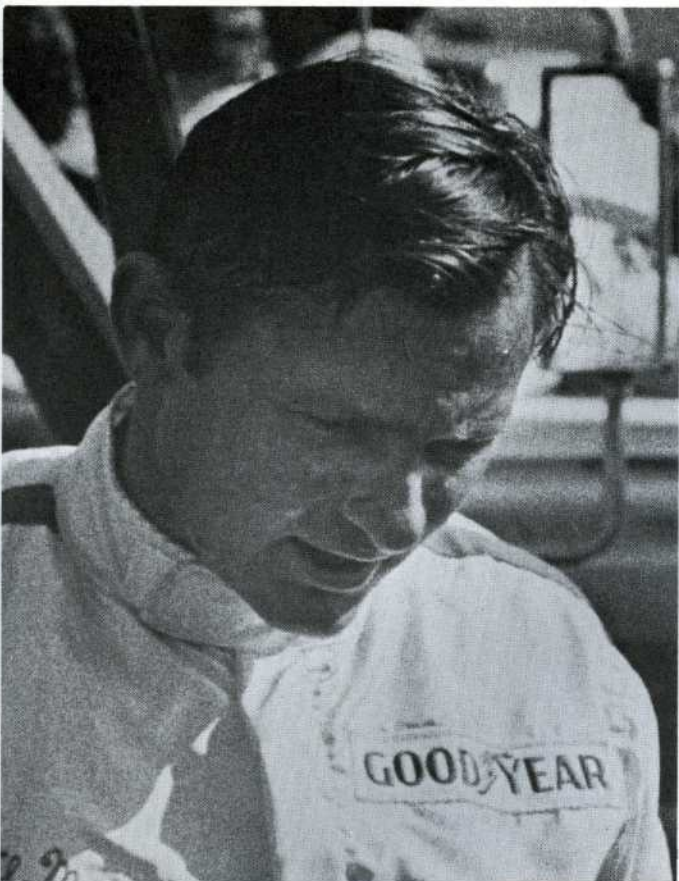
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(415) 254-2214

MONTEREY  
777 Del Monte Ave.  
(408) 373-3041





Doug Miner Photo

# 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 litres, 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 litres, 101.76 miles (53 laps) at average speed of 88.494 mph; Scooter Patrick (Porsche 904) first under 2 litres.

**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 (Nicky 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.

**1967 MONTEREY GRAND PRIX (October):** Bruce McLaren (McLaren M6A Chev.) winner, average speed 200 miles at 101.61 mph; Fastest lap of 1:04.75 mph. Second: Mike Goth. Third: Mark Donohue. Scooter Patrick won in the first Ken Miles Memorial in a Porsche 906 averaging 94.7 mph.





## QUEEN SHARON

Exciting Sharon Vaughn, this year's Race Queen for Laguna Seca's United States Road Racing Championship, is a former Miss Rhinegold and the daughter of John and Wilma Vaughn from LeGrange, Missouri. She is a graduate of the University of Washington as well as the Juilliard School of Music, and received her formal training from the American Theatre Wing and the Berghof Studio in New York.

Sharon, who made her Broadway stage debut in "Funny Girl" is, in press agent's parlance, very up and coming.

In the span of a few short years, she has made over 180 Radio and Television appearances in shows such as "Get Smart," "Hey Landlord," "Rat Patrol" and "Flying Nun." On the Summer Stock circuit she starred in "Barefoot in the Park," "Sunday in New York" and "Catch Me if You Can."

A vibrant, lively girl, Sharon's quick tempo for living fits naturally into the car racing scene, coupled with the fact that she always has thrilled to the excitement of race car competition.

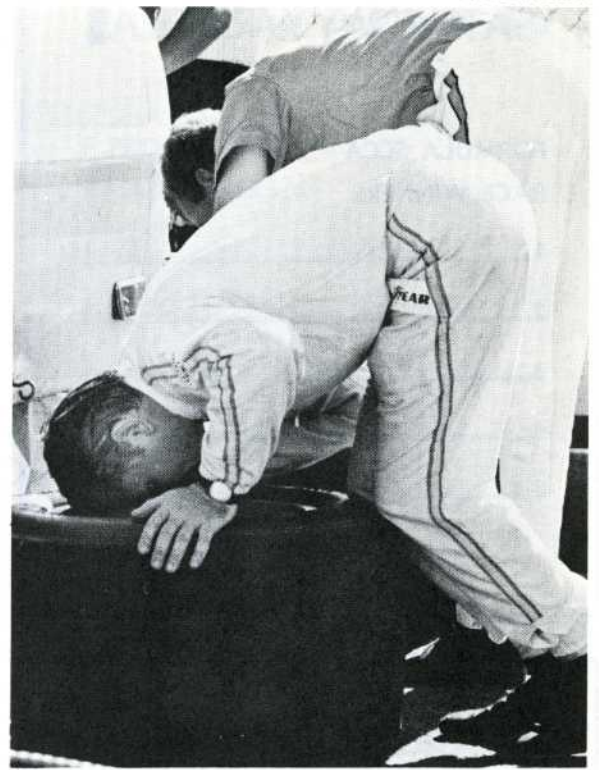
Look for her in the new Columbia picture with Barbra Steisand in "Funny Girl."







JOHN D. MONROE

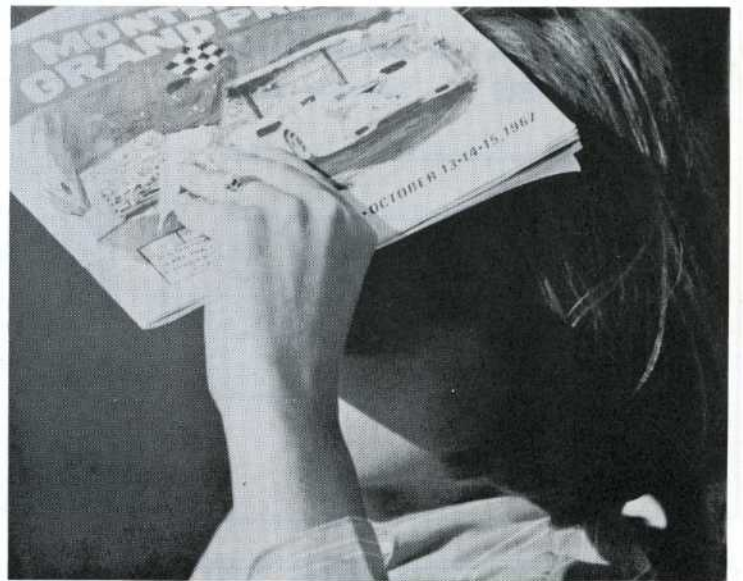


J. BROWN



## PRIZE WINNING PHOTOS

BILL DINKLEMAN



### LAGUNA SECA USRRC PHOTO CONTEST

Four categories again comprise the 1968 contest. All photos must be of action, people or cars at the 1968 Laguna Seca USRRC May 3, 4, 5. **RACE ACTION** — **RACE HUMOR** — **RACE BEAUTY (S)** — **COLOR PHOTO**. Each winner receives a pair of pit passes for the Monterey Grand Prix October 11, 12, 13, 1968. The rules 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 8x10 inch glossy prints for black and white. Color can be 5x7 or 8x10 inch prints. All entries must have photographer's name and city on back of each print.
3. Mail as many entries as you wish to: SCRAMP, Box 2078, Monterey, California 93940. The deadline is June 15, 1968.
4. All entries will be retained by SCRAMP for possible future use. Photo credits will be given for those used.
5. Winners will be announced about July 15, 1968 and prizes will be mailed to winners about October 1, 1968.

These great photos by Dave Allen, J. Brown, Bill Dinkleman and John D. Monroe were made at the Monterey Grand Prix for the Canadian American Challenge Cup last fall. SCRAMP judges were hard put to choose from the hundreds of entries, so the winners can feel proud of their accomplishments.

**RACE HUMOR** — Bruce McLaren, the eventual winner, in a pre-race ceremony calculated to bring victory (?). Photo by DAVE ALLEN, Pacific Grove, California.

**RACE ACTION**—Turn Nine, complete with hundreds of race fans and thundering Group 7 cars. Photo by J. BROWN, Atherton, California.

**RACE BEAUTY** — Curve 36-24-36 at Laguna Seca. Photo by JOHN D. MONROE.

**COLOR** — You can't tell the drivers without a program . . . and they have other uses, too! In full vibrant color, this photo was the most interesting in composition and subject matter. Photo by BILL DINKLEMAN, Gilroy, California.

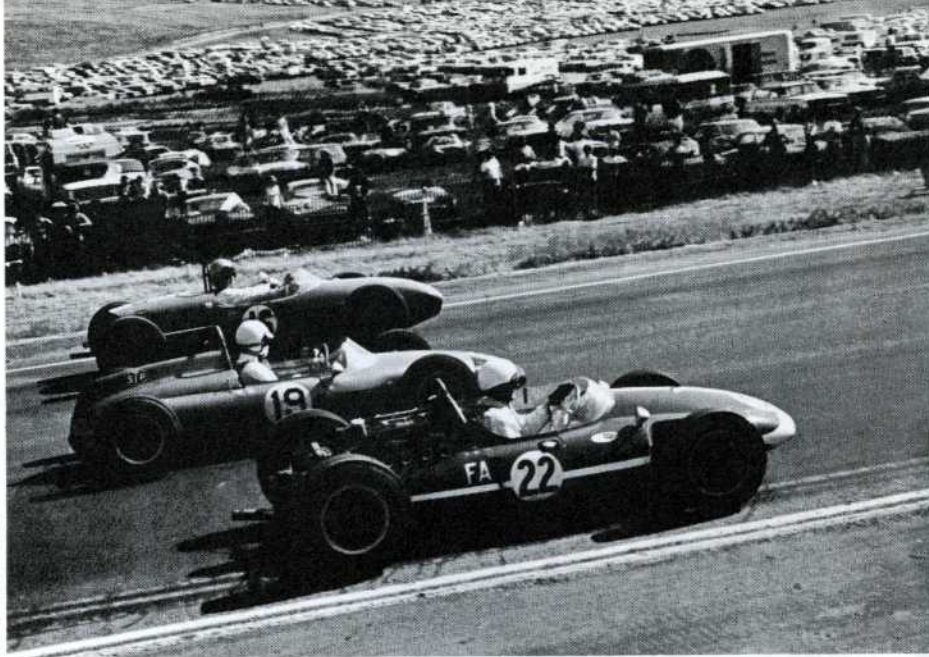


# SATURDAY - RACE 1

FORMULA SCCA  
RACE WINNERS

1. \_\_\_\_\_
2. \_\_\_\_\_
3. \_\_\_\_\_
4. \_\_\_\_\_
5. \_\_\_\_\_

Doug Miner Photo



# SATURDAY - RACE 2

G, H PROD., S/R, C, D SEDANS  
RACE WINNERS

1. \_\_\_\_\_
2. \_\_\_\_\_
3. \_\_\_\_\_
4. \_\_\_\_\_
5. \_\_\_\_\_

Doug Miner Photo



# SATURDAY - RACE 3

E PROD., A, B SEDANS  
RACE WINNERS

1. \_\_\_\_\_
2. \_\_\_\_\_
3. \_\_\_\_\_
4. \_\_\_\_\_
5. \_\_\_\_\_

C. Cornett Photo





# SATURDAY - RACE 4

F PROD., C S/R  
RACE WINNERS

- 1. \_\_\_\_\_
- 2. \_\_\_\_\_
- 3. \_\_\_\_\_
- 4. \_\_\_\_\_
- 5. \_\_\_\_\_

Doug Miner Photo

# SUNDAY - RACE 5

FORMULA VEE  
RACE WINNERS

- 1. \_\_\_\_\_
- 2. \_\_\_\_\_
- 3. \_\_\_\_\_
- 4. \_\_\_\_\_
- 5. \_\_\_\_\_

Doug Miner Photo

# SUNDAY - RACE 6

A B C D PROD., A B S/R  
RACE WINNERS

- 1. \_\_\_\_\_
- 2. \_\_\_\_\_
- 3. \_\_\_\_\_
- 4. \_\_\_\_\_
- 5. \_\_\_\_\_

Dave Allen Photo





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THE NEW *HOLIDAY INN OF AMERICA* . . . located just minutes from downtown Carmel . . . has 165 elegantly furnished guest rooms. All have oversized beds, radio and TV, direct-dial phones, and individually controlled air-conditioning and heat. There are also "his" and "her" sauna baths and a heated pool. Ice-maker and soft drink machines are on each floor. Convention and banquet facilities for up to 500 persons are available. Excellent meals are served from 7 AM to 11 PM in the Serra Room where you can choose from one of the Peninsula's most complete menus at reasonable prices . . . cocktails in the beautiful Fandango Room, with entertainment nightly (except Sunday and Monday.)

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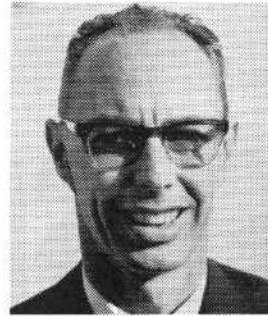
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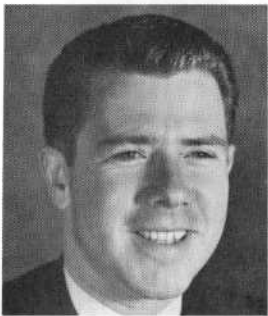
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Charles Lunt, Souvenirs

## SCRAMP DIRECTORS AND OFFICERS

The Sports Car Racing Association of the Monterey Peninsula, better known as SCRAMP, has just completed ten years of dedicated service to the Monterey Peninsula community. During this period its officers and directors have managed its affairs so well that more than \$500,000 has been contributed to local charitable organizations from the net proceeds of sports car races sponsored at the world acclaimed Laguna Seca road course.

The men who make up SCRAMP'S Executive Committee and Board of Directors are a cross-section of the Monterey Peninsula business community. All of them donate their time, energy and talent in order to make the USRRC and the Monterey Grand Prix the great successes they have been. Les Golding, SCRAMP President, is general manager of the Del Monte Glass Co. Don Wester, Vice President, operates Wester Motors with his brother, Jim.

Frank Adams, Secretary, one of the original members of the Board, is Director of the Monterey USO.

Other members of the SCRAMP Executive Committee, which is composed of the Officers and the Chairmen of the 12 standing Committees, include Charles Shirley, Treasurer, and Ed Magner, Military Liaison, both of whom are in the insurance business. O. J. (Jim) Plummer, Jr., Past President runs Monarch Aviation, a large retail top store, and a moving and storage business. Ed Cassidy, Concessions; is in the mortgage investment business, while Doug Brantley, Crowd Control, is in the title insurance field. Bill Curtis, SCRAMP'S Legal Chairman, is a prominent Monterey attorney and a member of the Monterey City Council. Ted Durein, Public Relations Chairman, is Managing Editor of the Monterey Peninsula Herald. Automobile dealers are prominent in SCRAMP work, too, with Wester, Jack Flaherty and Pete Hatton handling Porsche/Volkswagen, British Motors and Ford products, respectively. Admissions chairman Dick Rotter is superintendent of Herald Printers and Publishers. Charles Lunt, Souvenir chairman, is a savings and loan company official. Cliff Ferris, responsible for planning and coordinating Traffic and Police activities at Laguna Seca, is an engineer for PG&E and Ted Neth, Monterey County Deputy Assessor is Program chairman.

Members at large on the Board of Directors are Fred Duffie, optometrist; Gordon Eyre, CPA; Bob Sherry, owner of radio station KIDD; Dan Tibbitts, stock broker; Kevin Walsh, real estate and investments; Bob Quinn, medical group business manager; Ken Heiland, magazine distributor, and Thomas Craig, president, Monterey Peninsula Chamber of Commerce.

SCRAMP's three salaried employees are: Henry G. "Hank" Loudenback, Business Manager; Vic Messinger, Course Superintendent; and Mrs. Kathryn Short, office secretary.



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**PORSCHE  
WINS 1<sup>st</sup> AND 2<sup>nd</sup>  
OVERALL**

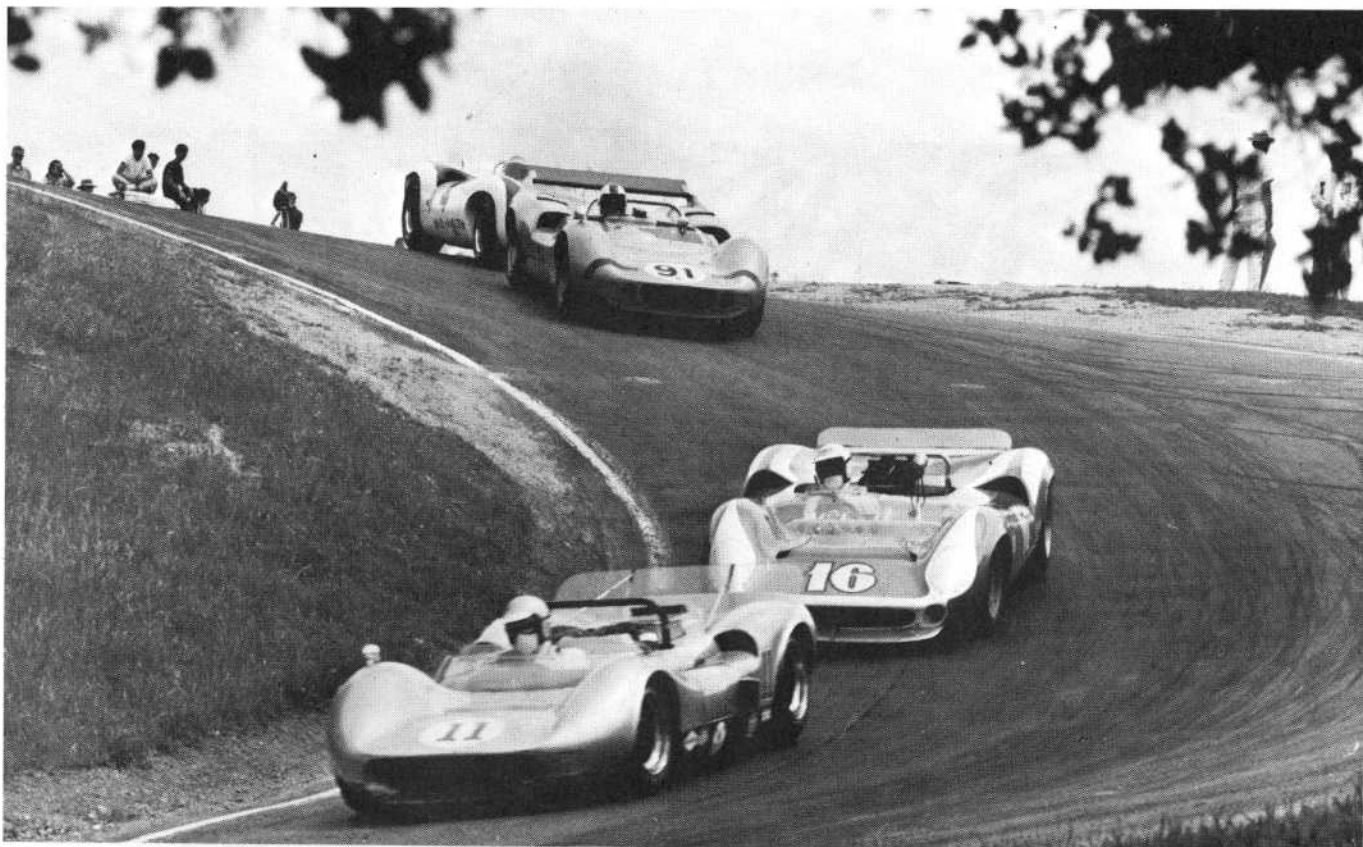
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**SEBRING  
12 HOURS  
MARCH 23, 1968**



FOR A TEST DRIVE SEE YOUR LOCAL PORSCHE DEALER





Motschenbacher leads Follmer, Scott, and Goth at Laguna Seca. Motschenbacher took the win, followed by Goth.

# Laguna Seca USRRC

It was the slowest race in several years at Laguna Seca, but it delayed Mark Donohue's quest for a championship.

Lothar Motschenbacher, all alone in second place much of the race, was hoping for a failure on Donohue's Lola. And it happened with sixteen laps to go — fuel-feed problems caused him to pit for more gas. From there it was an easy victory for Motschenbacher, finishing more than a lap ahead of second-place Mike Goth.

George Follmer was fast qualifier once again. But, when the starting flag fell, Donohue out-accelerated the front-row starters, Follmer and Motschenbacher, to take a long early advantage. Follmer later stopped for fifteen laps to correct a leaking gas line and finished in last place.

Behind Motschenbacher, a fierce battle raged between Goth, John Cannon, Masten Gregory, Jay Hills, and Frank Matich.

The Dana team of Bob Bondurant and Peter Revson were out early with mechanical troubles and defending USRRC champion Chuck Parsons had problems with his fuel-injected engine.

Australian champion Frank Matich was doing an impressive job with his Matich-Olds, a four-liter racer, and was running third late in the race when he was forced to stop with faulty ignition.

Fred Baker won the under-two-liter class in the same car Charlie Kolb drove to victory at Las Vegas. Baker inherited the lead on lap eight when Scooter Patrick's car had brake failure.

Laguna was the first of the USRRC tracks to attract a lot of spectators, breathing new life into a series many felt was a dying pigeon.

## LAGUNA SECA USRRC

Date: May 7, 1967  
Course: 1.9 miles

Site: Laguna Seca Raceways, Monterey, California  
Race distance: 84 laps, 159.6 miles

Pos.	Driver	Car	Class	Qual. Time	Qual. Speed	Start Pos.	Laps
1.	Lothar Motschenbacher	McLaren-Chevy	0-2	1:07.0	102.09	2	84
2.	Mike Goth	Lola-Chevy	0-2	1:08.0	100.59	7	83
3.	Mark Donohue	Lola-Chevy	0-2	1:07.2	101.79	3	83
4.	John Cannon	McLaren-Chevy	0-2	—	—	11	83
5.	Skip Barber	McLaren-Chevy	0-2	—	—	19	81
6.	Bill Eve	Lola-Chevy	0-2	—	—	24	80
7.	Stan Burnett	Burnett-Chevy	0-2	—	—	22	80
8.	Frank Matich	Matich-Olds	0-2	—	—	10	79
9.	Bud Morley	McLaren-Chevy	0-2	1:09.9	97.85	16	79
10.	Pierre Phillips	Lola-Chevy	0-2	—	—	18	79
11.	Chuck Parsons	McLaren-Chevy	0-2	1:09.4	98.56	14	78
12.	Fred Baker	Porsche 906	U-2	1:14.5	91.81	26	78
13.	John Morton	Lotus-Porsche	U-2	—	—	29	77
14.	Ed Bowman	Elva-Porsche	U-2	1:16.9	88.95	28	76
15.	Ed Leslie	Lotus 23	U-2	1:13.8	92.86	25	76
16.	Skip Scott	McLaren-Ford	0-2	—	—	5	72
17.	George Follmer	Lola-Chevy	0-2	1:06.2	103.32	1	70
<b>DID NOT FINISH</b>							
18.	Jay Hills	McLaren-Chevy	0-2	—	—	15	79
19.	Paul Reinhart	Genie-Chevy	0-2	1:16.7	89.18	27	49
20.	Jerry Entin	McLaren-Chevy	0-2	—	—	9	48
21.	Sam Posey	McLaren-Chevy	0-2	1:08.0	100.59	6	40
22.	Bob Bondurant	McLaren-Chevy	0-2	1:08.1	100.44	8	36
23.	Bob Jones	Porsche RSK	U-2	1:23.7	81.53	30	31
24.	Ralph Salyer	McKee-Olds	0-2	1:12.0	95.00	20	28
25.	Peter Revson	McLaren-Chevy	0-2	1:07.2	101.79	4	27
26.	Charlie Kolb	Lola-Chevy	0-2	1:09.0	99.13	13	23
27.	Masten Gregory	McLaren-Chevy	0-2	1:08.3	100.15	12	13
28.	Jerry Titus	Piper-Buick	0-2	1:12.3	94.60	21	28
29.	Scooter Patrick	Porsche 906	U-2	1:12.6	94.21	23	8
30.	Bill Amick	McLaren-Chevy	0-2	1:10.2	97.44	17	0

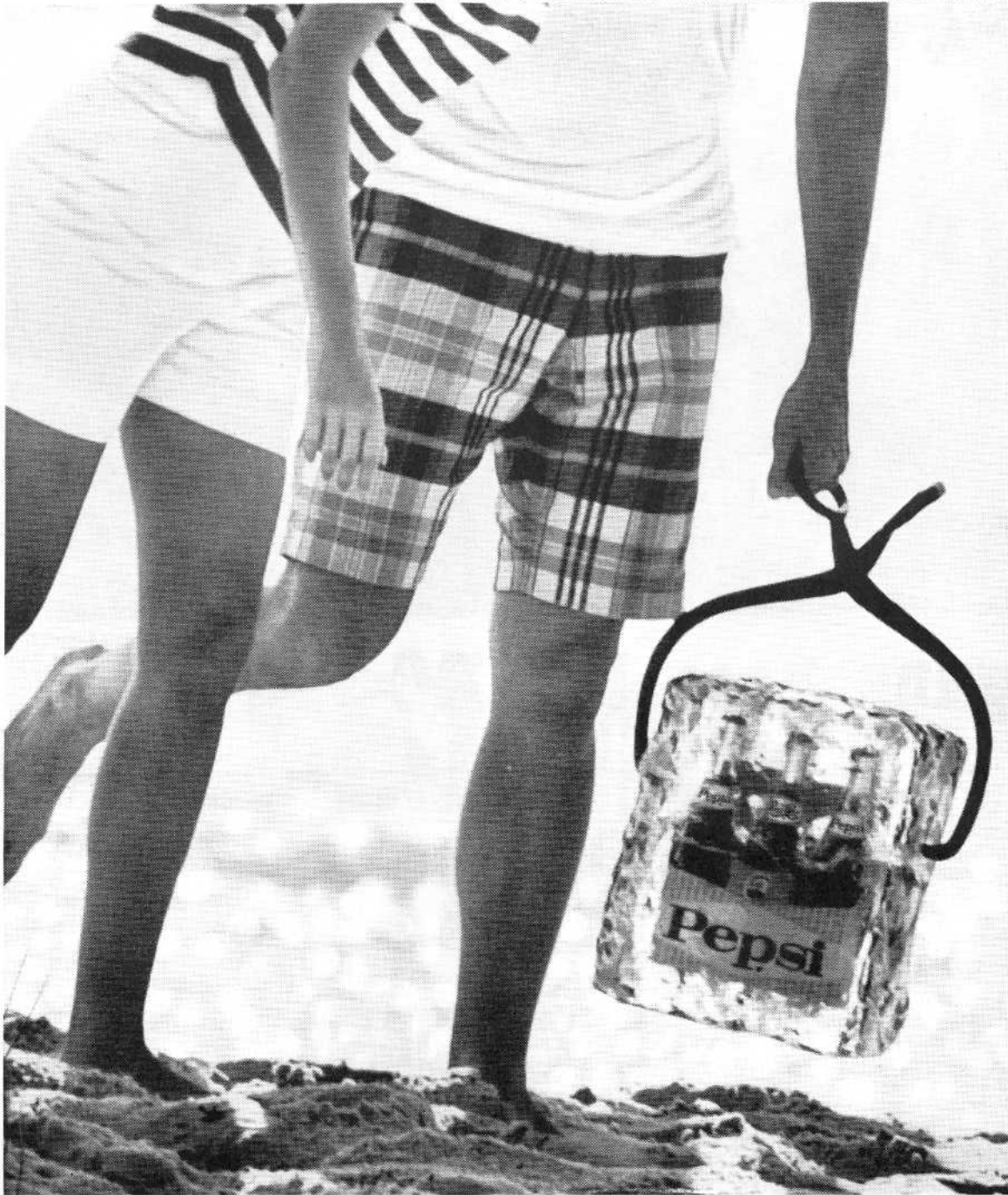
Race time: 1 hr., 44 mins., 31 secs.

Winner's average speed: 91.6 mph.

Fastest race lap: Lothar Motschenbacher, 1:07.69 (101.05 mph).

Lap leaders: Mark Donohue 1-67; Lothar Motschenbacher 68-84.





## **Pepsi-Cola cold beats any cola cold!**

Drink Pepsi cold—the colder the better. Pepsi-Cola's taste was created for the cold. That special Pepsi taste comes alive in the cold. Drenching, quenching taste that never gives out before your thirst gives in. Pepsi pours it on!



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



# *Sixth Annual* **LAGUNA SECA** **U. S. ROAD RACING CHAMPIONSHIPS**

**Guaranteed Purse -- \$22,500**

**Other Awards -- \$8,800**

**GRAND TOTAL PRIZE MONEY -- \$31,300**

## LAGUNA SECA USRRC PRIZE MONEY DISTRIBUTION

Position	Firestone	Goodyear	Champion	Union	Valvoline	Pimm's Cup	Total
1	\$4,000	\$800	\$800	\$800	\$500	\$500	\$7,100
2	3,000	400	400	400	200		4,000
3	2,200	300	300	300	100		2,900
4	1,700						1,700
5	1,500						1,500
6	1,300						1,300
7	1,100						1,100
8	900						900
9	750						750
10	600						600
11	450						450
12	300						300
13	200						200
14	100						100
15	100						100
16	100						100
17	100						100
18 - 32	\$50 each					each	50

### USRRC QUALIFYING AWARDS

1st \$500  
2nd 250  
3rd 100

**SEDAN RACE: \$3,000**

### USRRC TOTALS

Race Purse . . . . .	\$19,650
Qualifying . . . . .	850
Driver Point Fund . . . . .	2,000
Manufacturers' . . . . .	5,800
<b>Total USRRC . . . . .</b>	<b>\$28,300</b>

Manufacturers' awards are contingent on use of their products by the entrant who otherwise qualifies for the award. Laguna Seca USRRC Manufacturers sponsoring prize money are:

**CHAMPION SPARK PLUG COMPANY**  
**FIRESTONE TIRE AND RUBBER COMPANY**  
**GOODYEAR TIRE AND RUBBER COMPANY**  
**UNION OIL COMPANY**  
**VALVOLINE OIL COMPANY**



# 1968 USRRC ENTRIES

CAR NO.	DRIVER	ENTRANT	CAR	COLOR	ENGINE	DISPLACEMENT
1	SAM POSEY, Conn.	Autodynamics Corp.	Caldwell	White	Chevrolet	6000cc
6	MARK DONOHUE, Penn.	Penske Racing	McLaren	Blue	Chevrolet	6997cc
7	JACK MILLIKAN, Calif.	George Hollinger	Lola T-70	Red	Chevrolet	6000cc
8	ED LESLIE, Monterey	Ernie Gravelle	Lotus 23	Blue	Lotus Twin-Cam Ford	1840cc
9	BILL YOUNG, Calif.	Bill Young	Lola	Yellow	Chevrolet	6000cc
10	CHUCK PARSONS, Pebble Beach	Carl Haas Racing	Lola Mk3	Orange/Blue	Bartz-Chevrolet	6000cc
11	LOTHAR MOTSCHENBACHER, Cal.	Motschenbacher Racing	McLaren Mk6B	Red	Gurney-Westlake Ford	6200cc
12	JERRY ENTIN, Calif.	Entin Bros. Racing	Lola Mk3	Blue	Chevrolet	6500cc
14	BUD MORLEY, Colo.	Morley Racing	Lola Mk3	White/Red	Traco-Chevrolet	6000cc
16	WM. LEONHEART, San Carlos	Wm. Leonheart	ASR Special	White	Chevrolet	6997cc
17	MERLE BRENNAN, Nev.	Merle Brennan	Super Genie	White	Chevrolet	5400cc
18	KENNETH HAZLETT, Berkeley	Kenneth Hazlett	Le Grand Kk IV	Red/White	Alfa Romeo	1600cc
21	JIM PAUL, Calif.	Jim Paul	McLaren	Red	Chevrolet	6000cc
26	SKIP SCOTT, Penn.	Carl Haas Racing	Lola Mk3	Orange/Blue	Bartz-Chevrolet	6000cc
36	SWEDE SAVAGE, Calif.	All American Racers	Lola Mk3	Blue	Gurney-Westlake Ford	6200cc
37	GEORGE HOLLINGER, Calif.	Sports/Racing Pacific	Lola Mk2	Blue	Chevrolet	5960cc
38	RONNIE HERRERA, Calif.	Ron Herrera	McLaren	Silver	Chevrolet	6000cc
52	PETER REVSON, N. Y.	Shelby Racing Co.	Lola Mk2	Red	Shelby Ford	6200cc
60	DON WESTER, Monterey	Otto Zipper	Bardahl Porsche	Blue	Porsche	1991cc
62	JOHN CANNON, Calif.	H. S. Murphy	McLaren Mk2	Red	Chevrolet	6000cc
64	STAN BURNETT, Wash.	Williams & Swanson	Burnett	Orange	Chevrolet	5700cc
66	JIM HALL, Texas	Chaparral Cars	Chaparral	White	Chevrolet	6997cc
71	BOB WEST, Calif.	Bob West	McLaren	Red	Chevrolet	5400cc
75	MILES GUPTON, Calif.	Miles Gupton	Platypus	Green	Oldsmobile	3500cc
76	TONY SETTEMBER, Calif.	Webster Racing	Lola Mk2	Black	Chevrolet	6000cc
77	LEONARD JANKE, Neb.	Janke Auto Co.	McLaren Elva	Orange	Bartz-Chevrolet	6000cc
81	JAY HILLS, Calif.	Jay Hills	McLaren Elva	Silver/Black	Chevrolet	6000cc
91	DOUG HOOPER, Calif.	Doug Hooper	McLaren	Red	Chevrolet	6000cc
98	GEORGE EATON, Ont. Can.	George Eaton Racing	McLaren	Red/White	Gurney-Westlake Ford	5000cc
99	MOISES SOLANA, Mexico	Aztec Racing	McLaren Mk6B	Gold/Green	Traco-Chevrolet	6000cc

"Look For Our Blue VW Panel Truck In The Pits  
With All Emergency Equipment And Goodies."



36 S. Chester, Pasadena, Calif.  
Phone (213) 681-5681

**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.



# REGIONAL RACE ENTRIES

Car No.	Color	Car	Driver	Car No.	Color	Car	Driver	Car No.	Color	Car	Driver				
<b>RACE 1 — FORMULA SCCA</b>															
5	Red	Cooper-Ford	G. Pridmore	66	White/Red	Mustang	Mary Ellen Wilkins	7	Red	Vanguard	Bob Brown				
6	Gold/Red	Lotus Ford	Lou Pavesi	11	Red/Black	Camaro	John Silva	8	Yellow/Red	Crusader	Jerry Demele				
9	White	Brabham	Dick Smothers									9	Green	Nadir	R. C. Houchins
10	Black	Skryker MK1	Dave Hemminger									11	Bronze	Crusader	Bob Klingler
12	Red	Bourgeault	John Kuenzli									12	White/Blue	Crusader	Rick Hilgers
19	White	Brabham	Jon Milledge									18	Blue	Beach	Dick Hayes
22	Blue/Wht.	Cooper-Ferrari	Walt Mathewson									22	Red	Autodynamic	Gus Skarakis
23	Orange/White	Lotus	Al Norman									30	Green	Da Mic MY 1	Dave Dennis
24	Gold/Black	Cooper	Terry Allard									33	Yellow	Crusader	Walter Howard
26	Blue/Silver	Lotus	Stan Peterson									41	Silver/Blue	Autodynamic	A. A. Chofre
27	Orange	Lotus	P. Sutherland									48	Red	Autodynamic	Paul Johnson
28	White	Bourgeault	Jerry Lewis									51	White	Vanguard	Howard Hatch
31	Dk. Green	Brabham	Steve Pfeifer									53	Pink	Crusader	Harriet Gittings
35	Red	B.M.C. MK 1	Courtney Rood									61	Yellow	F/Vee Special	Carl Bengtson
36	Yellow	B.M.C. MK 11	H. T. Waller									62	Silver	Autodynamic	Norm Babcock
39	White/Orange	B.M.C. MK 1	Leo Lockrem									63	Blue	Crusader	Joe Van Pelt
41	Red	Le Grand	G. Klose									65	Orange	Burrito	Chuck Favre
43	Green	Lotus	Frank Bramante									68	Orange/Wht.	Zink	David Acker
51	Black	Stanguellini	Don Inferrera									83	White/Org.	Crusader Special	Fritz Deuming
52	Yellow	Lotus	Dan Davis									86	Red	Lynx MK II	Jim Herlinger
67	Aluminum	Cooper-Alfa	Ivan Zembra									88	Green	Autodynamic	Terry Gough
87	Aluminum	Robin 1	J. N. Hohenshelt									94	Red/White	Crusader	Wes Earl
99	Purple	Spectre HR-1	Ron Grable									<b>A SPORTS RACING</b>			
<b>D SPORTS RACING</b>															
11	Blue	Elva/Saab	Ole Anderson									1	Red	Ferrari	David Love
22	Green	Lotus	Barrett Wilmes									6	Blue/White	Corvette '60	Jim Smith
75	Red/Silver	Short Ribs	Jerry Pacheco									22	Red	Maserati	George West
7	Black	Sunbeam	Dave McCartney									35	Yellow	Special	Doug Williams
77	Lime	Dolphin	Jack Smith									<b>B SPORTS RACING</b>			
8	Yellow/Black	LeGrand Fiat	D. Scarborough									26	White/Red	Belchfire	Charles Fye
94	White	LeGrand PBS	Bob Fox									33	Yellow	Chevron	Chris Stewart
<b>D SEDAN</b>															
17	Blue	Sunbeam-Imp	John Stapleton									15	White	MacLaren MKI	Richard Hocking
88	Blue	Mini Cooper	Jim Moffatt									39	Persimmon	Elva MK 7	Peter Young
<b>G PRODUCTION</b>															
38	Red	TR Spitfire	Tom McCarthy									73	Yellow	Empi/Crusader	Jerry Demele
51	Blue	Austin-Healy	P. T. LeMunyon									88	Orange	Genie MK 7	Don Cummins
53	---	TR Spitfire	Marshall Meyer									98	Blue	Lotus Special	Ed Leslie
54	Maroon/Gold	TR Spitfire	Derrick Quon									<b>A PRODUCTION</b>			
55	Green	TR Spitfire	Don Devendorf									2	Black	Cobra 427	Dick Terrell
66	Blue	A/H Sprite	Bill Haener									11	White	Corvette	Bob Kerr
74	Red	TR Spitfire	Bud Harrington									<b>B PRODUCTION</b>			
<b>H PRODUCTION</b>															
1	---	Sprite MK 1	Dave Smith									17	Blue/Silver	Shelby GT350	Dick Gamboni
16	Purple	Sprite MK 1	Dick Nissotti									27	Blue	Corv/Stingray	Rich Sloma
34	White	A/H Sprite	Harry James									35	Black	Corvette 1957	Doug Williams
58	Orange	Sprite MK 1	Leo Lockrem									38	Blue/White	Corvette	John Treder
76	Blue	Sprite MK 11	Tom McLeod									40	White/Blue	Must. GT350	Dick Carter
80	Turquoise	Sprite MK 1	Al Larrus									43	Red	Corvette	Bob Dye
81	Orange	Fiat Abarth	Dave Silver									46	Silver	Stingray	Bill McKee
84	White/Org.	A/H Sprite	Bill Castagnaro									47	Yellow	Corvette	Jim Jensen
85	Gold	A/H Sprite	Gary Steele									<b>C PRODUCTION</b>			
87	Yellow	BMC Sprite	Jim Serniuk									99	Green	Porsche	Ron Grable
89	Blue/White	A/H Sprite	Dave Parkhurst									<b>D PRODUCTION</b>			
91	Blue	Sprite MK 1	George Granter									14	Blue/White	A/H 1006	Charles Morrison
93	Red	A/H Sprite	Marcus Nilson									4	Black	Lotus Super 7	Thomas Kornell
92	Silver	A/H Sprite	Eric Honeyman									41	White	Lotus Super 7	Harlan Halsey
96	Yellow	A/H Sprite	Roger Eandi									64	Red	Jag. XK120C	Hap Richardson
98	Blue/White	A/H Sprite	Jerry Kerns									71	Grey/Yellow	Lotus Sup 7	Jerry Scheberies
												79	Blue	TR-4	James Washburn
												83	Silver	TR-4	Phil Roberts
												89	Gold/Black	TR-4	Ernie Haze
												91	Yellow	Lotus Sup. 7	Manuel Inacio
												95	Red	Lotus Sup. 7	Austin Walther
												98	Black	A/H 3000	Ed Leslie

## ACKNOWLEDGMENTS

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 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.

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



# LAGUNA SECA PROFESSIONAL SEDAN RACE

Sponsored by SCRAMP

Conducted by San Francisco Region SCCA

## ENTRIES

### A SEDAN

4	Yellow	Mustang	Don Peck
13	Black	Ford/Falcon	Bob Barker
18	Yellow	Dodge Dart	Ron Grable
11	Blue	Mustang	Bill Maier
28	Yellow/Blk.	Chev. Camaro	Dick Stanton
64	Blue	Chev/Camaro	Tony Settember
88	Blue	Camaro	Jerry Oliver

### B SEDAN

67	Blue	Porsche	Don Zacharie
69	White	Porsche	Don Pike
77	White	Isuzu GT	Emmett Wilder
82	Silver	BMW Tisa	Heinz Eckhardt

### C SEDAN

14	Blue	Morris 1000	Leland Sheldon
22	White	Anglia Super	Wes Dawn
26	Orange	Austin Cooper S	Judy Kondratieff
51	Red/Yellow	Lancia	Don Peake
55	White	Austin Cooper S	Ken Wilson

### D SEDAN

9	Blue/White	Sunbeam Imp	Al Auger
24	Red/White	Saab Special	Stan Laskin
44	White/Blue	Austin Cooper	Dick Hassel
86	Red	Fiat 850 Coupe	Carl Churchill

## PROFESSIONAL SEDAN RACE AWARDS -- \$3,000

\$50 to fastest qualifier

1st Overall \$150.00

2nd Overall \$ 75.00

3rd Overall \$ 25.00

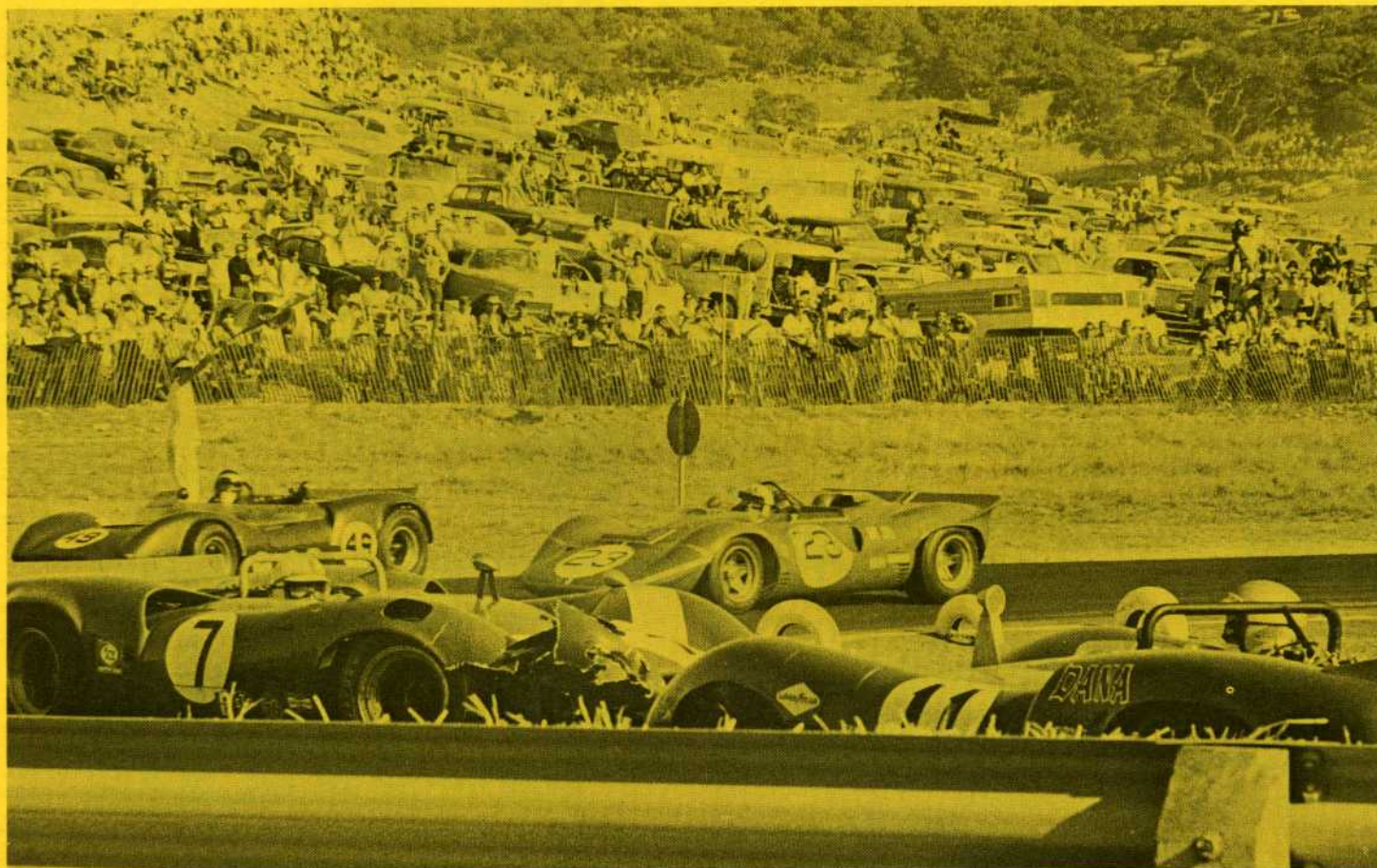
1st in each class \$300.00

2nd in each class \$200.00

3rd in each class \$100.00

4th in each class \$ 50.00

5th in each class \$ 25.00







RACE TIME AT LAGUNA SECA

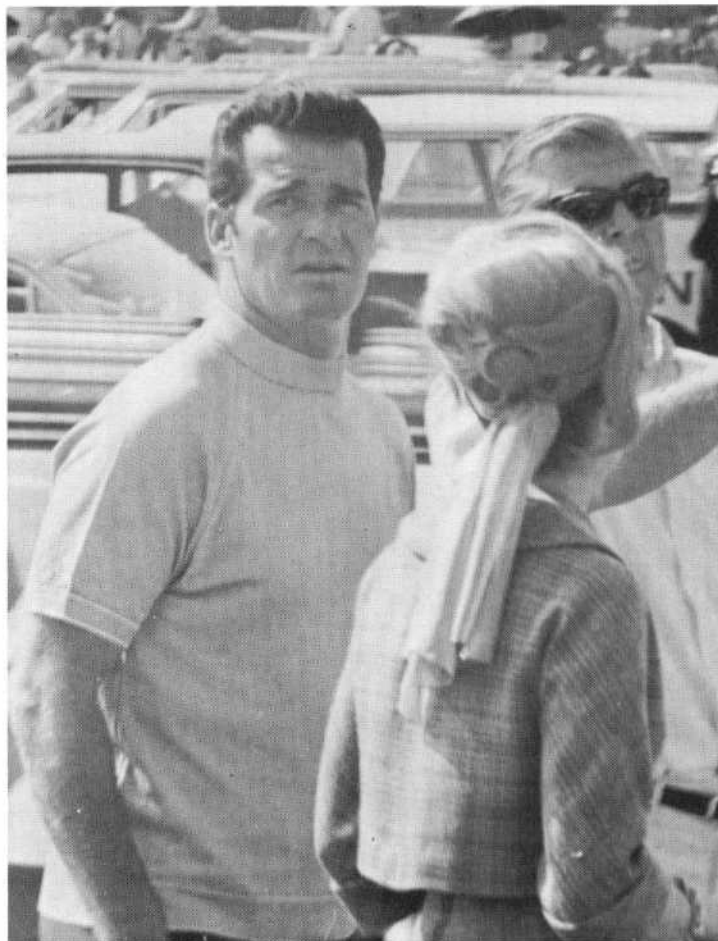


# SPEED CONVERSION TABLE

Laguna Seca

1.9 Mile Course

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



C. Cornett Photo



This race is sanctioned by the Sports Car Club of America and is organized and conducted by the San Francisco Region of the Sports Car Club of America. If you would like information on membership in the SCCA, please fill out the coupon and mail to the address shown. The San Francisco Region, SCCA, has published a booklet entitled "Road Racing Today" which describes the various classes and categories of road racing and describes the steps to be taken in order to obtain a competition license. Its cost is \$1.00 (plus 5% tax for California residents).

To:  
**Membership Director**  
**San Francisco Region**  
**1699 Van Ness Avenue**  
**San Francisco, California 94109**

Please send me information on the Sports Car Club of America and a membership application.

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Enclosed please find \$1.00 for my copy of "ROAD RACING TODAY."





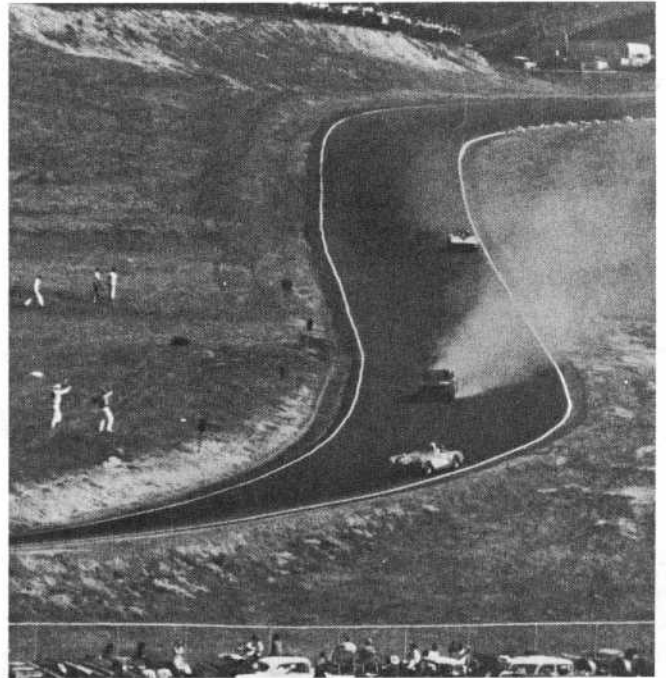
Doug Miner Photo



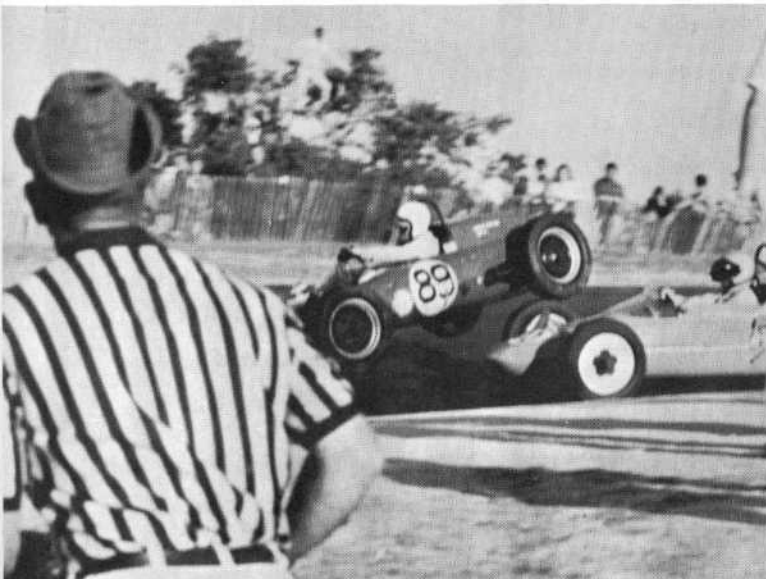
John Reinke Photo



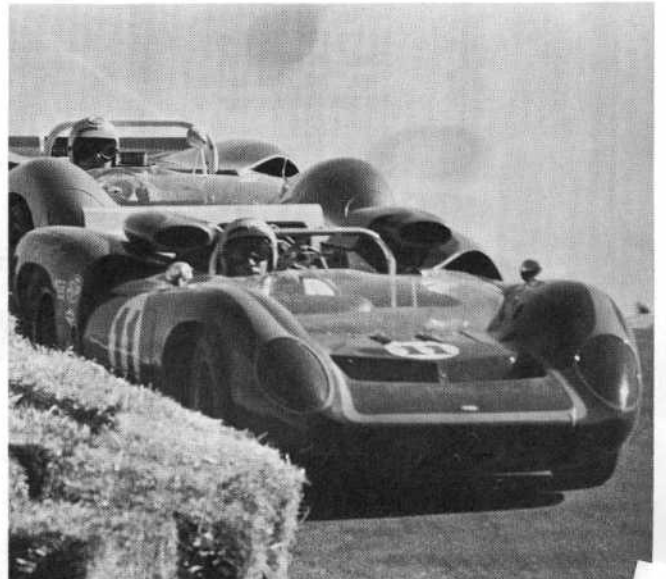
T. Mock Photo



Doug Miner Photo



John Reinke Photo





# MAJOR ROAD RACES

## MAY

- 5-USRRC—Laguna Seca, Calif.
- 12-NA—Cumberland, Md.
- 12-Trans-Am.—War Bonnet, Okla.
- 19-USRRC—Bridgehampton, L. I., N. Y.
- 19-NA—Kent, Washington
- 26-F/GP—C.D.R.—Denver, Colo.
- 30-Trans-Am.—Lime Rock, Conn.

## JUNE

- 2-USRRC—St. Jovite, Canada
- 2-NA—Lake Charles, La.
- 9-Trans-Am.—MID OHIO, Lexington, O.
- 9-NA—Thompson, Conn.
- 9-NA—Courtland, Tenn.
- 15-USAC—Mosport, Canada
- 16-F/GP—War Bonnet, Okla.
- 16-NA—Elkhart Lake, Wis.
- 23-Trans-Am.—Bridgehampton, L. I., N. Y.
- 30-USRRC—Kent, Washington

## JULY

- 6-NA—Lime Rock, Conn.
- 7-Trans-Am.—Meadowdale, Ill.
- 7-USAC—C.D.R.—Denver, Colo.
- 7-NA—Cotati, Calif.
- 13-USRRC—Watkins Glen, N. Y.
- 14-INT—Watkins Glen, N. Y.
- 14-NA—Mid-Ohio, Lexington, O.
- 21-Trans-Am.—St. Jovite, Canada
- 21-USAC—I.R.P.—Indianapolis, Ind.
- 21-NA—Bridgehampton, L. I., N. Y.
- 21-NA—San Diego, Calif.
- 28-USRRC—Road America, Wis.

## AUGUST

- 4-USAC—San Jovite, Canada
- 4-Trans-Am.—Loudon, N. H.
- 4-NA—Daytona, Fla.
- 4-NA—Riverside, Calif.
- 11-Trans-Am.—Watkins Glen, N. Y.
- 18-USRRC—Mid-Ohio, Lexington, O.
- 18-F/GP—Thompson, Conn.
- 25-Trans-Am.—C.D.R.—Denver, Colo.
- 25-NA—Kent, Washington
- 25-NA—West Jordan, Utah

## SEPTEMBER

- 1-Can-Am—Road America, Elkhart Lake, Wis.
- 2-F/GP—Lime Rock, Conn.
- 8-Trans-Am.—Riverside, Calif.
- 8-F/GP—Mid-Ohio, Lexington, O.
- 15-Can-Am—Bridgehampton, L. I., N. Y.
- 22-F/1—Canadian GP—St. Jovite, Canada
- 22-NA—S.C.I.R.—Warren, Ohio
- 22-NA—Marlboro, Md.
- 29-Can-Am—Mosport, Canada
- 29-F/GP—Warren, Ohio
- 29-NA—V.I.R.—Danville, Va.

## OCTOBER

- 6-F/1-U.S. GP—Watkins Glen, N.Y.
- 6-Trans-Am—Kent, Washington
- 6-NA—I.R.P.—Indianapolis, Ind.
- 13-Can-Am—Laguna Seca, Monterey, Calif.
- 27-Can-Am.—Times GP—Riverside, Calif.

## NOVEMBER

- 3-F/1—Mexican GP—Mexico City
- 10-Can-Am—Stardust GP—Las Vegas, Nev.
- 24-ARRC—Riverside, Calif.

## DECEMBER

- 1-USAC—Riverside, Calif.

## LEGEND . . .

- Trans-Am . . . Trans-American Championship
- INT . . . FIA International Championship
- NA . . . Sports Car Club of American National Championship
- USRRC . . . United States Road Racing Championship
- CAN-AM . . . Canadian-American Challenge Cup
- F/1 . . . Formula 1 World Driver's Championship
- USAC . . . United States Auto Club Championship Race on Road Course
- F/GP . . . SCCA Formula Grand Prix
- ARRC . . . American Road Race of Champions
- SCCA National Run-Off

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"

COCKTAILS  
LUNCH  
DINNER

SUNDAY BRUNCH  
11-2:30

Choicest charcoal-  
broiled steaks, ribs  
sea foods

6th & JUNIPERO CARMEL



Now featuring  
the tantalizing tempos of  
PAUL WESLEY  
and the tuneful tempos of  
BABS GROVER  
nightly in the Show Bar

the Mark Thomas  
INN

Dancing from 9, except Sunday

1430 MARK THOMAS DRIVE - 372-8161

Mark  
Thomas' **OUTRIGGER**  
CANNERY ROW, MONTEREY



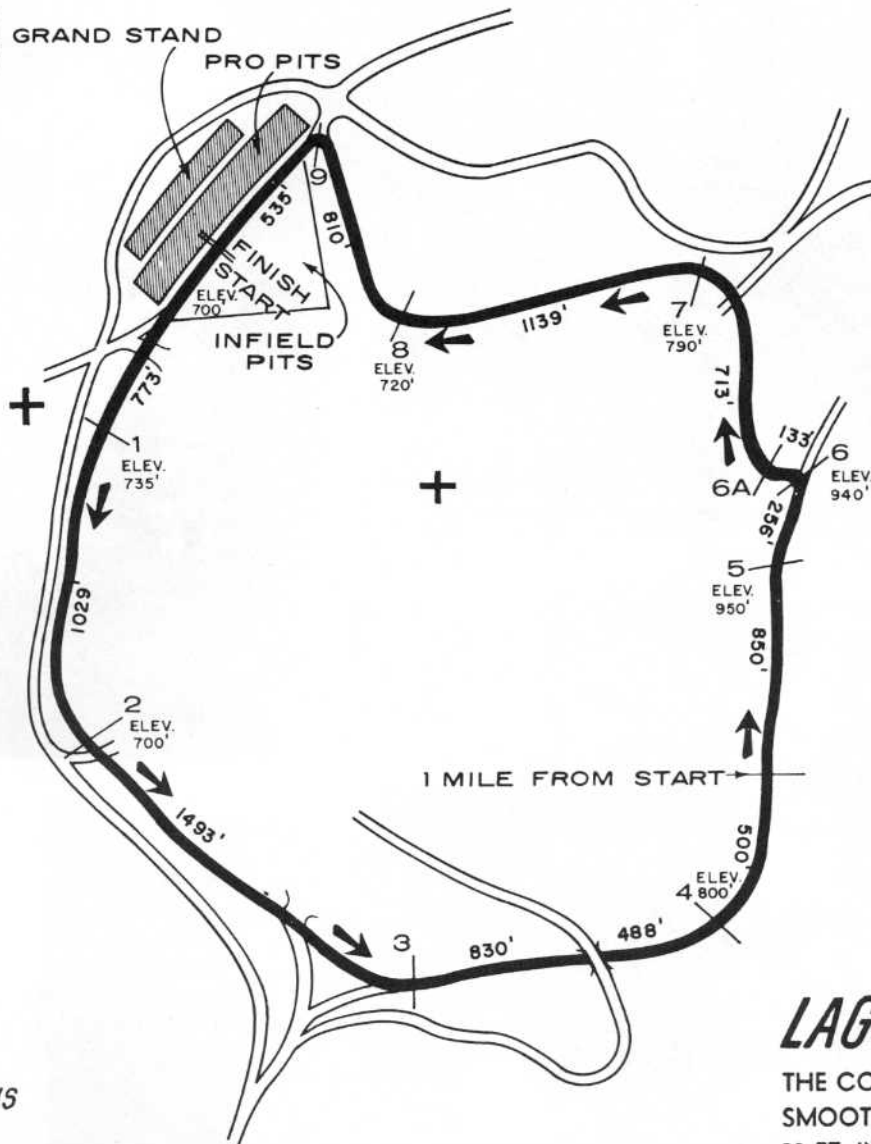
Now appearing nightly  
(except Sunday)

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

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



# The Course



+ RED CROSS AID STATIONS

## LAGUNA SECA

THE COURSE—1.9 MILES  
SMOOTH ASPHALT  
30 FT. IN WIDTH



### SAFETY RULES FOR SPECTATORS

Just a few friendly tips for your safety . . . sports car racing can be dangerous for you as well as for the drivers!

FIRST . . . listen to the announcer and the race officials. When they ask you to do something it probably is for your own well-being so do it quickly and cheerfully.

SECOND . . . don't go near the hay bales. They may look like a good seat but they were placed where they are so that a car out of control will hit them first and possibly avoid hitting something else . . . like YOU, for instance!

THIRD . . . if you have your children with you keep them under close control. Youngsters move faster than you think. (Children 12 years old and under are prohibited from entering the pit area, even when accompanied by parents. This is a safety rule and one which the marshals have been instructed to enforce strictly.)

FOURTH . . . the Army, which leases the Laguna Seca area to SCRAM and makes these races possible prohibits overnight camping, bringing booze to the course, and the building of any open fires. Your cooperation in abiding by Army regulations on these and other subjects will be appreciated as it will assist us in the future.

FIFTH . . . be careful in walking around the course area . . . there are innumerable ground squirrel holes to trip the unwary . . . some of the bushes that look so green and shiny are POISON OAK . . . the "snow fencing" has been put up for a purpose, to keep you out of danger!

LAST . . . BUT NOT LEAST! We're bitter about LITTER . . . after every race we collect several tons of refuse at a cost of hundreds of dollars and many days of trash collecting. So . . . please use the nearest refuse can for your cups and papers, etc., and help us put most of the "clean-up" money back where it should be going—to CHARITY!

THANKS . . . HAVE A WONDERFUL TIME . . . COME BACK AGAIN!



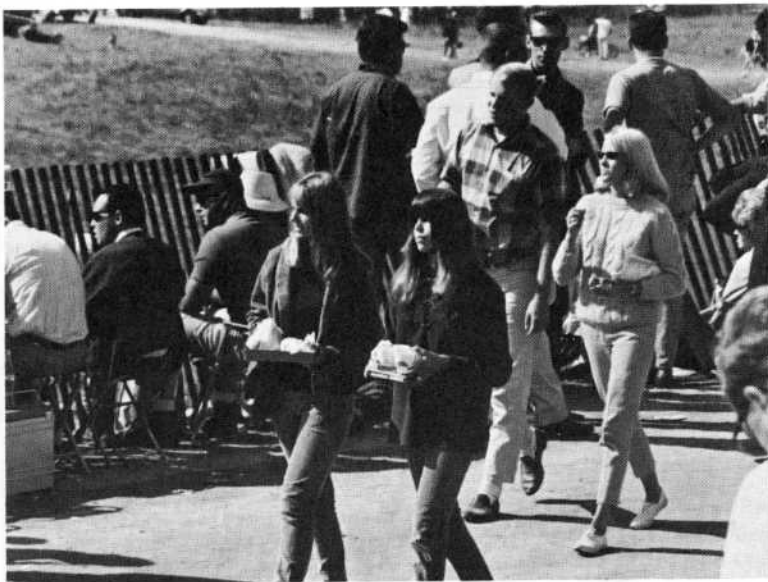


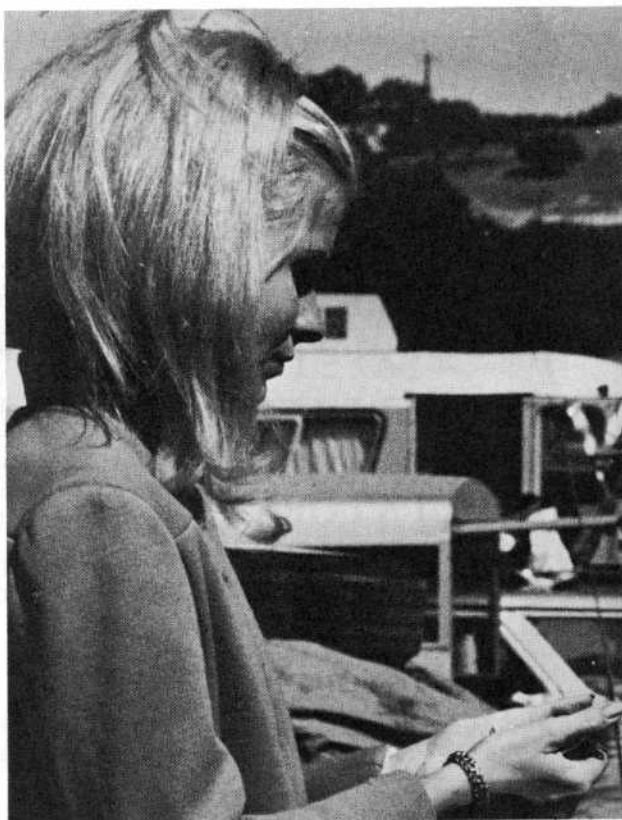
PHOTO CREDITS:

- C. Cornett 3 & 7
- John Kirkpatrick 2 & 11
- Peter Borsari 4
- G. N. Pendleton 5 & 10
- Doug Miner 6, 8, 9 & 12

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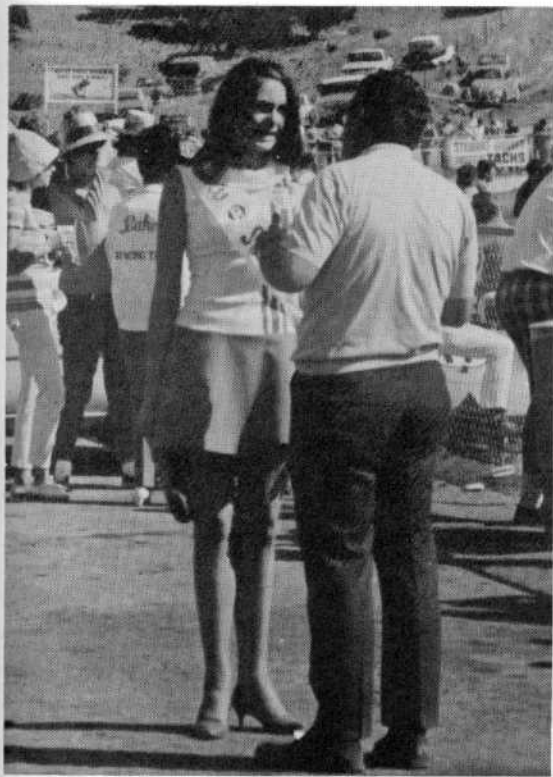
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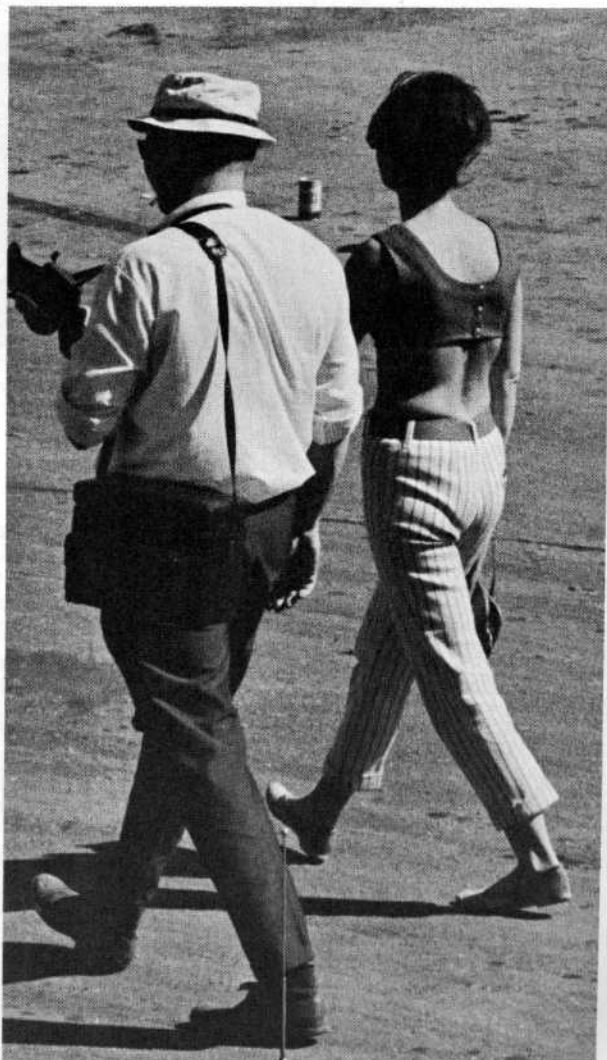


9

# Pretty Pit Popsies



10



12



11





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

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

### ENGINE

Type..... Rocket V-8  
 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. 250 CID. 155 bhp. 240 lb.-ft. torque.

Options: Four-barrel-carb Rocket V-8. 350 CID. 310 bhp. 390 lb.-ft. torque. Special four-barrel-carb Rocket V-8 with Force-Air Induction. 350 CID. 320 bhp. 390 lb.-ft. torque. H.D. cooling. Dual exhausts. H.D. clutch, H.D. 3-speed floor-shift transmission and 3.91-to-1 H.D. performance rear axle included in option. Available with close- or wide-ratio 4-on-the-floor transmission and special axle ratios.

### DRIVE TRAIN

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

Options: H.D. 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

Optional: Heavy-duty performance rear axles (H.D. shafts, bearings, differential gears) in 3.42 or 3.91 ratio.

### CHASSIS and BODY

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

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

Steering ratio..... 24-to-1  
 Tires, 7.75 x 14" Blackwall (std.). 7.75 x 14" Whitewalls, F70 x 14" 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..... 76.2"  
 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.

See Your  
 Oldsmobile Dealer







Joan Miner Photo



Doug Miner Photo



Steve Hulick Photo



Dale Roberts Photo



C. Cornett Photo



John Reinke Photo



Doug Miner Photo



C. Cornett Photo



# Robert Bosch sparks Mercedes to Grand Prix victory.

## Winning speed, 69 mph.



**T**hat race was won in 1908. Six years after Robert Bosch introduced its first high-voltage spark plug.

In 1968, the winning cars are still winning with Robert Bosch spark plugs. Like Porsche at the Daytona International this February. They ran 1-2-3 at speeds up to 185 miles per hour.

Why do the world's finest cars choose Bosch?

Because Robert Bosch spark plugs are unequalled for performance and reliability. We care enough to inspect each plug 10 times during and after manufacture. In fact, we have more people inspecting our plugs than manufacturing them. So any bugs in our plugs never get out of the factory.

Which is why you should put Robert Bosch spark plugs in your car, even if it's a Ford, Chevy or Plymouth. (Our plugs will fit all U.S. make automobiles.)

Each plug has a permanent non-slip gasket. Nickel-plated shells, instead of zinc. Rolled, rounded threads. Technical stuff you don't care about, but we do.

Enough to make us the leading seller of spark plugs outside the U.S. Our success is based on a simple philosophy. Make the best plug in the world. Charge a fair price. (About \$1 each, the same as ordinary ones.)

It's still a winning philosophy.

## ROBERT BOSCH CORPORATION

New York • Chicago • San Francisco • 2800 South 25th Avenue, Broadview, Illinois



# COME TO ARMED FORCES

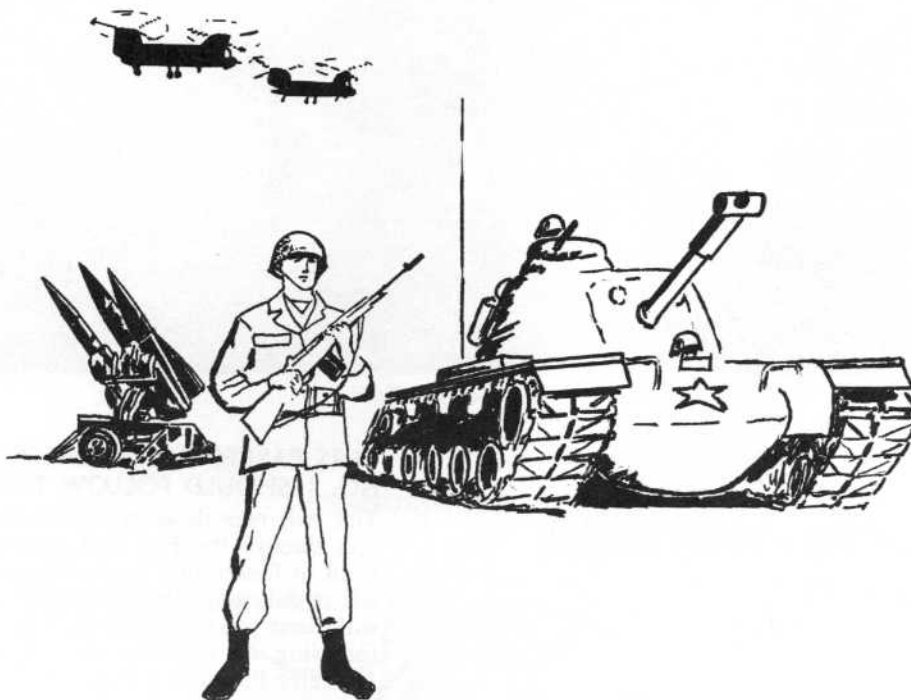
MAY 18  
1968

# DAY AT

9 AM  
4 PM



# FORT ORD



"WE WILL DEFEND"

THRILLING AIR SHOW AND DAREDEVIL SKY DIVING  
EDUCATIONAL TRAINING DEMONSTRATIONS  
JUMP FROM AN AIRBORNE JUMP TOWER  
FABULOUS SPECIAL FORCES DISPLAYS  
OVER 2,000 TRAINEES ON PARADE  
INTERESTING VIETNAM MUSEUM  
EXCITING VEHICLE RIDES  
AND MUCH MORE

FRITZSCHE AIRFIELD off MARINA ·· SALINAS HWY





## LAGUNA SECA TRAFFIC PLAN

(or how to get home safely, faster . . .)

Race fans who have been to more than one Laguna Seca Sunday program will tell you it's easier to get in than to get out! The reason is; people coming to the races start arriving at dawn, and traffic "in" is spread over several hours. Going home, however, the mass of automobiles from Laguna Seca hits the outbound highways all at once and sometimes results in traffic jams at Marina (where Reservation Road joins California 1) and at Prunedale (where California 157 meets US 101).

With the complete cooperation of the California Highway Patrol the Fort Ord Provost Marshal, and the Chiefs of Police of the Cities of Monterey, Del Rey Oaks, Seaside and Salinas SCRAMP's Traffic and Police Committee has made arrangements to assist homebound traffic in avoiding traffic bottlenecks and delays. The two maps on the opposite page show how the traffic plan will work to help you make maximum use of this plan. We urge you to follow the directions provided.

**1. CARS PARKED IN THE CHECKERED AREAS OF MAP NO. 1 SHOULD FOLLOW THE CHECKERED ROUTE.**

This will take those parked on the north side of Laguna Seca through the Fort Ord reservation via Barloy Canyon Road to Reservation Road, then right to Davis Road, then left to Salinas. When you reach Salinas traffic patrolmen will direct you onto US 101, a freeway through Salinas. By following this route you will avoid all the traffic from the Monterey Peninsula which crowds California 1 every weekend. (People parked in Areas 2, 3 and 4 in the checkered sector who live in Castroville, Watsonville, etc. will be permitted to turn left on Reservation Road and thence to California 1 at Marina.)

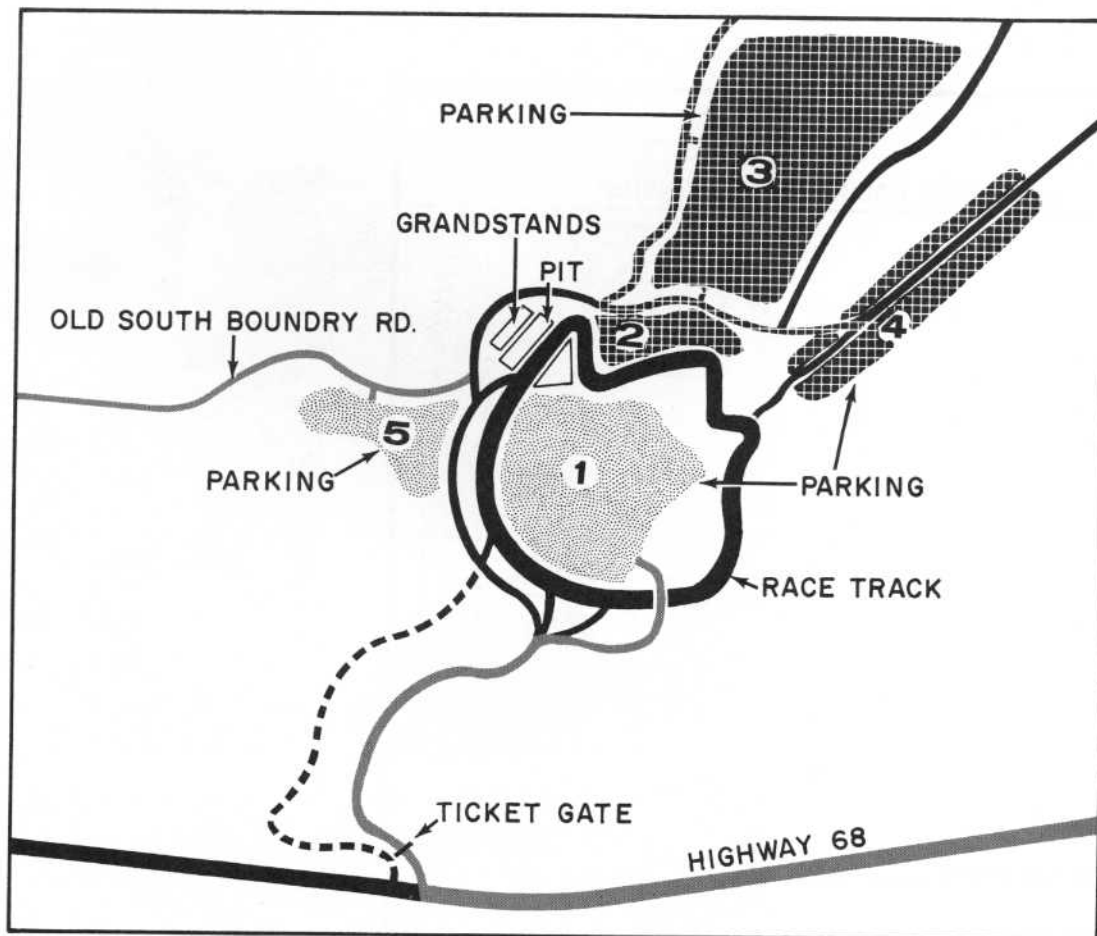
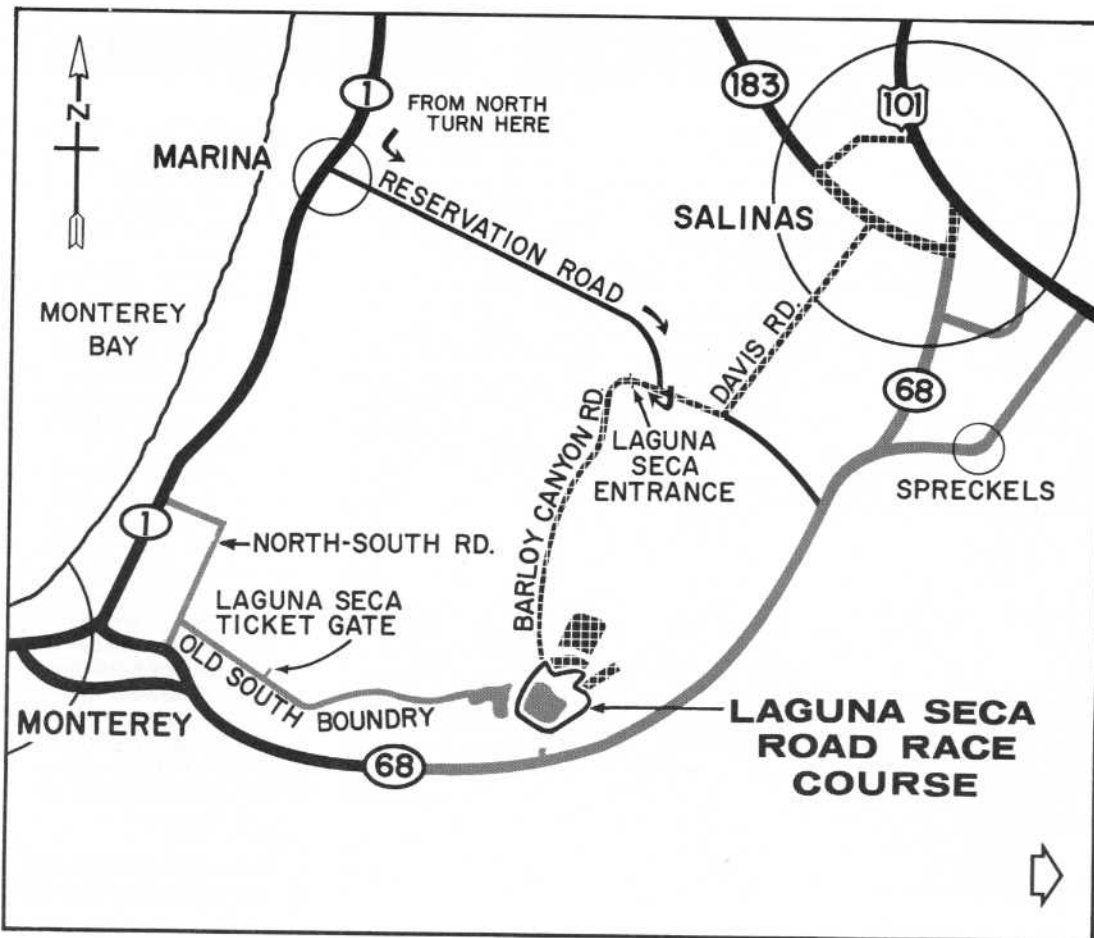
**2. CARS PARKED IN THE GREY AREAS OF MAP NO. 1 SHOULD FOLLOW THE ROUTE PRINTED IN GREY.**

This will evacuate Parking Area 1 (lake bed) over five lanes of good road to the Monterey-Salinas Highway where those bound north or south will be directed east to Salinas and US 101, and those bound for Monterey Peninsula points will be directed west toward home.

**3. CARS PARKED IN AREA 5, PRESS AND OFFICIAL PARKING AREA, AND ALL COMPETITORS WILL LEAVE THE COURSE AREA VIA SOUTH BOUNDARY ROAD.**

Tune in Radio Station KIDD, 630 kc on your dial, for traffic information.







# U.S. Road Racing Championship

Professional road racing got its biggest boost with the USRRC, and from this series have come many of racing's top names

The United States Road Racing Championship (USRRC) was the first big step to bring professional road racing to the United States. Prior to 1963, the inaugural year of the series, road racing had been limited to amateur competition in the period following World War II. It was obvious that the Sports Car Club of America couldn't remain an amateur organization and survive sufficiently. Although that first year of the USRRC was far from spectacular as far as drawing spectators was concerned, it did show much promise. Since then, the series has grown progressively larger each year, until now it is recognized as one of the world's bigger race series.

It was decided in the first couple of seasons that two separate championships should be decided in the USRRC: the driver and the manufacturer championship. The driver championship was decided on a points basis in which competitor earned points for the six places in each class — over- and under-two-liter cars ran together and each class winner could earn identical points, no matter what the overall finish might have been. The second championship was for manufacturers, and the Ford-Cobra dominated that series of events.

Today, however, the format for the

USRRC has been changed. Both under- and over-two-liter cars run in the same race, but *all* points are based on overall finish, and separate champions are crowned: USRRC Champion and Under-Two-Liter Champion.

The USRRC still remains a series in which amateurs can easily become started in professional racing, that is if they can afford to buy and maintain one of the expensive Sports/Racing chassis. Upkeep and expenses for one season of racing cost the owner about \$150,000 if he expects to be competitive.

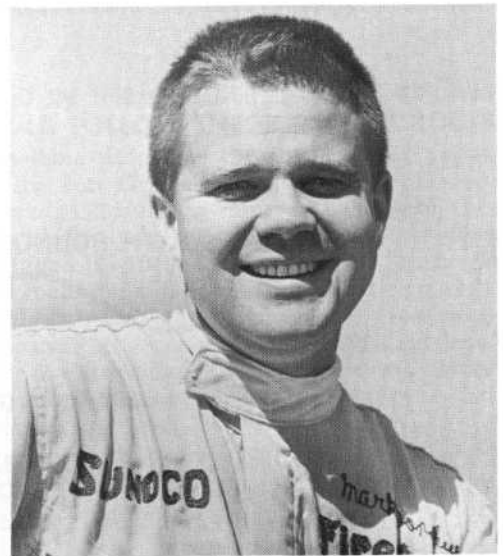
One thing the USRRC has done, however, is to bring good race drivers into the limelight. Take Mark Donohue, for example. Donohue was the 1967 USRRC Champion and did extremely well in international racing events in 1966 and 1967. Donohue pretty well dominated the 1967 USRRC series, winning almost every race with his Sunoco Lola-Chevy. Donohue was only one of several drivers who got their start in the USRRC. Jim Hall was the 1964 champion, and from there went on to become one of the best known race drivers in the world, not to mention the fantastic, winged Chaparrals which he designed and built.

Of the past USRRC champions, all but one are still racing. Bob Holbert, the first

## U.S. ROAD RACING CHAMPIONSHIP

	Las Vegas	Riverside	Laguna Seca	Bridgehampton	Watkins Glen	Kent	Road America	Mid-Ohio	Total	Best 6 of 8
1. Mark Donohue	9	3	4	9	9	9	—	9	58	54
2. Lothar Motschenbacher	3	3	9	—	2	4	—	—	21	21
3. Sam Posey	6	—	—	—	6	3	1	1	17	17
4. Skip Barber	—	—	2	—	4	—	4	3	13	13
5. Mike Goth	—	2	6	4	—	—	—	—	12	12
Jerry Hansen	—	—	—	—	—	—	6	6	12	12
7. Peter Revson	—	4	—	—	—	6	—	—	10	10
8. Don Morin	—	—	—	—	3	—	4	2	9	9
Chuck Parsons	—	—	—	—	—	—	9	—	9	9
Skip Scott	—	—	—	—	—	—	9	—	9	9
11. Bud Morley	—	1	—	3	—	—	—	4	8	8
12. Bill Eve	4	—	1	—	—	2	—	—	7	7
13. Bob Bondurant	—	6	—	—	—	—	—	—	6	6
Masten Gregory	—	—	—	6	—	—	—	—	6	6
15. John Cannon	—	—	3	—	—	—	—	—	3	3
Joe Buzzetta	—	—	—	—	—	—	3	—	3	3*
Scooter Patrick	—	—	—	—	—	—	3	—	3	3*
18. Moises Solana	2	—	—	—	—	—	—	—	2	2
Brett Lunger	—	—	—	2	—	—	—	—	2	2
Mak Kronn	—	—	—	—	—	—	2	—	2	2
Chuck Dietrich	—	—	—	—	—	—	2	—	2	2
22. Charlie Kolb	1	—	—	—	—	—	—	—	1	1
Bruce Jennings	—	—	—	1	—	—	—	—	1	1
Skip Hudson	—	—	—	—	1	—	—	—	1	1
Ted Peterson	—	—	—	—	—	1	—	—	1	1

\*Indicates under-two-liter co-champions.



MARK DONOHUE  
1967 USRRC CHAMP

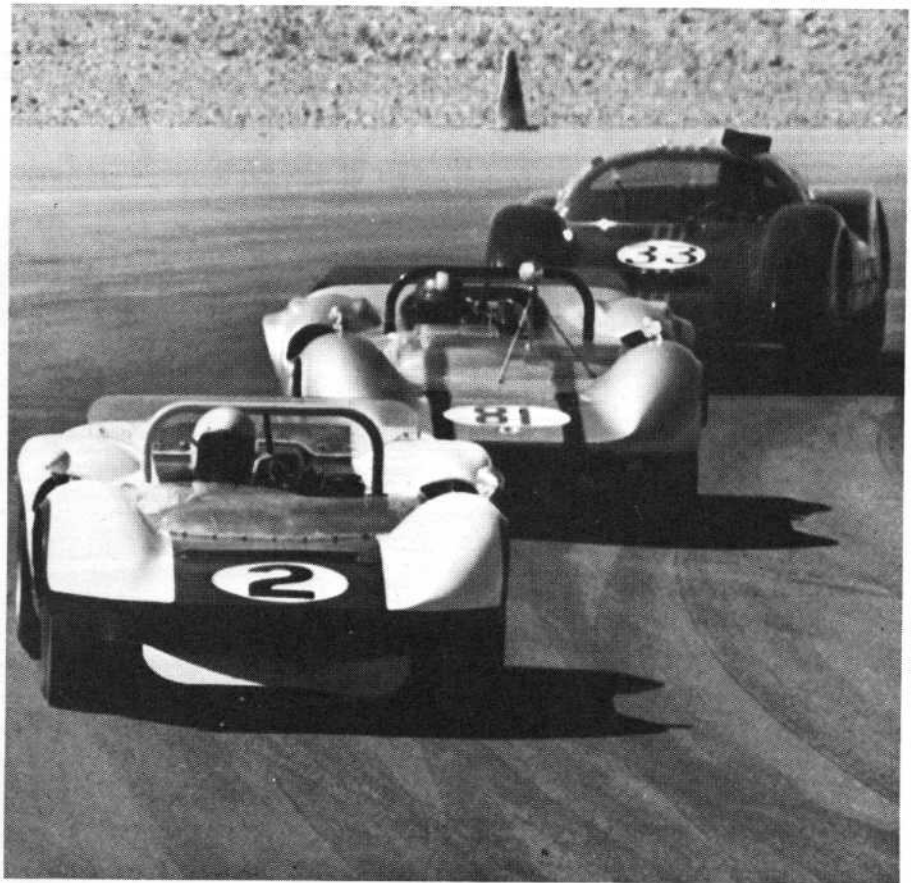


champion, retired from racing in 1964, but the others are still active. George Follmer still runs the USRRC circuit and is also a member of the 1968 Trans-American Javelin team. Chuck Parsons runs Sports/Racing cars and occasionally a U.S. Auto Club Championship car. The under-two-liter champions, Scooter Patrick and Joe Buzzetta, have proven to be two of the world's top Porsche drivers. Patrick won in class at Sebring last year and Buzzetta was the overall winner at the Nurburgring 1000 Kilometers.

With the advent of the half-million-dollar Canadian-American Challenge Cup series in the fall of each year, the USRRC becomes more important, and should grow in stature because of the drivers who will use it as a testing ground for the rich Can-Am. For example, Parnelli Jones may well run several races in the 1968 series to prepare for the Can-Am, and so should many other top international competitors.

The year 1967 was the biggest by far for the USRRC. There was more prize money and record crowds. Prize money for each event averaged close to \$14,000 — a far cry from the \$5,000 guaranteed five years earlier.

In 1968 you'll see a bigger USRRC, with races in Mexico and Canada, which make it a North American championship.



The U.S. Road Racing Championship series continues to be a breeding ground for bright new talent like Mark Donohue, left, and Sam Posey (#2), above.



Reprinted Courtesy Competition Year



# 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 _____


76 Laps	77 Laps	78 Laps	79 Laps	80 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 _____

**RESULTS:**

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



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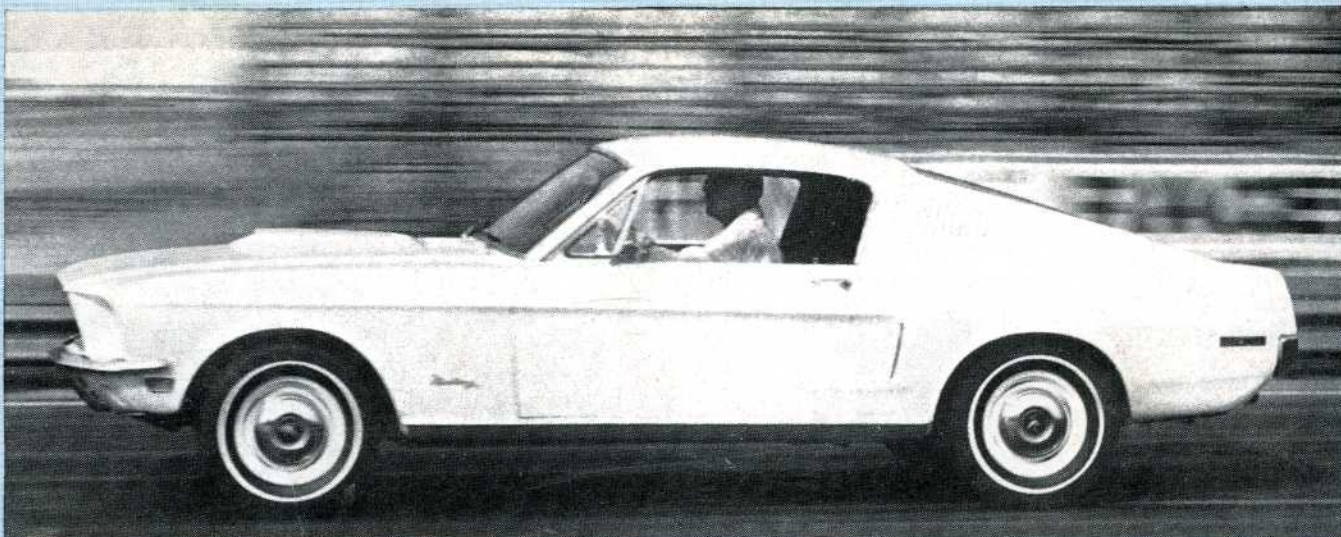


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Timeplan<sup>®</sup> financing is  
very fast. There's no red  
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flexible. You can arrange  
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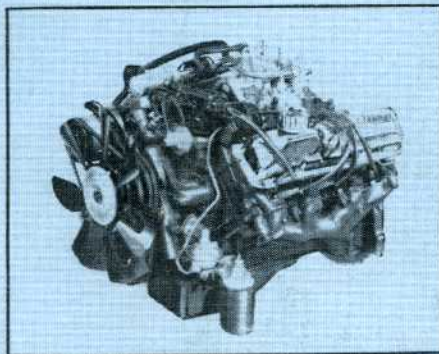


Mustang 2+2 with Cobra Jet 428-cubic-inch V-8 during Hot Rod Magazine performance tests.

## "Hot Rod" Sees the Light

"The Cobra Jet will be the utter delight of every Ford lover and the bane of all the rest because, quite frankly, it is the fastest running Pure Stock in the history of man."

HOT ROD MAGAZINE  
March, 1968



*Barley Canyon Rd.  
← P. Interceptor Canyon Rd.  
(L.S.)*

### Ford introduces the 428-cu.in. Cobra Jet V-8

With some 36 years of experience behind them in making strong, relatively lightweight big bore blocks, Ford's performance-minded engineers set out to build the Cobra Jet. They took the bottom end and beefed it up with the 428-cubic-inch Police Interceptor V-8, high pressure oil pump and large diameter con-rod bolts.

On the top end they dipped into the barrel of Ford race-track goodies. Cylinder heads are straight from the trophy-winning 427 Series 1 engine. Compression ratio was pegged at 10.7 to 1 and quiet hydraulic lifters open the oversize valves.

With a bore and stroke of 4.13 by 3.98 inches, the Cobra Jet develops 335 hp at 5400 and produces 440 lbs-ft of wall-climbing torque. The carburetor is a special new 2-float, 4-barrel Holley and exhaust headers are of special low-restriction design.

That's it. Cobra Jet 428. What it does for Mustang GT's in the 0-60 mph run will make your eyeballs click! It's on the production line right now. The performance option for all Fairlanes, Torinos, and Mustang GT's. Immediate delivery. All you do is order it . . . and GO!

**See the light—the switch is on to Ford!**

#### RESULTS OF HOT ROD MAGAZINE TESTS

Vehicle: Mustang Cobra Jet

#### Performance

0-30	3.0 seconds
0-40	3.4 seconds
0-50	5.0 seconds
0-60	5.9 seconds
Standing quarter-mile	106.64 mph in 13.56 seconds



Ford ...has a better idea.