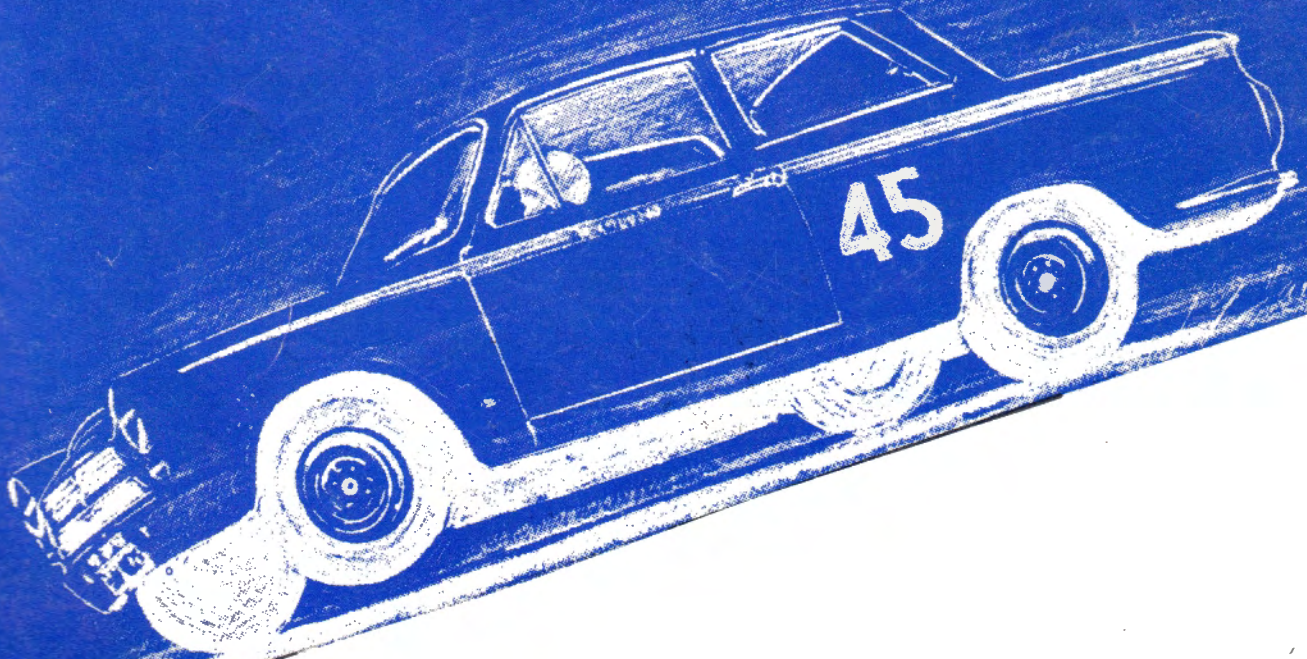


75c

VIR

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COKE GIVES YOU
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THING!



1966 Fairlane GT

The great thing about Fairlane's new GT/A automatic is it can stop being automatic.

Comes a time in the life of every manual shift when you wish you had an automatic transmission. Comes also a time in the life of every automatic transmission when you wish you had a manual shift.

What a perfect time to spring the new Fairlane GT/A Sport Shift.

This Fairlane option gives you the option of automatic convenience or manual fun. It also gives you a 335-horsepower V-8, which lifts it out of the Amusing Gadget class fast.

Under the GT/A's console mounted T-handle selector is a quadrant reading "P-R-N-D-2-1." Through the P-R-N-D part it's pure automatic.



Makes all the shifting decisions for you. But flick into 1 or 2 and it's your move. You decide how long to hold it and when to shift. Here in

one fell swoop is manual gearbox flexibility with the ease of automatic drive only a shift away.

What you can accomplish with a 390-cubic-inch hydraulic lifter V-8 harnessed to this GT/A setup—and packed into Fairlane's trim dimensions—is something you'll have to work out with your imagination.

Progress, it's wonderful. Sport Shift, it's unbelievable—try it.

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 FORD • THUNDERBIRD

YOU'RE AHEAD IN A FORD ALL THE WAY

The Goodyear Blue Streak Sports Car Special.

What makes it so special?

For one thing, it's the tire that carried Miles and Ruby to victory at Sebring and the Daytona Continental. A total of 36 hours of hot, hard racing. The toughest tire test of all.

Thousands of twisting, torturous turns. High-speed straights, where the pace plummets all the way from full flat out right down to a screeching halt. But the Sports Car Special tire was designed to take the treat-

ment that only these tough courses can dish out.

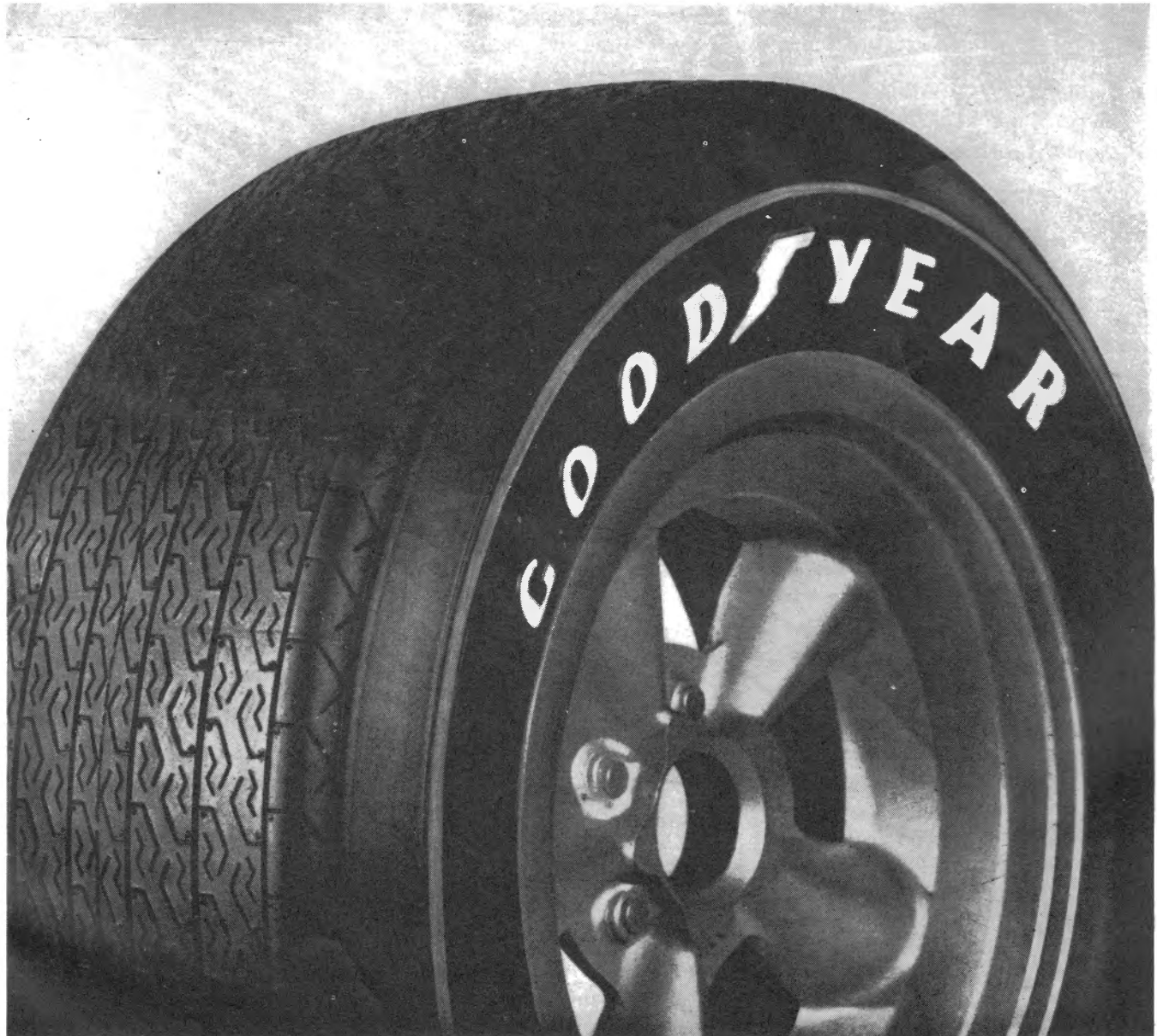
Notice the special grooves. They're designed to hold the track and not let go. An extra measure of sureness to give more side bite in the curves, and improve speed and handling.

Check the special tread pattern. An all-new arrangement of blades, designed to put more power on the pavement. Intricate. And unique.

Even the compound is unique—to give the extra traction that a rough road course demands.

What's more, the new Goodyear Blue Streak Sports Car Special tire is made to run in the wet as well as in the dry—to perform like a winner on any surface short of standing water. And it does.

Maybe we should have called it the Very Special.



Blue Streak—T.M. The Goodyear Tire & Rubber Company, Akron, Ohio.



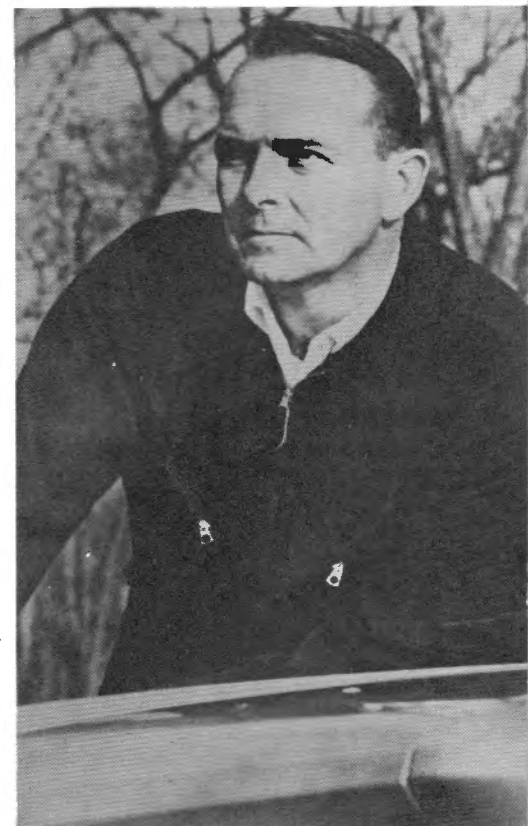
Bob Tullius, all around performer, has surprised sedan racing circuit with his exploits in Dodge Dart.



Bob Johnson won Mid-America Raceways sedan race in Mustang



Reed and Pinky Rollo of Washington, D.C. are the only husband and wife team active in U.S. road racing, pilot hot BMW TISA.

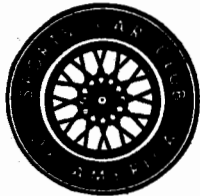
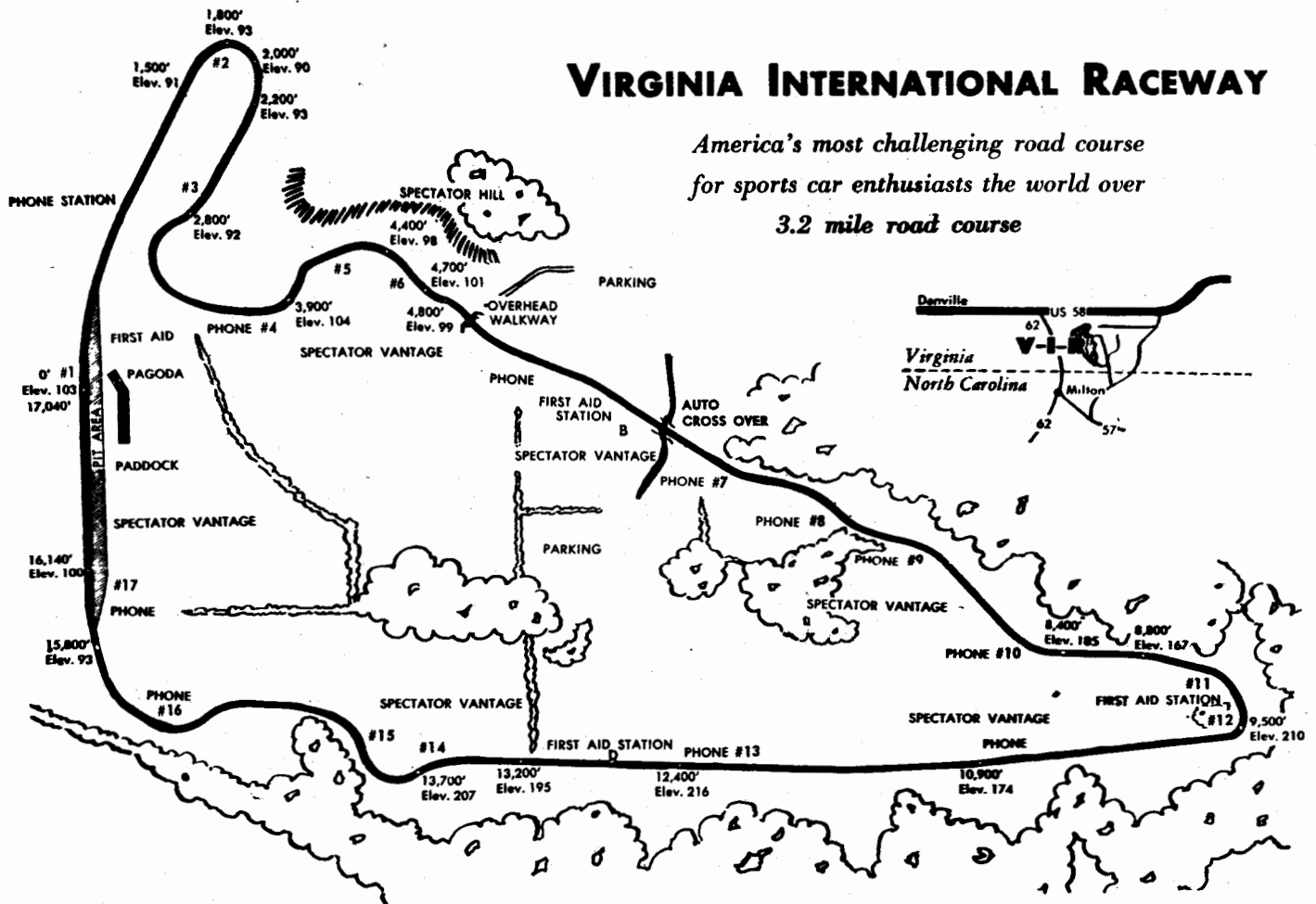


Driver Scott Harvey of Detroit doubles as Team Mgr. of Team Starfish which fields class leading Barracudas.

VIRGINIA INTERNATIONAL RACEWAY

*America's most challenging road course
for sports car enthusiasts the world over*

3.2 mile road course



NORTH CAROLINA REGION S.C.C.A.

Director - V.I.R. ----- Col. Paul Rembold



RACE OFFICIALS

Race Co-Chairmen.....Bob Walton, Watts Hill, Jr.
 Chief Steward.....Joe Sargent
 Asst. Chief Steward.....Gary Jani
 Stewards of the Meet.....Claude Cardwell, Patrick A. Young
 (Chairman) Hendrix Ten Eyck
 Chief Starter.....Bonner Sams
 Assistant Starter.....Bob Isenhour
 Scrutineers.....Bob Cutler, Charles Overton
 Contest Board Rep.....Jack Upchurch
 Announcer.....Steve Benford
 Race Secretary.....Bunny Diggett
 Course Marshal.....Lewis Gunter
 Chief, Flags and Communications.....Gordon Warren
 Timing & Scoring.....Diny Fleming
 Grid & Pit Stewards.....Hayden Beatty, Jim Dickey
 Race Physician.....Paul Fleming, M.D.
 Press Relations (Regional).....Whit Diggett, Roger Blanchard
 Press Relations (Track).....Hank Schoolfield, John Bonitz
 Registration.....Sue Culbreth

REGIONAL OFFICERS

Regional Executive ----- Hayden Beatty
 Asst. Regional Executive ----- Joe Sargent
 Secretary ----- Bette Page
 Treasurer ----- Bob Walton
 Executive Committee ----- Paul Fleming, Jack Upchurch,
 Tommy Edwards, John Bonitz, Jr.

SCHEDULE of EVENTS for 1966

April 30 - May 1 ----- V I R National
 June 11-12 ----- I.K.F. Kart Racing
 July 30-31 ----- V I R 400
 October 8-9 ----- A.A.M.R.R., Inc. (Motor Cycle Races)
 October 15-16 ----- Regional Championship

For information or tickets write to: VIRGINIA INTERNATIONAL RACEWAY, P. O. Box 457, Danville, Va. 24541

VIR '400' \$5,500.00 purse

SCHEDULE of EVENTS (All times are Eastern Daylight Savings Time)

Friday, July 29, 1966:

8:00 P.M. - 10:00 P.M. - Registration and Tech Inspection at
Danville Municipal Airport

Saturday, July 30, 1966:

8:00 A.M. - 3:00 P.M. Registration and Tech Inspection at Course
11:00 A.M. - 12:30 P.M. Practice
12:30 P.M. - 1:30 P.M. Driver & Entrants Meeting (Mandatory)
1:30 P.M. - 3:00 P.M. Practice
3:00 P.M. - 5:00 P.M. Qualifying

Sunday, July 31, 1966:

9:30 A.M. - 10:15 A.M. Practice
10:15 A.M. - Drivers Meeting (Mandatory)
10:30 A.M. - Grid Cars
11:00 A.M. - 5:15 P.M. VIR "400" Trans-American Sedan Championship
(Approximately) Race

PRIZE MONEY

<u>Position in Class</u>	<u>Over 2-Liter</u>	<u>Under 2-Liter</u>
1	\$ 788	\$ 788
2	427	427
3	270	270
4	180	180
5	135	135
6	112	112
7	101	101
8	90	90
9	79	79
10	68	68
	<u>\$2,250</u>	<u>\$2,250</u>

Bonus - First Overall \$ 500
 Bonus - Under 1300 cc. \$ 1st 100; 2nd 75; 3rd 50; 4th 25
 Under 1000 cc. " " " "
 Total Purse \$5,500

LENGTH OF EVENT: 124 laps or 400.52 miles or approximately
6 hours running time.

TRANS AMERICAN SEDAN CHAMPIONSHIP



● 118 BEAUTIFUL ROOMS ●

- IN THE "VERY HEART" OF THE DOWNTOWN AREA ●
- A BEAUTIFUL DINING ROOM SERVING DELICIOUS MEALS ●

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In the Most Beautifully Appointed
RIVIERA LOUNGE

Danville Detective Agency welcomes you to VIR and Danville. We want to extend you our best wishes to you for a fine weekend of racing and relaxing at this excellent Sports Track.

Your cooperation in helping to make this sports event one of the best in its class is appreciated and will continue to be appreciated.

Our personnel are here to help you work and relax in an atmosphere of safety and security. You can be sure that we will do our utmost to maintain this atmosphere for your convenience.

Best Regards,

DANVILLE DETECTIVE AGENCY

a division of

LINK SECURITY, Incorporated



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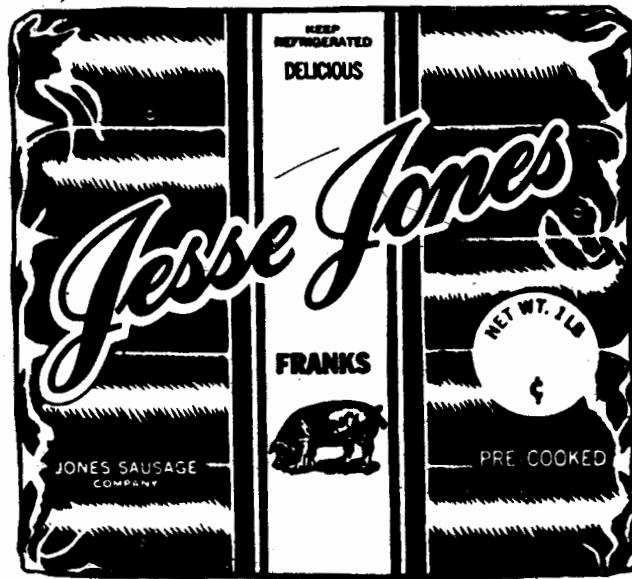
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1063 RIVERSIDE DRIVE — DIAL SW 3-1933**

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Danville, Virginia



VIR CLASS RECORDS

SPORTS RACING

C Dick Thompson/Ford GT-40	2:15.6
D Walt Hansgen /Cooper-Maserati	2:18.5
E Skip Barber /Brabham	2:16.6
F Skip Barber /Lotus 23B	2:19.0
G Richard Grime /Elva III	2:24.1
H Ed Walsh /Lotus 23-Saab	2:36.4

PRODUCTION SPORTS CARS

AP Ed Lowther /Cobra	2:16.8
BP Don Yenko /Corvette	2:22.1
CP Bruce Jennings /Porche	2:24.0
DP Dick Thompson /Yenko Stinger	2:26.9
EP George Frey /Porsche	2:30.8
FP Michael Hiss /TR-3	2:36.3
GP Richard Staples /Spitfire	2:37.1
HP Bob Turgeon /Sprite	2:44.9

FORMULA CARS

FJ Pierre Mion /Cooper	2:22.2
FC Reed Rolo, Jr. /Cooper	2:28.3
FV Whit Tharin /Formcar	2:40.5
FV Chet Freeman /Bobsy Vangaurd	2:40.5
F3 Don Auray /Cooper XI	2:37.0

SEDANS

AS Bob Tullius /Dart	2:30.5
BS Monty Winkler /Alfa GTA	2:30.6
CS Barry Batchin /Austin Cooper "S"	2:39.6
DS Al Cosentino /Fiat Abarth	2:47.5

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ALL MAKES . . .

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Gus Andre is a veteran competitor, always well up with his Alfa Romeo GTA.

Trans-American Sedan Championship

Supplementary Regulations

Held under the SCCA General Competition Rules

Entrant/Driver Eligibility

Entrants shall possess a valid FIA Entrant License issued by their ACN.

Drivers shall possess a valid FIA Driver License issued by their ACN. Drivers must be equipped with flame resistant garments and with crash helmets approved by the SCCA.

U. S. Entrants and Drivers may obtain their FIA license from ACCUS-FIA, 433 Main Street, Stamford, Conn. 06901.

Car Eligibility

This competition shall be run in Series-Production Touring cars and Touring cars as defined and recognized in FIA Appendix J Groups 1 and 2, or Appendix A, Section 5 of the GCR.

Cars shall be classified in two groups: Below or equal to 2000 cc
Over 2000 cc

In addition to the modifications allowed in Appendix J Groups 1 and 2, it is permitted to:

- a. Remove bumpers; however, if bumpers are removed, all projecting hardware must also be removed.
- b. Replace mufflers with straight pipes.
- c. Remove rear seats.
- d. Remove floor mats.
- e. Substitute wheels of any type or material provided there is no change in diameter, rim width, or offset from that specified on recognition form.

The maximum allowable wheelbase shall be 116" and the maximum allowable displacement shall be 5000 cc.

Entrants are required to have in their possession and available for the race officials a copy of the official FIA recognition form for their automobile. (Homologated Papers).

Identification numbers will be assigned to each car and must be carried on both sides, the front, and the back. They shall be black on a white circular background, a minimum of 12" high, and a minimum stroke of 1-1/2", and are subject to approval by the Chief Timer and Scorer.

Pump fuel only as defined in the GCR shall be used. Premium grade fuel will be available in the Paddock Area.

Technical and Safety Inspection

Before going on the course, all cars must be approved by the Chief Scrutineer (Technical and Safety Inspector). Cars will be checked for eligibility as described in paragraph 2 above, and for other requirements as follows:

- a. Neat and clean appearance;
- b. Effective brakes in perfect working order;
- c. All elements of coachwork and fenders securely mounted and fastened; seats securely mounted;
- d. Front and rear suspension and steering in good condition and adjustment;
- e. No leakage of any liquid;
- f. Headlights protected during daylight racing to prevent shattering;
- g. Car of suitable and safe design, construction and condition;
- h. Exhaust system shall exhaust gases away from the body and to the rear of the driver.
- i. Operating headlights, tail lights and brake lights;
- j. Driver seat shall be equipped with a safety belt of 3" nylon in new or perfect condition with metal-to-metal, quick release hardware, and attached to the chassis frame or equivalent structural part in a manner to restrain the driver down and back into his seat;
- k. Cars shall be equipped with a roll bar to specifications of Appendix Z of the GCR; and
- l. A fire extinguisher shall be securely mounted in the cockpit and shall be a dry chemical type of at least 2-1/2 pounds capacity.
- m. Hubcaps and wheel covers must be removed.

Rules of the Course and Pits

- a. Cars must be started at all times using only the on-board starter and power supply. Starting the engine by any other means such as pushing or the use of an external power source is not permitted and will result in disqualification.
- b. Cars may be refueled only in the pits. When stopping for fuel, the engine must be shut off and the driver out of the car. One crew member must be stationed with a dry chemical fire extinguisher of at least 4 lbs. capacity provided by entrant, during refueling.
- c. Drivers may not push their car on the course. The officials may move or assist a driver to move a disabled car to a safe area without penalty to that car.
- d. The driver only may repair the car on the course. He may walk to and from the pits to obtain parts and equipment but may not receive other physical assistance.
- e. All major body components such as front and rear hoods, fenders, and doors must be maintained in normal position throughout the event. Cars losing bodywork during a race for whatever reason will be black-flagged off the course.
- f. The Stewards of the Meeting may order any car removed from the course which in their judgment constitutes a hazard to other competitors because of insufficient speed or any other reason.
- g. Only one driver at any one time will be allowed in the car during practice or during the race.
- h. Only two persons will be permitted in front of the pit guard rail to effect mechanical repairs, adjustments or to change tires during the progress of the race. It may either be two drivers or one driver and one mechanic or two mechanics.
- i. When a car is in the pit for refueling, one extra person will be permitted to step forward for the sole purpose of pouring the fuel into the tank of the car, though one of the other two authorized persons may assist in the refueling operation. The driver must be out of the car and the engine stopped during the refueling operation.
- j. In addition to the personnel authorized in (h) and (i) above, it is permissible for a service company's technical inspector to step forward to examine a car's components or equipment (e.g. tires). This inspector may not, however, render physical assistance.

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DICK THOMPSON . . . victim of a hard-to-explain ruling by French officials which kept him out of the Le Mans 24 hour race, is excellent driver, should come back strong in U.S. events, has ride in potent Mustang for Transamerican sedan series.

BRYAR 250 Trans-American

RESULTS of Bryar 250 Trans-American Sedan Championship, July 10, 1966 at Bryar Motorsport Park, Loudon, N. H. Sanctioned by the Sports Car Club of America, conducted by the New England Region. 250 miles; 156 laps; elapsed time 3 hr. 40 min.; winner's speed 68.18 mph; victory margin 84 seconds.

<u>Psn.</u>	<u>Driver & Home</u>	<u>Car</u>	<u>Laps</u>	<u>Cl*</u>	<u>Pts.</u>	<u>Purse</u>
1	Allan Moffat, Detroit, Mich.	Cortina Lotus	156	U-1	9	\$1288
2	Bruce Jennings, Towson, Md.	Barracuda	155	O-1	9	788
3	Horst Kwech, Lake Forest, Ill. Gaston Andrey, Framingham, Mass.	Alfa Romeo GTA	154	U-2	6	427
4	Tom Yeager, Marion, O. Bob Johnson, Columbus, O.	Mustang	154	O-2	6	427
5.	Frank Gardner, Surrey, Eng.	Cortina Lotus	153	U-3		270
6	Peter Lake, Boston, Mass. Skip Barber, Woburn, Mass	Mustang	153	O-3		270
7	Bob Tullius, Falls Church, Va.	Dart	151	O-4	3	180
8	Howard Hanna, Newtown Sq., Pa.	Alfa Romeo GTA	149	U-4		180
9	Del D. Taylor, Denver, Colo. Bob Pratt, Denver, Colo.	Alfa Romeo GTA	149	U-5		135
10	Russ Norburn, Durham, N. C. Peter Feistmann, Asheville	Mustang	146	O-5		135

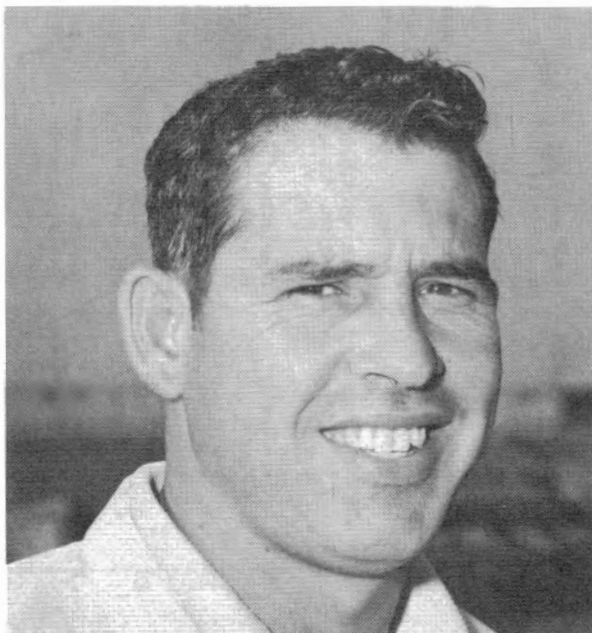
Trans-American Sedan Championship points standings after Sebring 4-hour, Mid-America 300, and Bryar 250.

Over-2-liter

Chrysler-Plymouth	21
Dodge	14
Ford	6
Chevrolet	3

Under-2-liter

Alfa Romeo	24
Ford of England	14
BMW	1



David Pearson

1966 NASCAR front-runner David Pearson joins former champion Richard Petty, charger Curtiss Turner and Wendell Scott for the greatest assemblage of stock car stars ever entered in an SCCA race.

ENTRY LIST

CAR NO.	DRIVER NAMES	HOME TOWNS	ENTRANT & HOMETOWN	CAR	CAR NO.	DRIVER NAMES	HOME TOWNS	ENTRANT & HOME TOWN	CAR
0	George Oulton Hugh MacGregory	Hingham, Mass.	George Oulton Hingham, Mass.	Austin Cooper	34	Bob Johnson Tom Yeager	Columbus, Ohio Marion, Ohio	Tom Yeager Marion, Ohio	Ford Mustang
1	Jim Baker Robert McQueen	Atlanta, Ga. Atlanta, Ga.	Baker Motors Atlanta, Ga.	Alfa Romeo GTA	37	Harry Theodoracopoulos Sam Posey	New York, N.Y. Sharon, Conn.	H. Theodoracopoulos New York, N.Y.	Alfa Romeo GTA
2	Jacques Ickx Alan Moffatt	Belgium Melbourne, Australia	Alan Mann Racing, Ltd. Surrey, England	Ford Cortina Lotus	39	Jim O'Brien Tom O'Brien	N. Haledon, N.J. Oakland, N.J.	George Owen Northbrook, Ill.	Alfa Romeo GTA
3	Herb Swan Chuck Dietrich	Cleveland, Ohio Cleveland, O.	Manitowac Motors Cleveland, O.	BMW Tisa	42	Paul Richards George Alderman	Wappinger Falls, N.J. Neward, N.J.	Baker & Heijn White River Junct., Vt.	Alfa Romeo GTA
5	J. Edward Diamond Sherran Decker	Rochester, N.Y. Oneonta, N.Y.	Nagle Ford Rochester, N.Y.	Ford Mustang	44	Bob Tullius Tony Alkamowitz	Falls Church, Va. Washington, D. C.	Group 44 Falls Church, Va.	Dodge Dart
6	Horst Kuech Gaston Andrey	Waukegan, Ill. Framingham, Mass.	Kipuz Cont. Autos Lake Forest, Ill.	Alfa Romeo GTA	47	Howard Hanna Erika Rhone	Newton Square, N.J. Teaneck, N. J.	Howard Hanna Newton Square, N.J.	Alfa Romeo GTA
7	Warren Matzen Rick Sandleson	College Park, Md.	Reliable Euro-Cars Hyattsville, Md.	Volkswagen	48	Reed Rollo Pinkie Rollo	Washington, D.C. Washington, D.C.	Reed Rollo Washington, D.C.	Alfa Romeo GTA
9	David Pearson Brock Yates	Spartanburg, S.C. New York, N.Y.	Srock Yates New York, N.Y.	Dodge Dart	55	Chuck Cunningham Bates	Brunswick, Maine	Charles Cunningham Brunswick, Maine	Volvo 122-S
12	Richard Atwood Skip Cott	England	Alan Mann Racing, Ltd. Surrey, England	Ford Cortina Lotus	57	Russell Horburn Peter Feistmann	Durham, N.C. Durham, N.C.	Russell Horburn Durham, N.C.	Ford Mustang
14	Richard Petty Charles Rainville	Randleman, N.C. N. Scituate, R.I.	Team Starfish Dearborn, Mich.	Plymouth Barracudas	61	Noel Armstrong Ron Hunter	El Paso, Texas Boulder, Colorado	B & E Automotive El Paso, Texas	Alfa Romeo GTA
15	Scott Harvey Bruce Jennings Les Netherton	Dearborn Hts., Mich. Towson, Md. Upper Marlboro, Md.	Team Starfish Dearborn Hts., Mich.	Plymouth Barracuda	63	Richard Peritz Jerry Domain	Little Neck, N. Y. Little Neck, N. Y.	Richard Peritz Little Neck, N. Y.	Alfa Romeo GTA
17	Russ Simon Bill Steele	Washington, D.C.	Joe D. Locarlio Houston, Texas	Alfa Romeo GTA	66	John Finger John A. Willis	Greenville, S.C. Spartanburg, S.C.	Nicholas Scouler Clemson, S.C.	Austin 850
22	Dick Thompson Jim Sutter Wendell Scott	Washington, D.C. Wheaton, Md. Danville, Va.	Jim Sutter Wheaton, Md.	Ford Mustang	67	Sam Perry Craig Pelouze	Richmond, Va.	Bld. Import Service Richmond, Va.	Saab
25	Richard Beuter Jim Murphy	Charlottesville, Va. Falls Church, Va.	Richard Beuter Charlottesville, Va.	Austin Cooper S	68	Art Riley Arthur Mollin	Franklin Square, Pa. Great Neck, N.Y.	Arthur Mollin Great Neck, N.Y.	Volvo 122-S
27	Monte Winkler Pete Van DerVate	Washington, D.C. Vienna, Va.	Monty Winkler Washington, D.C.	Alfa Romeo GTA	77	Curtis Turner Peter Lake	Charlotte, N.C. Wellesley, Mas.	Corcoran Ford Charlotte, N. C.	Ford Mustang
28	Richard O'Neill W.P. Stephenson	W. Hampton Beach, N.Y. Mt. Kisco, N.Y.	Richard O'Neill W. Hampton Beach, N.Y.	Ford Cortina Lotus	83	Jim McDaniel John Moore	Alexandria, Va. Alexandria, Va.	Jim McDaniel Arlington, Va.	Volkswagen
31	DeJ Taylor Bob Pratt	Denver, Colorado Denver, Colorado	DeJ Taylor Denver, Colorado	Alfa Romeo GTA	85	Tom Van Hoozier John S. Gordon	Knoxville, Tenn. Rockaway, N.J.	Clayton Motors, Inc. Knoxville, Tenn.	Renault Gordini
					91	Doug Yates David Watkins	Chapel Hill, N.C. Chapel Hill, N.C.	Paul Newman Carboro, N.C.	Saab
					95	John Inglehart Roger Barr	Greenwich, Conn. Glastonbury, Conn.	John Inglehart Greenwich, Conn.	Alfa Romeo GTA

UPCOMING...

in the summer issue of

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- ★ A close-up study with photographs in full color . . .
- ★ NASCAR Grand Nationals - Martinsville, Darlington 500's; Charlotte 600.
- ★ USAC championship races - Indianapolis 500, Trenton 150, Milwaukee 100 and Atlanta 300.

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- | | | |
|-------------------|----------------------|--------------------|
| 1. Ned Jarrett | 8. A. J. Foyt | 15. Dan Gurney |
| 2. Paul Goldsmith | 9. Johnny Rutherford | 16. Parnelli Jones |
| 3. Fred Lorenzen | 10. Gordon Johncock | 17. Bobby Unser |
| 4. David Pearson | 11. Jim Hurtubise | 18. Billy Foster |
| 5. Richard Petty | 12. Rodger Ward | 19. Curtis Turner |
| 6. Mario Andretti | 13. Jim McElreath | |
| 7. Jim Clark | 14. Lloyd Ruby | |

CHOOSING SPARK PLUGS AND CARBURETION

By Col. Tex Roberts

Two of the most important factors in an internal combustion engine are the insignificant spark plug and the induction system (carburetion). There are many variables and possible combinations that will produce more or less power.

So, first let us talk about the "sparking" plugs as our English friends have dubbed them. Complete combustion with timely ignition sometimes demands different heat ranges of plugs in the engine, due to different heat conditions in various cylinders (try the platinum tipped plugs here).

Complete combustion is necessary to extract maximum power from our fuel charge so, if we have plugs that are dirty, of the wrong type, or gapped incorrectly, then we are losing power and potential that was designed into the engine.

A few years ago we recognized "racing" plugs as the type with the cartridge fire gap recessed into the shell as the true racing plug. Today all plugs are racing types, due to the varied use of all plugs in competitive boats, dragsters, oval track and road course engines. In clarification we can realize that the dragster runs for short bursts of time therefore not developing high terminal heat. This calls for a plug with excellent non-fouling qualities. Hence, the extended tip (or projected nose) spark plug is used in many cases, but this plug does not satisfy continued high performance.

The standard gap plug (most commonly seen) with the shell electrode above the center electrode and the insulator flush with the shell gives longer life and is aimed at a compromise between good idling and acceleration.

The "racing" type plug or the plug with the recessed insulator and center electrode having a push-pin side electrode is usually a plug in the "colder" heat ranges (not for street operation). This type of plug satisfies fuel burners and long running competition engines. Being "too cold" for street engines, this plug is easily fouled due to a short insulator which is responsible for its inability to hold heat. One physical advantage is that these plugs are short and give the builder a greater plug to piston clearance by not protruding into the combustion chamber as far as other plugs.

Now we are ready to select a plug to fit, first, the physical aspects of our engine, i.e., valve and piston clearance, plug location in the chamber, compression ratio, type of fuel, etc., so our final decision is the trickiest — what "heat range" shall we use?

If we have modified the engine such as boring, stroking, with increased compression, higher octane fuel then "colder" (than stock) plugs are in order. We would like to operate with as cold a plug as possible and still burn correctly and efficiently without fouling. So, rather than buy a full set of plugs for each experiment it is possible to run our engine, cut it clean, and install only two plugs (one in each bank) and do a comparison test — with all tests running concurrently under the same conditions.

One note of interest is to remember that a wide electrode gap idles nicely but doesn't get you a "fat" spark at high rpm and that as the compression pressures increase it is necessary to decrease the gap. Also that magneto ignition can stand a smaller gap than battery ignitions (breaker point type).

A higher compression ratio needs a colder plug and a higher octane fuel to prevent detonation. So in our selection of a spark plug we can easily be misled by a mixture that is too lean or too rich. Most mechanics plan on a rich mixture, to begin with. (This is cheaper - lean mixtures "lunch" pistons) and cut back leaner to be "just a shade on the rich side", for sure. Now we can start with our plug selection and balance the heat range with the fuel mixture. There have been more engine structural failures attributed to too much spark advance and/or lean mixtures (high ratio air to fuel) than probably any other cause.

If we are set up on gasoline and change to methanol then we may use more spark advance as alcohol does not detonate in the normal range of operation. If we add nitromethane we have to go the other direction and retard the spark (depending on the percentage of nitro used). All of these changes, or combinations, affect the poor spark plug and its ability to continue to fire every charge every time — more so in a normally aspirated engine. Our visual indicators are that the machine will "stumble" upon acceleration if we have a plug that is too cold. If we lose power near the end of run or shut off point then we can believe that the plugs are too hot and adjust accordingly checking for too much spark advance.

Let's leave the exotic fuels and go to the gasoline that most of us use. If we are running a street machine then our choice of intake manifolds (type, not makes) and the total number of venturis (or "barrels") to have is more important than in a competition machine — remember, our machine has to run at low speeds with a smooth intermediate range!

For good idling a 180 degree intake manifold is considered desirable because of its design to give no overlapping impulses and therefore the cylinders do not tend to "rob one another" — giving a smoother, more powerful engine. The high speed operation is not affected to any noticeable degree.

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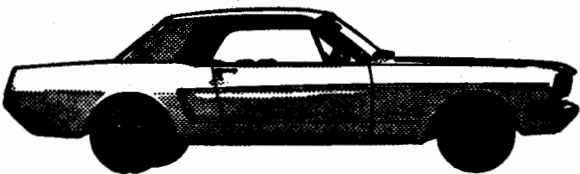
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TIME	MPH	TIME	MPH	TIME	MPH
2:02	95.231	2:25	80.094	2:48	69.155
2:03	94.322	2:26	79.582	2:49	68.735
2:04	93.680	2:27	79.039	2:50	68.348
2:05	92.938	2:28	78.581	2:51	67.928
2:06	92.195	2:29	77.964	2:52	67.541
2:07	91.453	2:30	77.448	2:53	67.154
2:08	90.485	2:31	76.932	2:54	66.767
2:09	90.033	2:32	76.415	2:55	66.379
2:10	89.113	2:33	75.931	2:56	65.928
2:11	88.433	2:34	75.447	2:57	65.637
2:12	88.000	2:35	74.963	2:58	65.250
2:13	87.323	2:36	74.479	2:59	64.995
2:14	86.677	2:37	73.995	3:00	64.540
2:15	86.032	2:38	73.511	3:01	64.185
2:16	85.421	2:39	73.059	3:02	63.830
2:17	84.547	2:40	72.608	3:03	63.314
2:18	84.192	2:41	72.156	3:04	63.120
2:19	83.579	2:42	71.704	3:05	62.882
2:20	82.956	2:43	71.284	3:06	62.442
2:21	81.385	2:44	70.790	3:07	62.120
2:22	81.804	2:45	70.413	3:08	61.797
2:23	81.223	2:46	69.994	3:09	61.474
2:24	80.675	2:47	69.542	3:10	61.152

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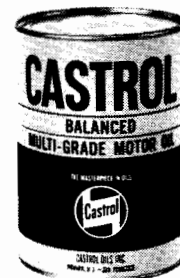
NORTHEAST DIVISION

Bowman Gray			
Winston Salem, N. C.	(oval)	0.25	
BRIDGEHAMPTON			
Bridgehampton, N. Y.	R	2.85	
Bryar Motorsport Park			
Loudon, N. H.	R	1.5	
Connellsville			
Connellsville, Pa.	A	1.5	
Cumberland			
Cumberland, Md.	A	1.6	
Giants' Despair			
Wilkes Barre, Pa.	HC	1.0	
Hyner Run			
Hyner, Pa.	HC	1.75	
Lime Rock Park			
Lime Rock, Conn.	R	1.5	
Marlboro			
Upper Marlboro, Md.	R	1.8	
Pocono International			
Long Pond, Pa.	R	u.c.	
Reading			
Reading, Pa.	A	2.63	
Suffolk			
Suffolk, Va.	A	2.17	
Thompson Raceway			
Thompson, Conn.	R	2.0	
Virginia International Raceway			
Danville, Va.	R	3.23	
Vineland			
Vineland, N. J.	R	1.3	
WATKINS GLEN			
Watkins Glen, N. Y.	R	2.3	
Weatherly			
Weatherly, Pa.	HC	0.8	

SOUTHEAST DIVISION

Bainbridge			
Bainbridge, Ga.	R	2.6	
Chimney Rock			
Lake Lure, N. C.	HC	1.9	
Corry Field			
Pensacola, Fla.	A	3.0	
Courtland			
Courtland, Ala.	A	3.2/2.6	
DAYTONA INT'L RACEWAY			
Daytona Beach, Fla.	R	1.6/3.1/3.8	
Fernandia Beach			
Fernandina, Fla.	A	2.8	
Osceola			
Osceola, Fla.	A	2.3	
Palm Beach Int'l Raceway			
Riviera Beach, Fla.	R	2.25	
Savannah-Effingham			
Faulkville, Ga.	R	2.0	
Sebastian			
Sebastian, Fla.	A	2.23	
SEBRING			
Sebring, Fla.	A	2.2/5.2	
Selma			
Selma, Ala.	A	2.7	
Spartanburg			
Spartanburg, S. C.	A	1.8	
Valkaria			
Valkaria, Fla.	A	1.4	

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GETTING STARTED AS A RACING DRIVER

Few sports place as many obstacles in the beginner's path as motor racing. The equipment is expensive, the number of sites is limited, the supply of misinformation is plentiful. There is a certain crude justice in this situation, since a high level of determination is required to get even well-qualified candidates over the initial discouragements which are almost unavoidable. Assuming you've got the reflexes (quick) and the temper (slow) to be raw materials, what is the ideal age to start competition and what sort of car will best advance your progress? The answers are, of course, as varied as individuals and their pocketbooks. Pocketbooks are important, since your first competition car is almost certain to be your own.

After initial minor excursions in my own Sunbeam Talbot plus a DKW and a standard Porsche owned by highly trusting friends, my first real racing mount was a D-type Jaguar. By anybody's standards, a D-type is a handful. The car taught me lessons more rapidly than a more manageable mount. Upon reflection, the more logical initial car for most beginners is a smaller, less powerful machine. My age at the time was "over 21". Seventeen might be theoretically better; for me, more maturity was an asset. The real answer is that the beginning driver must have enough sense to

know his own limits and drive within them, regardless of the type of vehicle. At some stage in your development, you may have to overstep your known capabilities. I strongly urge that you pick that spot carefully.

After a certain amount of basic apprenticeship, you'll want to choose your own "line" through a bend and set your own braking points. Having other, more experienced drivers point these out to you has always seemed a somewhat wasted effort to me, since the "ideal" line differs from driver to driver—and even more so from car to car.

One exercise I am much in favor of for beginners is the auto cross. This slaloming around a low speed obstacle course teaches car control with a high degree of safety and minor penalties for miscues. The big secret is that all speed is relative. The car need not be the latest model, the circuit need not be of

full Grand Prix caliber. How close you come to the car's limit—without exceeding it—is the measure of your success and satisfaction.

Jim Clark

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