

**UNITED STATES
ROAD RACING CHAMPIONSHIP**

AND Mission Bell Trophy Race

RIVERSIDE INTERNATIONAL RACEWAY

April 30---May 1, 1966

CONDUCTED BY—California Sports Car Club Region of SCCA

MY FAVORITE CIRCUIT

Whether it's Aintree or Zeltweg, "How do you like the circuit?" is a question which invariably pops up after the first day's training for a Grand Prix. Second question, naturally enough, is "What is your favorite circuit?"

If only all the queries to follow were as easy to answer as this one... Right at the top of my list of favorites is Monaco. Not that I've enjoyed particularly good luck at this reigning queen of the world's motor races. In my first three outings there, I finished tenth after a good start (a loose lead on the petrol pump cost four laps), and retired the two following years, once while in second place and again in 1963 while leading by 10 seconds, a useful margin on this short, twisty venue.

Monaco is exciting because it demands the utmost in concentration. A true "round-the-house" course, it climbs up through the hilly town and down to the sea front. In the entire lap distance of just under two miles there is scarcely a straight worthy of the name. Though the average speed is in the seventies

and top speed under one hundred thirty, the relative speed—which is all that counts—is immense. Lamp posts and curbs whistle past so rapidly that the sheer excitement exceeds that of circuits boasting average speeds twice as high. There is absolutely no section on which you can relax for an instant. Miscues have landed unlucky drivers in the harbour or immobilized in a dim tunnel with the rest of the pack bearing down at full tilt.

The twisty, up-hill, down-dale road puts a precious premium on handling properties of the chassis, and ruggedness of the gearbox. This suits me since I have seldom been blessed with the most horsepower on tap in the event.

Behind the technical appeal of the circuit is an atmosphere second to none—picturesque houses, hotels, harbour, yachts, an attractive and knowledgeable spectator contingent. If Monaco didn't exist, the film industry would have been forced to invent it.

My candidates for runner-up honors? Nurburgring, a long, varied, complex circuit requiring every skill in the driver's

repertoire, and Clermont-Ferrand, a petite French version of the famed German road course in the pine forest.

Jim Clark

HELP CHOOSE THE MARTINI & ROSSI "DRIVER OF THE YEAR" FOR 1966.

Pick the driver you feel best exemplifies the spirit of the sport—sportsmanship, competitive spirit, and the ability to win modestly, or lose gracefully. Vote as often as you wish, by using the form provided, or by just a note on a postcard. Send votes to MARTINI & ROSSI AWARDS, at the address shown.

Martini & Rossi Awards
P.O. Box 323 Lenox Hill Station
New York, N.Y. 10021

66-1A

I vote for _____
as Martini & Rossi Driver of the Year

My name _____

Address _____

(You may omit your name and address
if you choose)

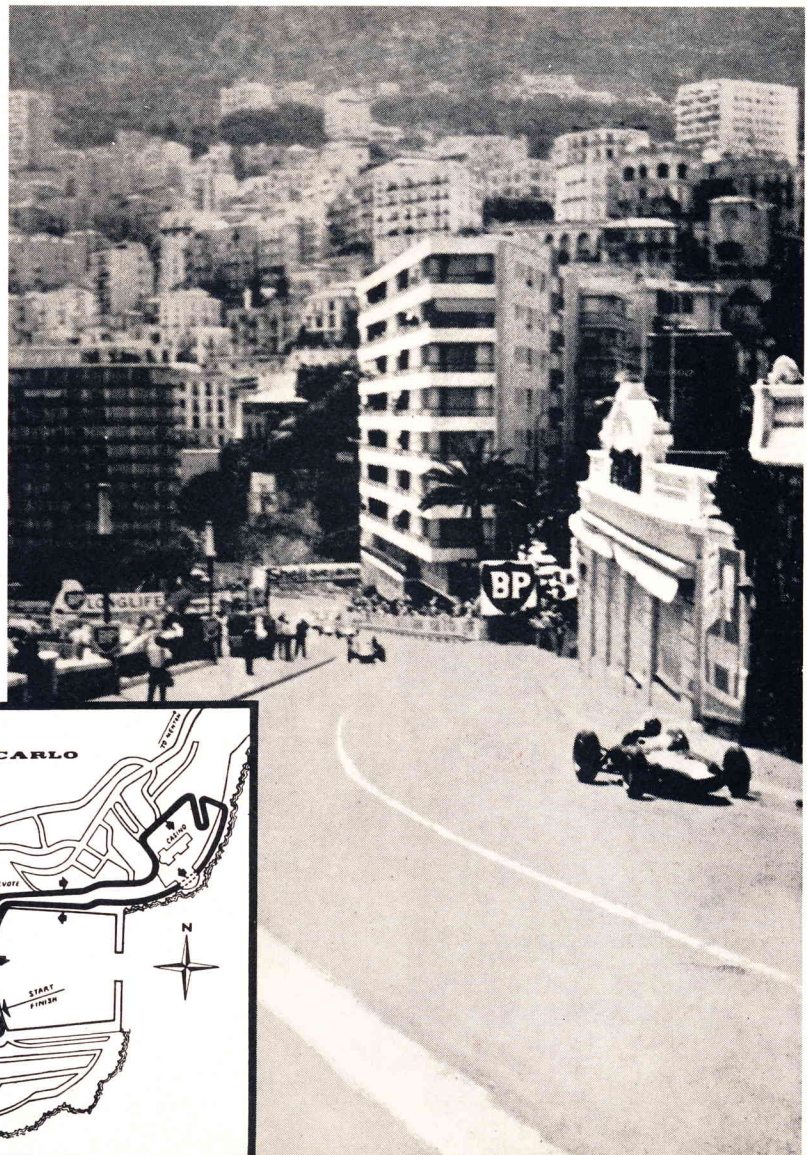
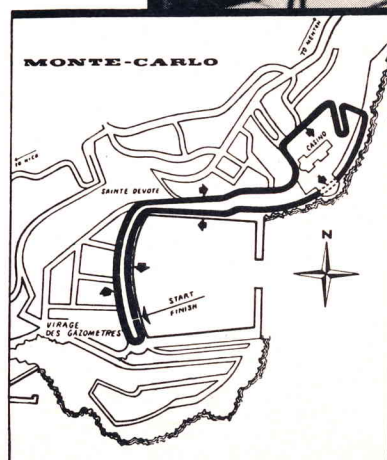
Use this form to vote or drop us a note.

MARTINI & ROSSI PRESENTS

JIM CLARK on "the Monaco sprint"



Jim Clark,
Martini & Rossi
"Driver Of
The Year"
for 1965



Welcome to the 1966 United States Road Racing Championship

Once again it is my pleasure and privilege to extend you this warm and sincere welcome to Riverside International Raceway. I'm sure you will find today's program of races both colorful and exciting.

The USRRC race is now well established at Riverside and we are proud to be a part of this circuit which has done so much to further professional sports car racing in America. The quality of the cars, the ability of the drivers and crews and the calibre of competition certainly are well deserving of the interest and support you have given them by being here today.

This year we have added a new companion feature to the USRRC with the inauguration of the Mission Bell Trophy Race for sedans. We think these cars will provide an exciting race and we are just as excited with the special Mission Bell Trophy which will go to today's winner.

The Mission Bell Trophy is being awarded by Riverside's historic Mission Inn and is a fitting tribute to the men who race. We are deeply grateful to the Mission Inn and their full support of Riverside Raceway.

May I thank you once again for your fine support in the past and may we continue to see you whenever there is racing here, at the world's finest and most progressive road racing course.

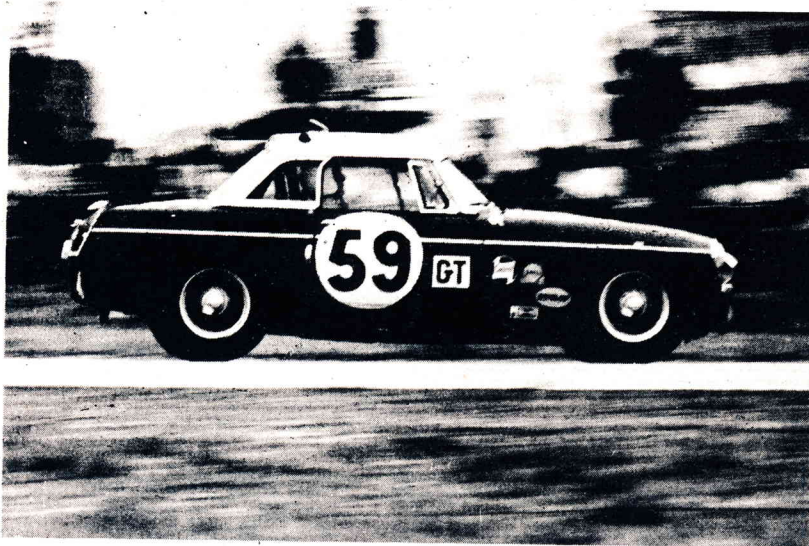


Les Richter
President and General Manager





MGB BEATS ENTIRE TRIUMPH TEAM AT SEBRING



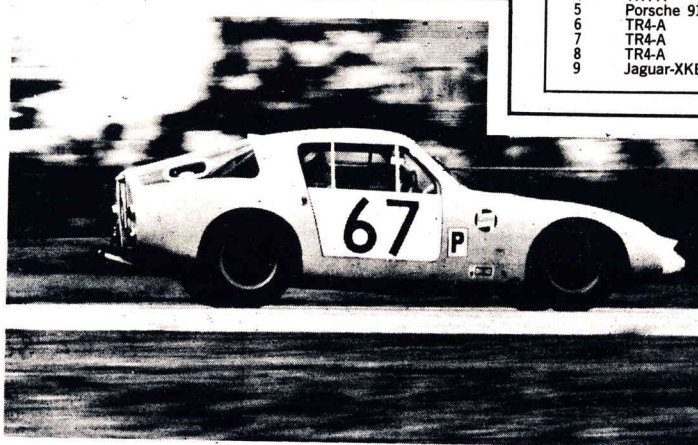
Lone Factory Entry Takes 1st in Class and 3rd Overall in GT Group.

Sebring, March 26, 1966: In the grueling 12 hours of Sebring only 30 of 65 starters finished. The #59 MGB driven by Roger Mac of England, Peter Manton of Australia and Emmett Brown of California ran like a watch all day to win easily in Class 9, finish 6 laps ahead of the nearest TR4-A and place 3rd overall GT. The GT group is for production cars of which at least 500 have been produced in a 12 month period. The rugged 1798cc MGB outlasted and outdrove every GT car at Sebring except for two Stingrays whose engines are almost four times as big as MG's.

SEBRING RESULTS Grand Touring Finishers

Place	Car	Laps	Capacity	Drivers
1	Stingray	201	6997cc	Moore/Wintersteen
2	Stingray	197	6997cc	Yenko/Whims
3	MGB	178	1798cc	Mac/Manton/Brown
4	TR4-A	172	2182cc	Pendleton/Froines
5	Porsche 911	168	1991cc	Ryan/Coleman
6	TR4-A	162	2182cc	Gilmartin/Rothschild
7	TR4-A	151	2182cc	Hill/Heimrath
8	TR4-A	131	2182cc	Kingham/Vega
9	Jaguar-XKE	82	3784cc	Robson/Buckman

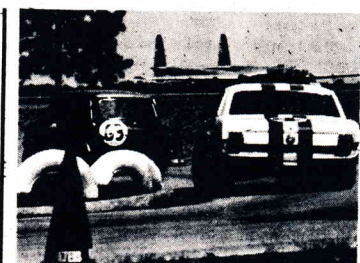
SPRITES 1st AND 2nd IN CLASS FOR SECOND STRAIGHT YEAR



The little 1293cc Austin Healey Sprite Prototypes driven by

Rauno Aaltonen/Clive Baker and Timo Makinen/Paul Hawkins, once again delighted Sebring spectators with their 1-2 class finish and 8th and 9th in the Sports Prototype Group. Lapping Sebring's 5.2

mile circuit consistently around 3 min. 40 sec. and hitting 135 mph on the straights, Donald Healey's giant killers were bested in the prototype field only by Ford, Ferrari and Porsche.



Mini-Coopers finish 5 of 6 entries and take 1, 2, 3 in Class 7, 1st in Class 6 and 2nd in Class 5 in 4 hour International Sedan Race for manufacturer's points.

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WISH YOU A HAPPY RACING WEEK-END

UNITED STATES ROAD RACING CHAMPIONSHIP and 1st Annual Mission Bell Trophy Race

RACE OFFICIALS — CALIFORNIA SPORTS CAR CLUB REGION OF SCCA

Chief Steward *Merle Stanfield*
 Race Chairman *Les Richter*
 Stewards of The Meet *George McDowell*
 John Luce - Lew Spencer - George Kotels
 Judge *Denny Evans*
 Chief Starter *Buddy Erhlich*
 Flag Marshalls *Bob Bledso*
 Dave Connor
 Communications *Gene McMasters*
 Paul Robertson
 Grid Marshall *Dr. Kerry Willets*
 Chief Announcer *Sandy Reed*
 Turn Six Announcer *Alan Fordney*
 Pit Announcer *Jim Mathewes*
 Timers & Scorers *Roy Wood*
 Technical & Safety Inspection *Gil Landry*
 Crowd Control *Jack Cassel*
 Emergency Control *Lee Haskins*
 Pit Marshall *Buddy Newman*
 Press Summerizer *Bill Huckler*
 Registrar *Silvia Treichler*
 Safety Director *Richard Otte*
 Course Physician *Dr. Irving Omphroy*
 Honorary Course Marshall *Mayor Ben Lewis*
 Honorary Starter *Jay Wilcox*

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 Roy Hord *Track Manager*
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 Ken Pascoe *Director Ticket Sales*
 Anne Walters *Los Angeles Office Manager*
 Rene Kilgore *Raceway Office Manager*
 Carinda Perry *Special Promotions Director*
 Hank Paronelli *Formula Karting Director*
 Don Rackemann *Drag Strip Manager*
 Sandy Reed *Chief Announcer*
 Hugo Miller *Assistant Track Manager*
 Jack Bridewell *Chief of Security*
 Tom Baldwin *Track Foreman*
 Dick Otte *Safety Director*
 Bob Lowe *First Aid Director*
 Bob Madden *Fire Marshall*
 Dave Berg *Track Engineer*
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 Bud Arrigona *Gate Supervisor*
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 John Braislin *Paddock Security*
 John Hartman *Paddock Security*
 Irving Omphroy, M.D. .. *Chief of Medical Staff*

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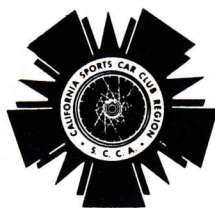
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Donald Ford	W. R. Pagen
Bob Hope	Edwin W. Pauley
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Frederick Levy, Jr.	

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 Program Sales *Riverside Jaycees*

PROGRAM

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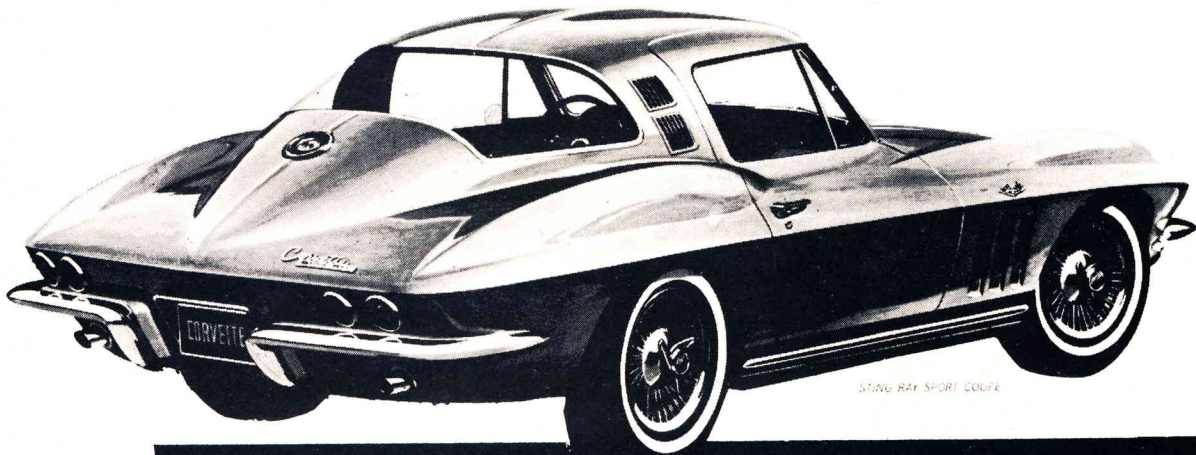
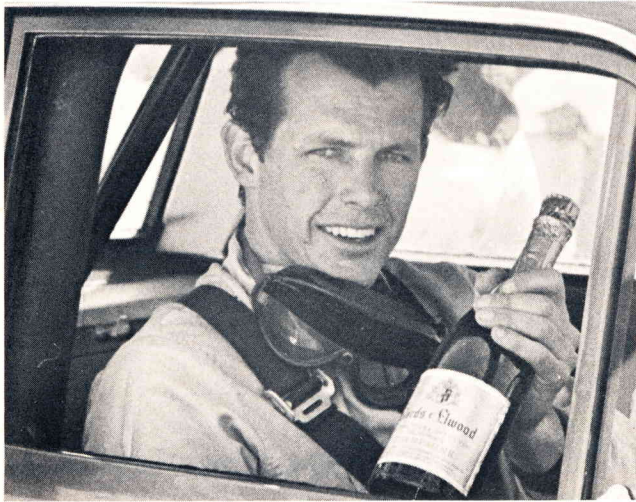


LLORDS & ELWOOD CHAMPAGNE

The most universally recognized symbols of victory in international road racing are the checkered flag and a chilled bottle of champagne for the winning driver.

To the winners of today's United States Road Racing Championship and Mission Bell Trophy Race for Sedans will go to the finest California champagne available . . . Llords & Elwood Superb Extra Dry Cuvee! The reason for this choice is simple. Just as winning a major road race requires a combination of a skilled driver and an excellent automobile, an award-winning champagne requires skilled and dedicated wine-makers using the finest grapes that can be grown!

If you would like to find out for yourself just why it is that Llords & Elwood Superb Extra Dry Cuvee has been repeatedly acclaimed to be America's supreme champagne, even though you don't win one of today's road races, simply ask for it by name at your local wine dealer or in your favorite restaurant!



Washburn CHEVROLET

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SCHEDULE

FRIDAY, APRIL 29th —

8:00 a.m. - 4:30 p.m. Technical Inspection at Raceway
10:00 a.m. - 1:00 p.m. USRRC PRACTICE
1:30 p.m. - 4:40 p.m. USRRC QUALIFYING (fastest 15 cars firm on grid for Sunday)

SATURDAY, APRIL 30th —

8:00 a.m. - 4:30 p.m. Technical Inspection & Registration at Raceway
8:30 a.m. - 10:00 a.m. Regional Practice & Qualifying (F G H Production & H. Modified cars)
10:15 a.m. - 11:45 a.m. Regional Practice & Qualifying (A B C D Production cars)
12:00 noon - 1:30 p.m. Sedan Practice & Qualifying
1:45 p.m. - 3:45 p.m. USRRC Practice & Qualifying (Fastest 10 cars firm grid positions 16-25)
4:00 p.m. - 4:30 p.m. E F Production race
4:45 p.m. - 5:15 p.m. G H Production H Modified Race

SUNDAY, MAY 1st —

9:00 a.m. - 10:30 a.m. USRRC Practice & Qualifying (8 grid positions filled fastest qualifiers)
10:45 a.m. - 11:15 a.m. Production Car Race (A B C D)
11:30 a.m. - 12:45 p.m. Mission Cup Race 100 miles for SEDANS USRRC DRIVERS MEETING
1:00 p.m. USRRC DRIVERS MEETING
1:00 p.m. - 2:00 p.m. Pre-Race Festivities
2:00 p.m. - 2:25 p.m. Grid for race
2:30 p.m. START OF USRRC 182 miles (70 laps)

Safety Tips

1. Road racing is dangerous, and one of the conditions of your admission to this event is recognition of that fact. Fences indicate the closest safe distance to the track for all spectators.

2. Always be ready to move quickly if it becomes necessary.

3. Obey all instructions of official track and race personnel.

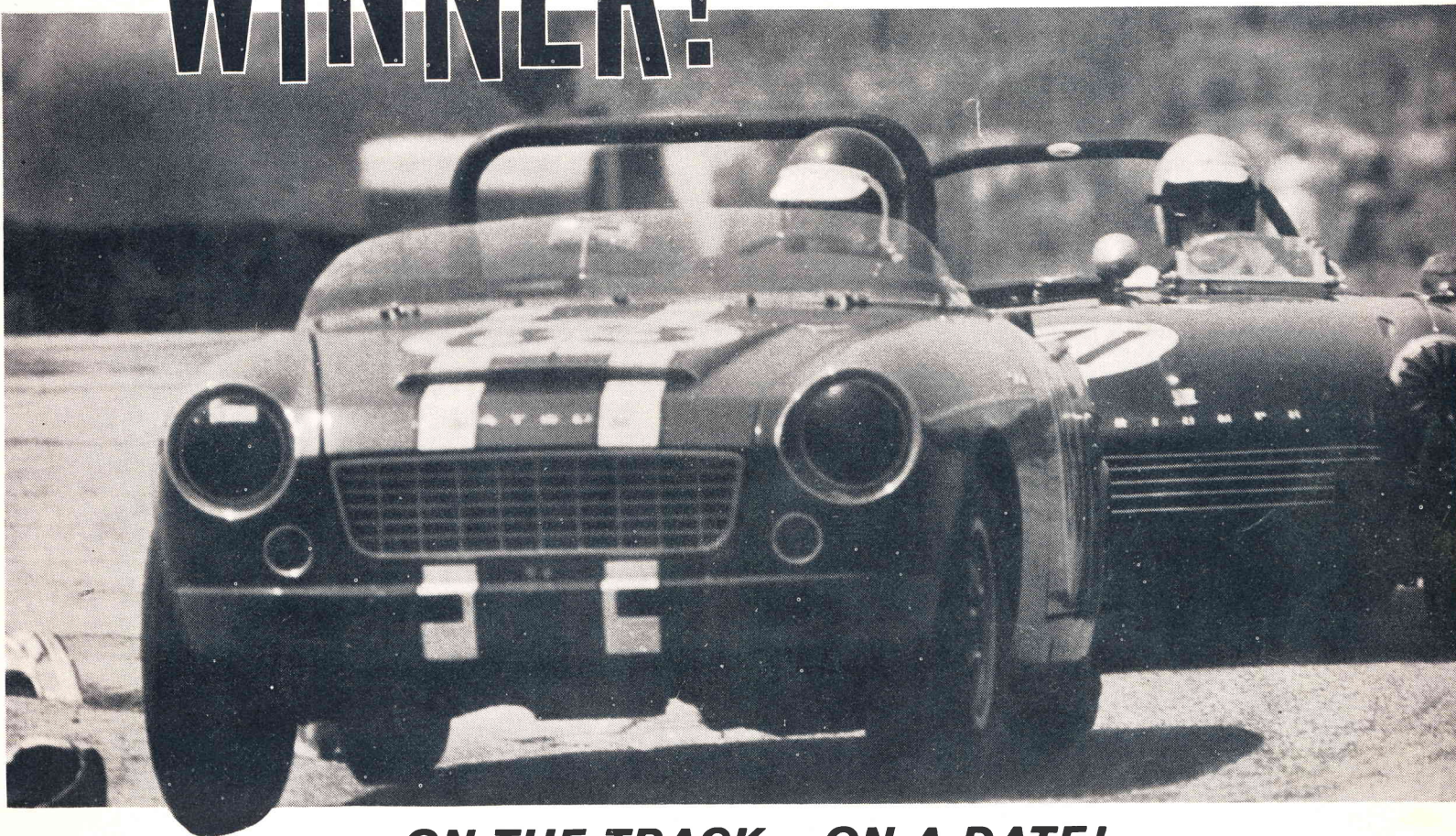
4. Park cars no closer than 20 feet from the fences.

5. Orient yourself to the closest Red Cross first aid station, sanitary facility, drinking fountain, Sparkletts truck and refreshment stand.

6. If you brought children, please know where they are at all times and make them aware of possible dangers.

7. There will be no portable viewing stands of any description allowed on this track.

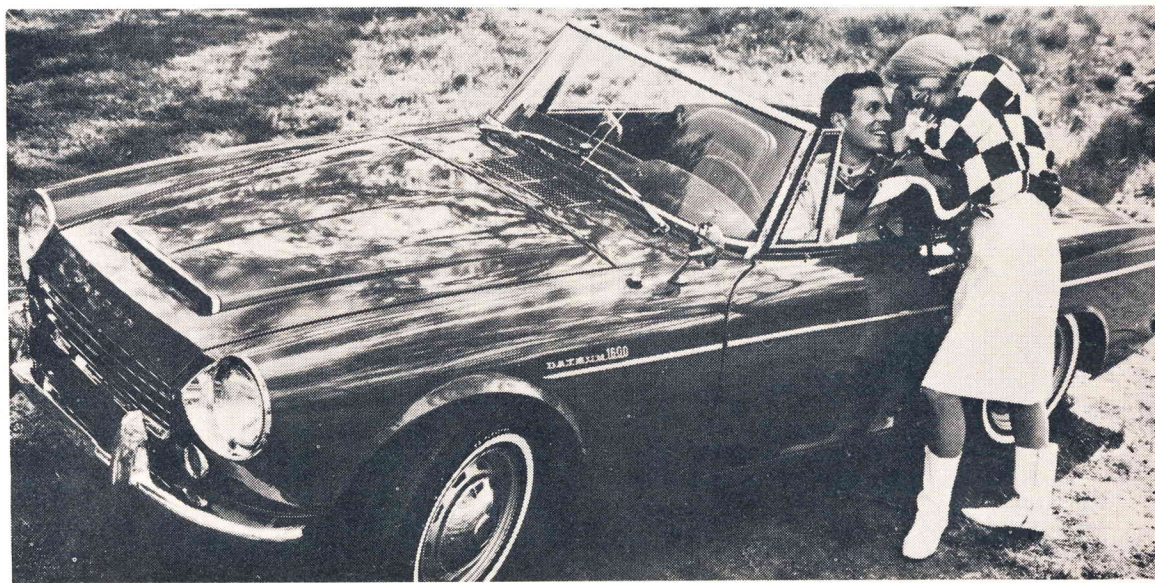
WINNER!



ON THE TRACK...ON A DATE!

Feb. 27, 1966 Phoenix, Arizona
First National SCCA Race—DATSUN
'1500' Sports Car driven by Lee
Herbert of Pasadena, **first overall** in
F & G production race. Beats '65
National G Production Champ by a
whopping 12 seconds.

New DATSUN '1600' driven by Will
Nichols finished second at Willow
Springs against a TR-3 proving the
DATSUN '1600' will be a strong con-
tender in Class F.



**GIVE IT A GO AT YOUR
DATSUN DEALER TODAY!**

DATSUN '1600' Engineering features: 1600cc OHV Engine, 96 hp @ 6000 rpm., dual carburetors, 4-Speed Floor Stick, full synchromesh transmission, disc brakes up front, 14 inch wheels, torsion-bar stabilizer, 12 V. electrical system, 300 watt alternator. **STANDARD DELIVERED EQUIPMENT**—all transistor radio, heater & defrosters, seat belts, padded dash, carpeting, roll-up windows, large dial tach, electric clock, trip meter, lockable floor console, WSW tires, tonneau cover & boot, cigarette lighter, deluxe chrome & wheel discs, and racing type steering wheel. \$2546 DELIVERED. Plus lic., taxes, dealer handling & freight, if any.

PRIZE MONEY AWARDS 1966 RIVERSIDE USRRC

QUALIFYING AWARD —

For fastest laps during Friday qualifying session	
Fastest Qualifier	\$200.00
Fastest under-two-liter Qualifier	\$100.00
TOTAL	\$300.00

OVERALL AWARDS — USRRC

POSITION		POSITION	
1.	\$2,600.00	9.	150.00
2.	1,200.00	10.	100.00
3.	900.00	11.	100.00
4.	700.00	12.	100.00
5.	500.00	13.	100.00
6.	300.00	14.	100.00
7.	250.00	15.	100.00
8.	200.00	16.	\$ 100.00

Additional Prize Monies to be Awarded by Accessory Manufacturers

CHAMPION SPARK PLUGS CORPORATION

Over Two Liter

First	\$500
Second	200
Third	100

Under Two Liter

First	\$125
Second	75

* * *

GOODYEAR TIRE AND RUBBER COMPANY

Overall

First	\$750
Second	350
Third	150

Under Two Liter

First	\$250
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* * *

FIRESTONE TIRE AND RUBBER COMPANY

Overall

First	\$750
Second	350
Third	150

Under Two Liter

First	\$250
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* * *

UNION OIL COMPANY OF CALIFORNIA

Overall

First	\$750
Second	350
Third	150

Under Two Liter

First	\$250
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STP (THE MALTBY COMPANY)

Over Two Liter

First	\$250
Second	150

Under Two Liter

First	\$250
Second	150

* * *

BARDAHL OIL COMPANY

Overall

First	\$300
Second	150

All contingent upon cars using company products and bearing company decals.

TORQUE CONTROLS

Awards Gold Torque Wrench Set to winning Car
Qualifying Awards \$300

* * *

PROTO TOOL

Official Riverside, International Raceway Tool Kit given to mechanic of winning car (not contingent upon use of product)




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

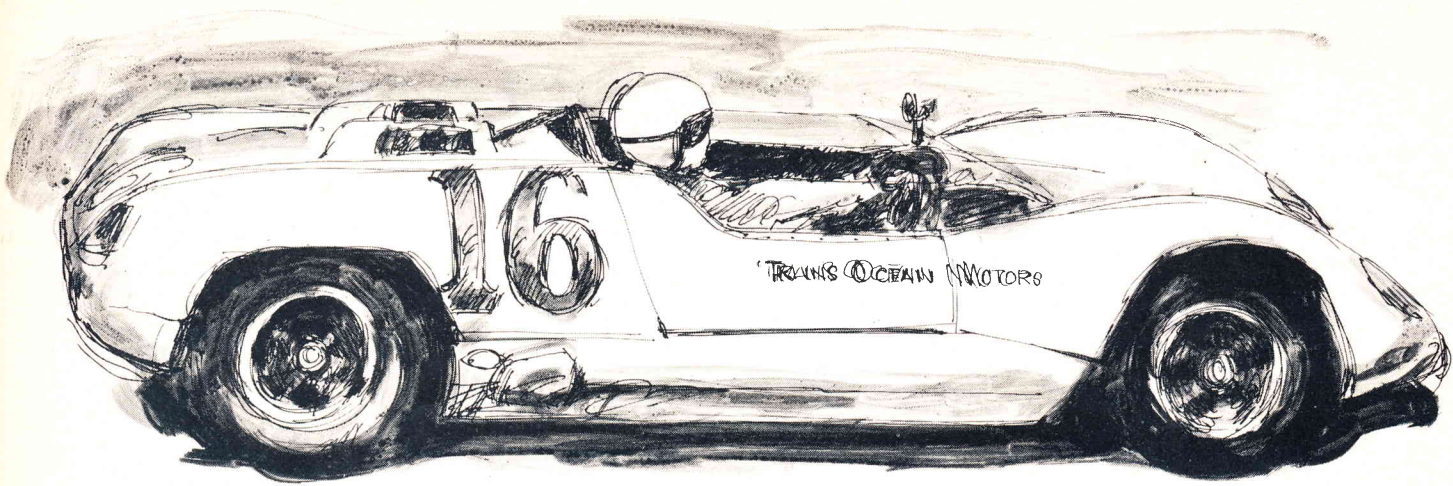
one fell swoop is manual gearbox flexibility with the ease of automatic drive only a shift away.

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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YOU'RE AHEAD IN A
FORD ALL THE WAY



1965 USRRC Champion:



GEORGE FOLLMER

George Follmer, defending USRRC Champion, returns to Riverside for the second in this year's series of USRRC races.

Follmer captured his under 2 litre class at Riverside in last year's race, and plans to repeat this victory in his Lotus-Porsche.

Recent winner of the Tim Mayer Award, a cash prize given to a promising driver to help further his career, Follmer came into national prominence last Spring by winning an overall victory at Pensacola in the opening race of the USRRC circuit. At Riverside, Follmer captured a class win two weeks later. These two victories gave him a continuing points lead and he decided to go the rest of the races in the nine race circuit.

Follmer and Jim Hall competed all through the circuit with Hall taking his over 2 litre class in the Chaparral and Follmer the under 2 litre. Class wins at Bridgehampton, Long Island, Watkins Glen, Castle Rock (where he beat Hall for a 3rd overall) and Elkhart Lake added up enough points for winning the title.

The driving career of this handsome insurance executive started in a VW in Southern California slaloms. He won his class championship the first year out.

In 1960 George bought a Porsche Speedster and went racing. He captured the Class Championship in the California Sports Car Club Region of SCCA and the Cal Club "Rookie of the Year" title.

Follmer moved into a 550 RS Porsche in 1961 and placed third in divisional points.

The present Lotus-Porsche (still sponsored by Trans Ocean Motors of Pasadena) made its debut at the Times Grand Prix in 1964, where Follmer finished 3rd under 2 litre and 11th overall to claim prize money of \$500.

Before taking the car to Pensacola in 1965, George wiped out all local competition at a couple of regional races and set a track record at Willow Springs.

George, his wife Glenda, and their three children recently moved from Pasadena (where George works) to Arcadia. When time permits, he gets in some skiing on both snow and water. However, defending his title does not leave much time for other sports for the next six months.

Follmer has a smooth style of car handling that makes racing look easy. Actually he is unusually intense while driving and uses a vast amount of intelligence as well as physical skill.

This popular local driver has commanded attention and respect on the entire USRRC circuit and has become a favorite with the fans as well as with other drivers.

Perhaps once in a generation the opportunity arises to create an entirely new car.

To start with a dream and a clean sheet of paper.

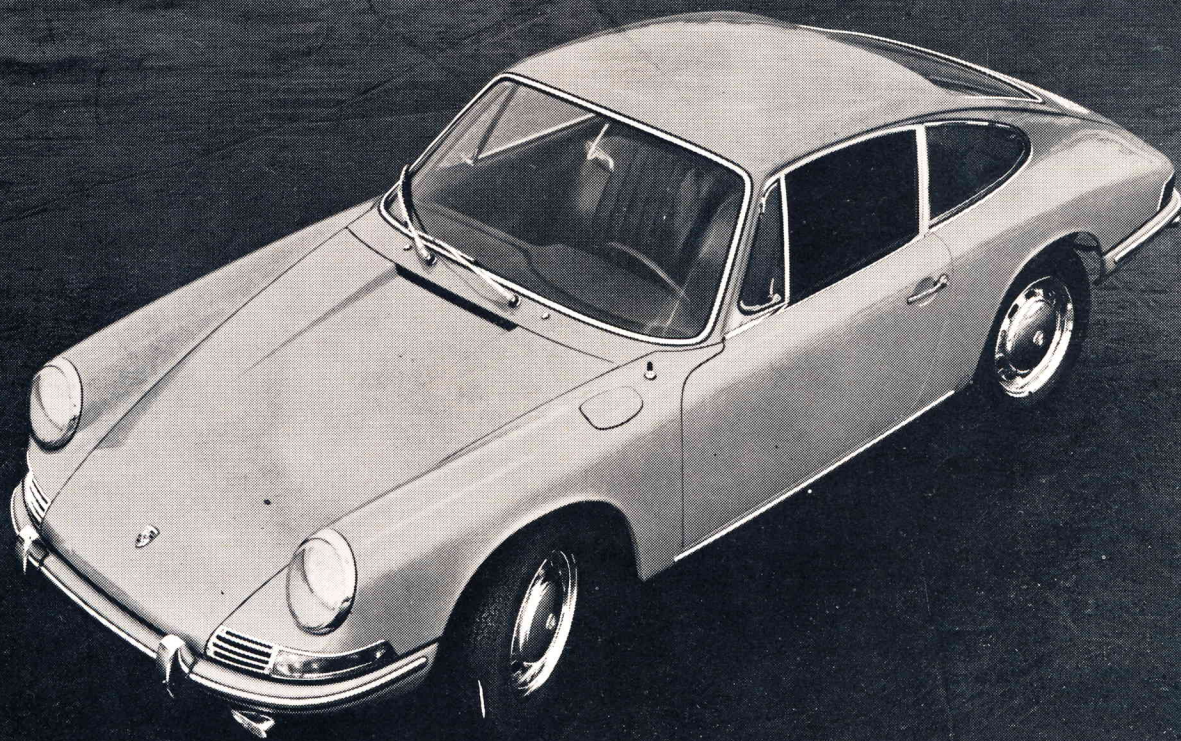
To apply insights gained in seventeen years of testing, racing and refining what was already the most advanced car of its time.

To design and build—almost without compromise—the ultimate car for getting from here to there in the quickest, safest, most enjoyable manner possible.

Result: The new Porsche.

New in every detail, yet unmistakably a Porsche.

Go ahead. Drive it. You'll never forget it.



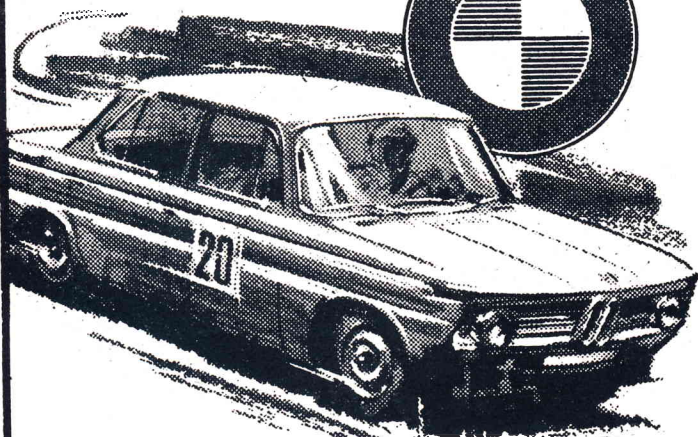
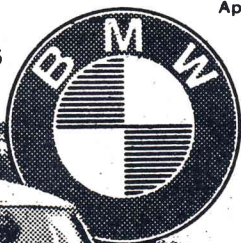
The luxurious Porsche 911 is powered by the new 6-cylinder, air-cooled, 148-hp rear engine with new 5-speed gearbox. Top speed 130 mph. The 911 is unusually well-instrumented, has an oil-level gauge, as well as oil pressure and temperature gauges. The lower-priced Porsche 912, sister to the 911, is powered by the famous SC, 4-cylinder engine with a choice of 4 or 5-speed gearbox. Top speed 115 mph. Both models have the Porsche fastback with 75% greater field of vision, an even better suspension, far more elbow room and under-the-hood luggage space. For domestic or overseas delivery, see your Porsche dealer or write Porsche of America Corporation, 107 Tryon Avenue West, Teaneck, New Jersey 07666.



BMW is coming on STRONG

CAR and DRIVER,
April '65

BAVARIAN MOTOR WORKS



GERMAN QUALITY, GERMAN PRECISION ENGINEERING! Unequaled in handling and road-holding—unequaled in performance—unequaled in craftsmanship. That's BMW.

BMW TISA'S OPENED 1966 WEST COAST SEDAN RACING SEASON WITH A FIRST AND SECOND OVERALL VICTORY AT THE NATIONAL SCCA RACES, PHOENIX, ARIZONA, FEB. 27TH.

BMW 1800 SERIES: SEDAN, AUTOMATIC TI SPORT OR TISA BMW 1600 SEDAN OFFER IN ONE PACKAGE THE HIGHEST STANDARD OF MODERN AUTOMOBILE MANUFACTURING. TEST DRIVE BMW!

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MISSION BELL TROPHY RACE SLATED AS COMPANION FEATURE

The USRRC Manufacturers Championship has been discontinued this year, but Raceway president Les Richter has scheduled an exciting replacement for the GT car points race that previously served as a companion feature to the annual Riverside USRRC.

Named the Mission Bell Trophy Race, this new feature will be restricted to sedans of both U.S. and European manufacture, and will cover a distance of 100 miles. It is slated to get underway at 11:30 a.m. May 1, preceding the featured 182-mile USRRC race.

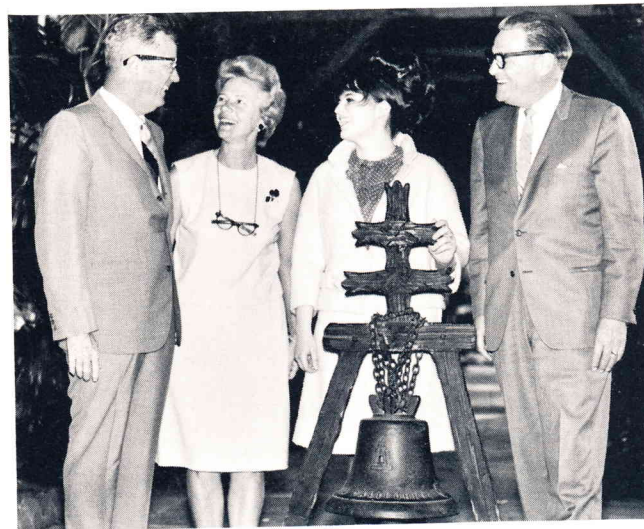
Limited to SCCA sedan classes A,B,C and Group II, the Mission Bell Trophy race was inaugurated to give Raceway fans a preview look at the new SCCA Trans-American Sedan circuit which got underway at Sebring, Fla., on March 25. Riverside has become part of that series and will host a points race similar to that held at Sebring, and scheduled for eight other courses around the nation, on September 18.

The Mission Bell Trophy race has been so named in honor of the unique trophy which will be awarded to the winner on May 1.

Designed from an ancient mission bell, one of the many in the famous Mission Inn Hotel collection, the huge trophy has an interesting and colorful history.

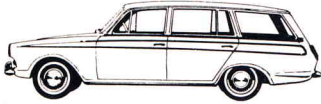
The bell was the original one cast in the Riverside area, in the mid-1800's, in honor of Father Junipero Serra, founder of California's missions. Before being acquired by the Mission Inn, it stood for many years beside the site of a little Catholic church in Colton which was washed away in a giant flood.

The original trophy presented by the Mission Inn in recognition of driving competitors at the Raceway, will be permanently displayed at the historic Inn, and will carry the names of each winner on its base. A replica of the original will be presented to the winner of the May 1 race and to each succeeding winner of races named for the trophy.



The MISSION BELL TROPHY that will be presented to the winner of the sedan race is shown with Mr. Robert Peterson, General Manager of the Mission Bell Hotel and presenter of the trophy, Mrs. Petersen, Co-Race Queen Donna Villicich and the honorable Ben Lewis, Mayor of Riverside, California.

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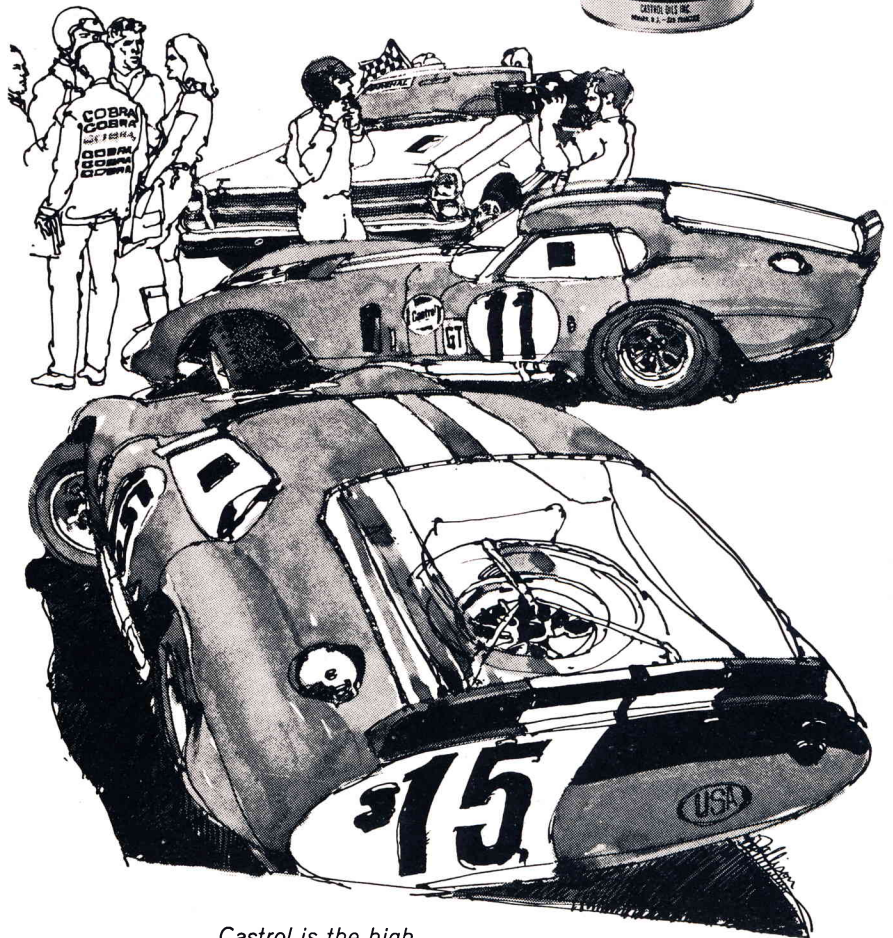
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UNITED STATES ROAD RACING CHAMPIONSHIP

CAR #	DRIVER	ENTRANT	CAR	TWO LITRE	COLOR	HOMETOWN
0	Norman Smith	Same	Porsche 904	U	Red	Menlo Park, Calif.
1	Doug Walker	Same	Chaparral I	O	White	Santa Ana, Calif.
2	Bob Challiman	Ecurie Shirlee	Lotus 30 40	O	BRG	Manhattan Beach, Calif.
3	Lee Midgley	Bob Griffith	Cobra 289	O	Orange	Hemet, Calif.
4	Jim Dittmore	Don Peckam	Cobra 427	O	Red	Redondo Beach, Calif.
5	Dan Parkinson	Same	Lotus Climax	U	Red	La Canada, Calif.
6	Ed Hamill	Hamill Cars Inc.	Hamill SR 3	O	White	Rolling Meadows, Ill.
7	Harry Banta	Same	Ferharry	U	Yellow	Reno, Nevada
8	Jerry Grant	All American Racers, Inc.	Lola T70 MK II	O	Blue	Santa Ana, Calif.
9	Skip Hudson	T. M. I. Associates	Lola Lancer J 9	O	Silver	Arlington, Calif.
10	Chuck Parsons	Hilton Racing Team	Genie MK 10	O	Red	Carmel, Calif.
11	Paul Reinhart	Red Faris	Stingray Chev.	O	Silver	San Leandro, Calif.
14	Joe Ward	Same	Bobsy SR 3	U	Orange	Riverside, Calif.
15	Bob Montana	Same	Plymouth Mc Kee	O	White	Phoenix, Arizona
16	George Follmer	Same	Lotus Porsche	U	White	Arcadia, Calif.
18	Dick Guldstrand	Herb Caplan	Stingray Conv.	O	Blue	Manhattan Beach, Calif.
19	Jim Roe	Joe L. Lucy	Mc Laren Elva	O	Red	Scottsdale, Arizona
21	Joe Strkey	Same	Mc Laren Elva	O	Red	Dallas, Texas
22	Jerry Entin	Entin Bros. Racing Team	Mc Laren Elva	O	Gold	Beverly Hills, Calif.
23	John Timanus	Serendipity Racing Team	Mc Laren Olds	O	Green	Santa Monica, Calif.
25	Jim Chaffee	Chaffee's	Lotus Chevy	U	Pink	Mount Baldy, Calif.
26	John R. Fulp Jr.	Raceway Engineering	Lola TP 70 MK II	O	Blue	Anderson, So. Carolina
27	Lothar Motschenbacher	Same	Mc Laren Olds MK II	O	Silver	Van Nuys, Calif.
28	Ralph Salyer	Joseph H. Salyer and Son	Cro Sal Mc Laren Elva	O	Blue	Hammond, Indiana
29	Steve Diulo	Same	Lotus 19 G	O	White	Newport Beach, Calif.
31	Ronnie Bucknum	Haskell Automotive Co.	Lola T70	O	Black	Playa del Rey, Calif.
33	Scooter Patrick	Precision Motor Cars	Porsche 904	U	Silver	Manhattan Beach, Calif.
34	Ken Miles	Estes - Zipper Motor Co.	Porsche Carrera 6	U	Silver	Beverly Hills, Calif.
36	Pierre Phillips	Pierres Motors	Lotus Porsche	U	Black	Portland, Oregon
37	Don Skogmo	Same	Genie MK 8	O	White	Minneapolis, Minn.
42	Candido Da Mota	Same	Lotus 23B	U	Blue	Floral Park, N.Y.
43	Al Whatley	Same	Ford GT 40	O	White	Las Vegas, Nevada
44	Jerry Hanson	Same	Lotus Chev.	O	Maroon	Minneapolis, Minn.
49	Dennis Harrison	Steve Berg	Porsche 904	U	Blue	North Hollywood, Calif.
52	Earl Jones	Bill Eve, Eve and Jones Racing	Genie Ford MK 10	O	Orange	Hermosa Beach, Calif.
55	Jim Adams	Hollywood Sports Cars	Mc Laren MK I	O	Blue	Hollywood, Calif.
62	John Cannon	Dan Blocker	Nickey-Vinegaroon	O	Green	Montreal, Canada
64	C. A. Clusserath	Same	Mc Kee Olds MK 4	O	Red	Hammod, Ind.
66	James H. Phillips	Same	Cobra GT	O	Blue	Las Vegas, Nevada
71	Dave Ridenour, Peter Talbert	Motor Sport International	Ford Special	O	White	San Francisco, Calif.
75	Miles Gupton	Same	Platypus	U	Black	Manhattan Beach, Calif.
77	Mak Kronn	SKF Ltd.	Mc Kee Chev.	O	White	Mundelein, Ill.
87	Ralph Wood	Same	Elva Climax	U	Green	Moroga, Calif.
88	Bill Krause	Pacesetter Homes	Lola T70	O	Blue	Newport Beach, Calif.
88	Jerry Titus	Vasec Polak Porsche	Porsche 6	U	White	Hermosa Beach, Calif.
96	Mike Goth	Mike Goth Racing	Mc Laren Chev.	O	Orange	New York, N.Y.
97	Charlie Hayes	Charles Hayes Racing	Nickey Chevrolet Special	O	Purple	Anaheim, Calif.
98	Gustav M. O'Keiff	Same	Mc Laren Mk II	O	Black	Houston, Texas

POLAK FIELDS TWO CONTENDERS



MATED FOR VICTORY—Vasek Polak, “Master of the Porsche” chatting with top driver Jerry Titus. Pictured is the new Porsche 911 which Titus will drive in the production race this week-end.

Local racing fans will get their first look this weekend at a pair of sophisticated new racing machines from Porsche—a production model Porsche 911 and a brand new entrant in the under-two-litre modified field, the Porsche Special Six.

The latter carries the same engine as the Carrera Six, which won its class at Sebring and finished fourth overall—defeating all the Ferraris, Sting Rays, and other big-engine cars with the exception of three 7-litre Fords. Earlier, at Daytona the Carrera Six won in class (two-litre sports prototype) and finished sixth overall.

The engine in the Special Six produces about 215 horsepower. With its hand-crafted Fiberglass body, the car weighs approximately 1150 lbs. No top speed figures are available as this article goes to press.

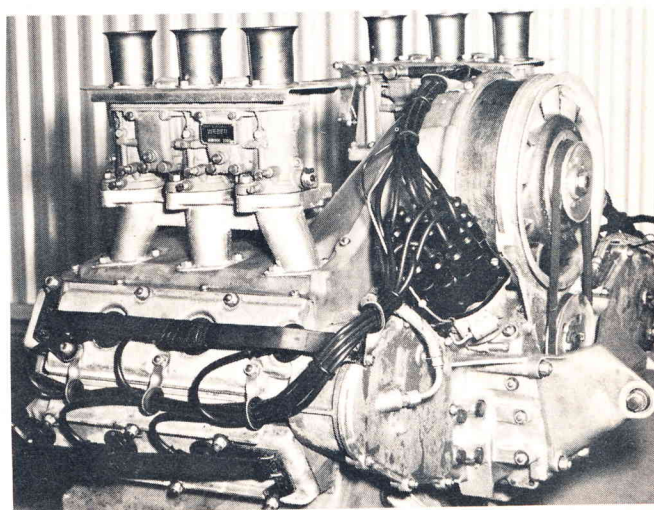
Both of the cars will be driven this week-end by Jerry Titus, the exciting young driver from Canoga Park, California, recently named editor of *SPORTS CAR GRAPHIC* magazine, who has moved rapidly to the forefront in USRRC circles. A driver for six years, he began to come into his own in 1965 as a member of the owner-driver team whose other member is Vasek Polak, known by all who know the marque as an artist in preparing Porsches.

Vasek Polak became famous around the world in an instant one day in 1960 when the two Porsches he prepared and maintained

during the race finished first and second overall.

A racing driver in his own right in Europe, Vasek Polak came to the United States in 1956 from Germany, where he had been employed by the Porsche distributor for Southern Germany. He has been identified with Porsche since the early 1950's, and now owns a Porsche dealership in Manhattan Beach, California.

Plans are for the Polak Porsches to run in 10 USRRC and 10 SCCA races this year. Titus will drive in each race.



POWER PLANT PERSONIFIED—This power plant is the heart of the Porsche Special Six. It features twin ignition and the use of lightweight metals.

Mission Bell Trophy Race

CLASS A

4	Bill Jones	UP-Tight Racing Associates	Ford Mustang	Green	Los Angeles, Cal.
9	Ray Wolff	Hi-Performance Motors	Mustang	Orange	W. Los Angeles, Cal.
17	Pete Cordts	Same	Falcon Sprint	Blue	San Gabriel, Cal.
61	Peter S. Talbert	Motor Sport Int 1	Ford Mustang	White	Berkeley, Cal.
69	Don Pike	Same	Falcon Sprint	White	Duarte, Cal.
71	Daryl Emme	Same	Corvair Corsa	Blue	North Hollywood, Cal.
79	Loren "Chick" Dimond	Same	Ford Falcon/Sprint	Br/White	Menlo Park, Cal.

CLASS B

11	Jerry Titus	Hoffman Motors Corp.	BMW TISA	Grey	Sherman Oaks, Cal.
12	Dave Jordan	Hoffman Motors Corp.	BMW TISA	Grey	Hawthorne, Cal.
25	Al Perez	Same	Cortina Git	Wh/Green	Hollywood, Cal.
44	Ted Mata	Same	Volve 444	Wh/Red	Temple City, Cal.
55	Jim Adams	Lance Automotive	Lotus Cortina	Blue	Hollywood, Cal.
84	Phil Snarr	Same	Cortina GT	Red	Palo Alto, Cal.
96	John D. Shankle	Same	Alfa Romeo GTA	Red	Northridge, Cal.
98	Lloyd C. Gerghagen	Marvin Engineering Co.	Alfa Romeo GTA	Red	Pasadena, Cal.
99	David L. Williams	Victory Sport Cars	Volve 444	Green	North Hollywood, Cal.

CLASS C

1	Ronnie Groves	Same	MG 1100	Black	Granada Hills, Cal.
5	Bob West	The Europeans	Mini Cooper S	Black	Hollywood, Cal.
14	Doctor Jim Ryel	Same	Mini Cooper S	Red/Bl	Fullerton, Cal.
18	Pierre O. Perrot	Same	Renault Gordini	Fr R. Blue	El Segundo, Cal.
72	William C. Allen, Jr.	Same	MG 1100	Green	San Diego, Cal.
51	Robert Dunham	Team Samurai	Hino Contessa 1300	Wh/Orange	Playa Del Rey, Cal.
73	Peter Brock	Team Samurai	Hino Contessa 1300	Wh/Orange	Playa Del Rey, Cal.
80	Tom Martindale	Same	Alfa Romeo TI	Grey	Hollywood, Cal.
97	Paul Felton	Same	Mini Cooper	Gr/Wh	Pasadena, Cal.

CLASS D

7	Stan Sorensen	Gran Prix Motors	BMW 700 Sport	Yellow	Glendale, Cal.
28	Mel Zindler	Roger's Import Motors	Simca 1000	Red	Covina, Cal.
41	Jim Law	Team Budoya	SAAB Sports	Red	Manhattan Beach, Cal.
46	Larry Sherwin	Sherwin Trophies, Inc.	Renault R 8	Black	Van Nuys, Cal.
47	Paul J. Grubl	R. V. Peterson	BMW 700 S	Yellow	Lancaster, Cal.

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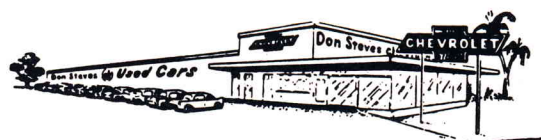
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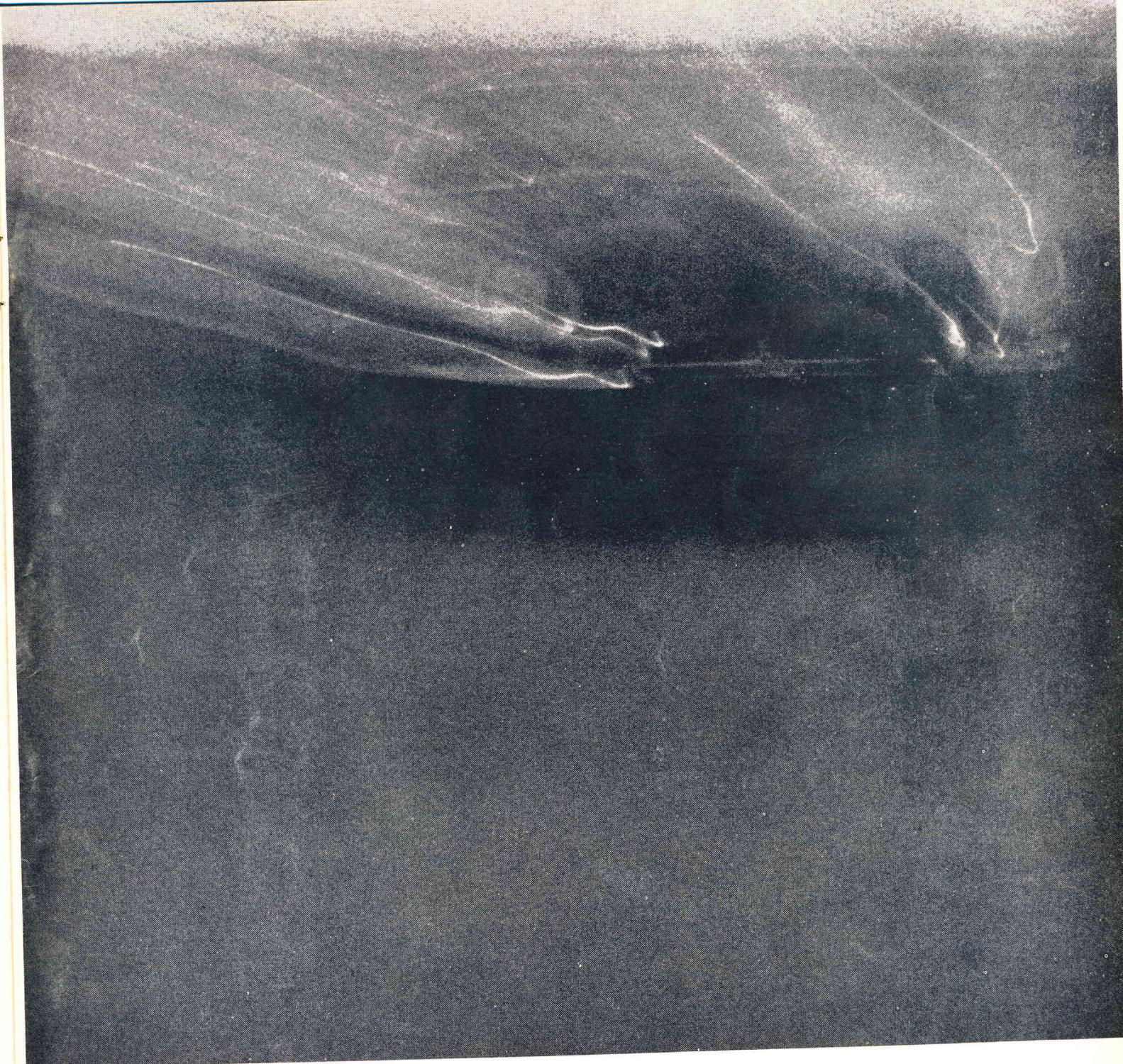


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RESTRICTED REGIONAL SCCA RACE

CAR #	DRIVER	ENTRANT	CAR	COLOR	HOMETOWN
CLASS A PRODUCTION					
8	Herb Caplan	Herb Caplan	Stingray	Blue	North Sacramento, Cal.
14	Tom Lynch	Same	Griffeth	Silver	Playa Del Rey, Cal.
91	Eric Pohl	Ventura Publishing	Cobra	Yellow	Redlands, Cal.
CLASS B PRODUCTION					
97	Fred Yeakel	G. T. Engineering	Chev. Corvette	Blue	Palm Desert, Cal.
99	Bill Young	Same	Lotus Elan	Red	La Canada, Cal.
CLASS PRODUCTION					
8	Jack Hindall	Same	Lotus S-7	Blue	Venice, Cal.
15	R. J. Knorr	Same	Lotus S-7	Black	Garden Grove, Cal.
58	Wes Dawn	Same	Lotus S-7	Plum	Venice, Cal.
66	Mike O'Neill	Same	Lotus S-7	Black	Canoga Park, Cal.
87	Dee Singleton	Same	Lotus S-7	Red	Downey, Cal.
CLASS D PRODUCTION					
9	Dale Long	Same	TR-4	Yellow	Van Nuys, Cal.
10	George Von Tobel	Same	Jag 150S	Red	Las Vegas, Nevada
27	Joel Ohmstead	Same	AH 3000	Black	Gardena, Cal.
81	Jerry Titus	Vasek Polak	Porsche 911	White	Sherman Oaks, Cal.
CLASS E PRODUCTION					
11	William L. Johnson	Same	Porsche Spdstr	Orange	Los Angeles, Cal.
12	Jon Woodner	Same	Alfa Spyder Vel.	Lime	Berkeley, Cal.
13	E. Murray Chalmers	Competition Auto Service	Lotus A	Red	Altadena, Cal.
14	Ed Wakeley	Schneider Motors	Porsche Spdstr	Orchid	Anaheim, Cal.
21	Robert Brewer	Same	Porsche Spdstr	Silver	Playa Del Rey, Cal.
22	D. C. Cary	Same	AH 1004	Red	San Diego, Cal.
29	Robert T. Murphy	Same	Lotus 7	Yellow	San Diego, Cal.
66	Thomas McBurnie	Same	Porsche Spdstr	Black	Santa Barbara, Cal.
98	Lloyd C. Berghagen	Marvin Engineering	Alfa Romeo Spyder	Wh/Black	Pasadena, Cal.
CLASS F PRODUCTION					
0	Will H. Nichols	Same	Datsun	Bronze	Arroyo Grande, Cal.
1	Terry Hall	Same	TR-3	White	Pomona, Cal.
2	Gary Goddard	Same	MGA 1500	Blue	Compton, Cal.
4	Freddie Schulz	Same	MGA Rdstr	B. R. Green	Los Angeles, Cal.
17	Charles L. Burns	Forrest Burns	TR Rdstr	Blue	LaVerne, Cal.
25	C. L. Olson	Same	TR-3	Red	Redondo Beach, Cal.
31	Chester Kline, Jr.	Same	Alfa Romeo Guil.	Blue	Hemet, Cal.

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41	Bill Barmore	Same	MGA Rdstr	Maroon	Inglewood, Cal.
44	John J. Oien	Same	Sunbeam Alpine	Blue	Palos Verdes Peninsula, Cal
47	Walter F. Wegster, Jr.	Same	TR-3	Black	Sierra Madre, Cal.
64	Fritz Warren	Sport Car Center	TR-3	Wh/Blue	Newport Beach, Cal.
71	Hans D. Pieper	Same	Sunbeam Alpine	White	Riverside, Cal.
75	Wm. E. Rushton	Same	Sunbeam Alpine	White	Pasadena, Cal.
91	Gary D. Sparks	Same	TR-3	Silver	Monrovia, Cal.
92	Dave Pettigrass	Same	MGA 1600	Red	Newport Beach, Cal.

G PRODUCTION

22	Gary Neuer	Al Axelrod	Natra	Tan	Los Angeles, Cal.
23	Kenneth Smith	Same	TR Spitfire	Red	Anaheim, Cal.
24	Eddy Barker	Same	TR Spitfire	White	Hermosa Beach, Cal.
25	Brad Cranford	Same	TR Spitfire	Blue	Glendora, Cal.
28	Dr. L. Faustina	Same	TR Spitfire	Red	Las Vegas, Nevada
61	Ed Halsey	C+E Racing Partners	AH Sprite	Blue	San Diego, Cal.

H PRODUCTION

3	Barbara Nichols	Serendipity Racing Team	AH Sprite	Green	Pacoima, Cal.
7	Ronald Hedstrom	Same	AH Sprite	Red	Walnut, Cal.
14	Dick Chartier	Same	AH Sprite	Red	Anaheim, Cal.
17	John Struchen	Same	AH Sprite	Black	Yorba Linda, Cal.
18	Jean Calvin	Same	AH Sprite	Turquoise	Granada Hills, Cal.
29	Tom Moroney	Same	AH Sprite	Blue	Glendora, Cal.
33	Rex W. Jones	Same	AH Sprite	Grey	Westminster, Cal.
46	Jerry Peterson	Same	AH Sprite	Green	Lakewood, Cal.
49	Chuck Landers	Same	AH Sprite	Orange	Hawthorne, Cal.
74	Brent Backman	Same	AH Sprite	Green	Encino, Cal.

H MODIFIED

4	Tom Evans		Special	Blue	Santa Barbara, Cal.
35	Bud Patterson	PBS Engineering	PBS GT Coupe	Red	Garden Grove, Cal.
47	Paul J. Gruble	Same	J+G Saab	Yellow	Lancaster, Cal.
48	William Seiler	Same	Quicksilver	Silver	Van Nuys, Cal.
81	Mel Collamore	Same	Miller Crodley	Yellow	Westminster, Cal.
88	Patricia Caplan	Cal Cap Ent.	Crosley Spec.	Blue	Panorama City, Cal.

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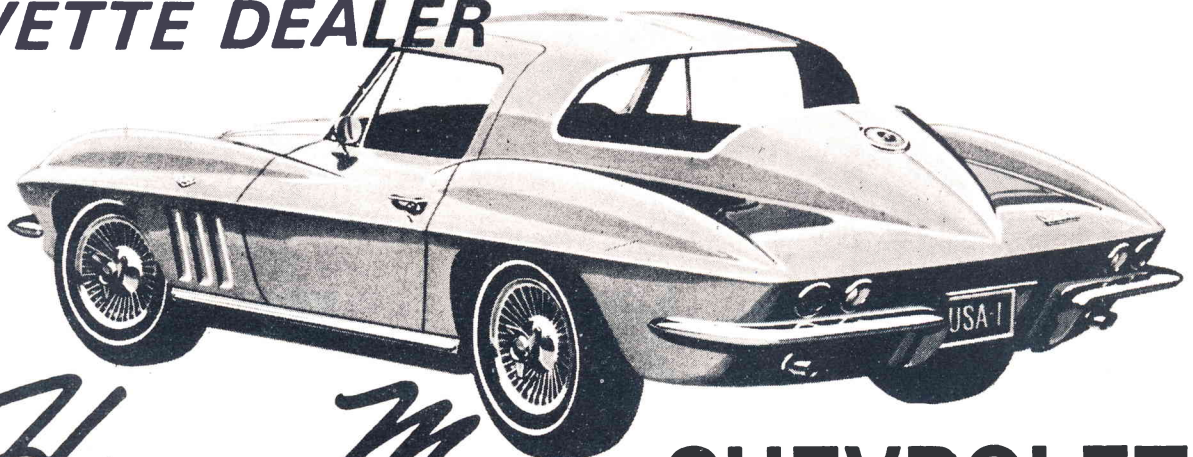


Lap	Time and/or speed	Driver	Car	Race & Date
1	1:26.6 - 108.083 mph	Bruce McLaren	McLaren Spl.	'65 Grand Prix
	1:28.0 - 106.363 mph	Hap Sharp	Chaparral	'65 USRRC
5	102.889	Walt Hansgen	Lola Ford	'65 Grand Prix
	98.692	Charlie Hayes	McLaren-Elva	'65 USRRC
10	102.970	Jerry Grant	Bardahl Spl.	'65 Grand Prix
	99.363	Jim Hall	Chaparral	'65 USRRC
15	102.662	Bob Bondurant	Lola-Ford	'65 Grand Prix
	98.768	Jim Hall	Chaparral	'65 USRRC
20	102.183	Bob Bondurant	Lola-Ford	'65 Grand Prix
	99.100	Jim Hall	Chaparral	'65 USRRC
25	102.496	Bob Bondurant	Lola-Ford	'65 Grand Prix
	99.557	Jim Hall	Chaparral	'65 USRRC
40	101.243	Parnelli Jones	Cooper-Ford	'64 Grand Prix
	100.200	Jim Hall	Chaparral	'65 USRRC
45	100.717	Hap Sharp	Chaparral	'65 Grand Prix
	99.510	Jim Hall	Chaparral	'65 USRRC
50	103.083	Hap Sharp	Chaparral	'65 Grand Prix
	100.239	Jim Hall	Chaparral	'65 USRRC
55	103.145	Hap Sharp	Chaparral	'65 Grand Prix
	100.284	Jim Hall	Chaparral	'65 USRRC
60	103.292	Hap Sharp	Chaparral	'65 Grand Prix
	100.332	Jim Hall	Chaparral	'65 USRRC
65	103.416	Hap Sharp	Chaparral	'65 Grand Prix
	100.352	Jim Hall	Chaparral	'65 USRRC
70	103.409	Hap Sharp	Chaparral	'65 Grand Prix
	100.350 - 1:48.49	Jim Hall	Chaparral	'65 USRRC

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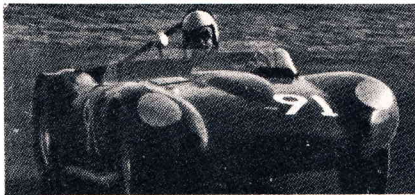


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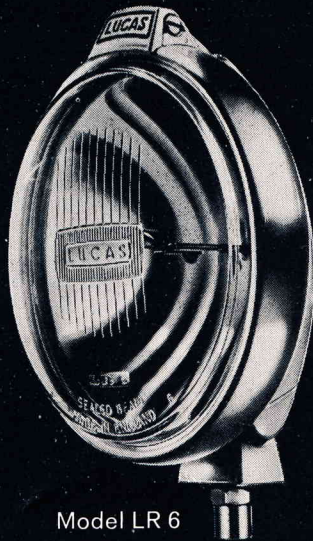
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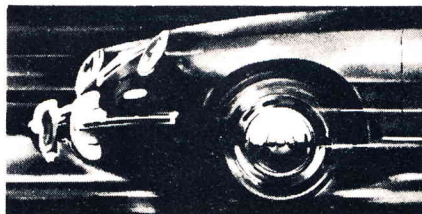
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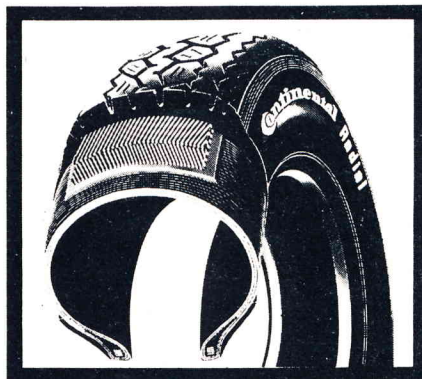
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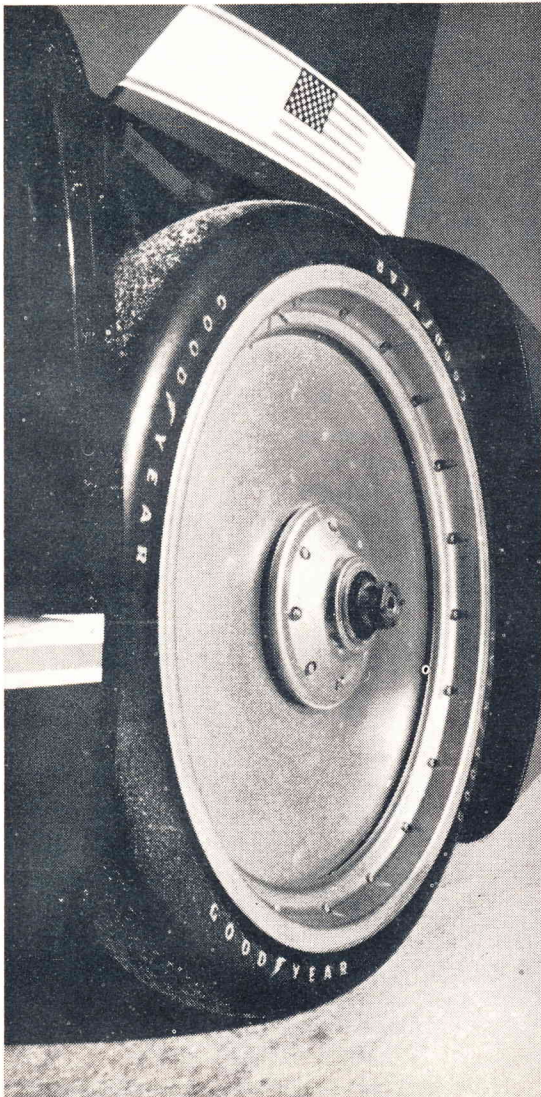


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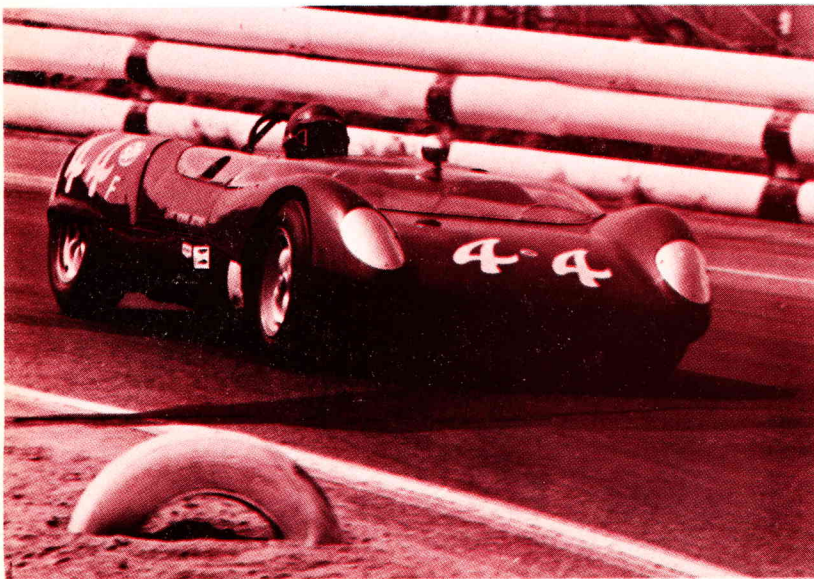
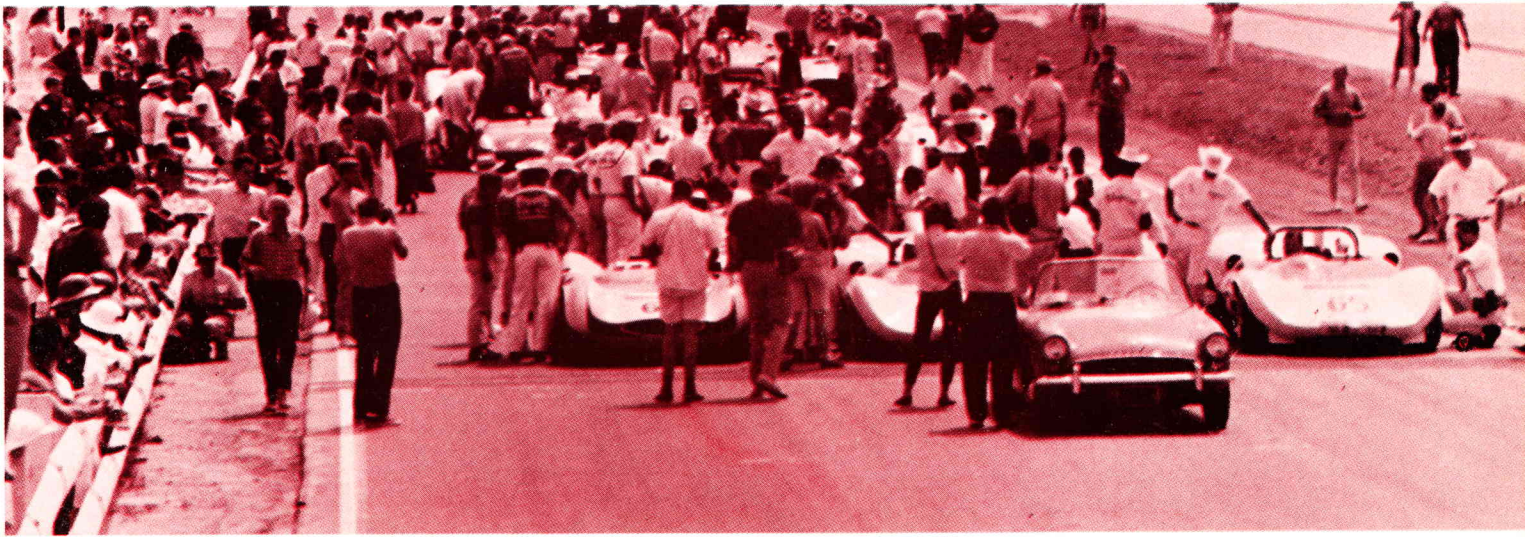
1965 USSRC At Riverside

By JOE SCALZO

Jim Hall's record-breaking Chaparral ride at the Riverside USSRC meet May 2 not only brought a whoop from the Chevrolet contingent but from Hall himself, who'd taken five years to end a winner at the Raceway.

Since 1960, when Hall's 5.7 Maserati shucked a rear end and left him on the starting line a spectator, Hall has been a regular at all Riverside pro shows. He's never won till this year . . . and this year he came through like a thundering freight train!

His all-American Chevy-powered Chaparral — equipped with its controversial but competitive automatic transmission — blasted into the lead the seventh lap around the 2.6-mile "short" course. That's the last any other driver saw of it. Second place was a long 14 seconds back at the finish — second place being occupied by, of all things, another Chaparral!



Frank Monise (#44), a local favorite, has bad luck in pro races — finished way back after a long pit stop.

It was Hap Sharp, Hall's partner and Midland, Tex., neighbor who was in an identical machine to Hall's.

"I thought I was catching Jim a couple of times," drawled the burly Sharp, who apparently wanted to win as badly as Hall did, "but everytime I'd get close enough he could see me, he'd start disappearing again. He was playing with me."

Hall just shrugged, "Well, I'll take the win. It's sure been a long time coming."

Hall's 100.346 mph average for the 182-miles was an all-time mark for the distance, breaking Parnelli Jones 99.182 mph set last Oct. in the L. A. Times Grand Prix. Hall lapped everyone up to third place four times, and started setting speed records as soon as he took the lead.

A Chaparral win was forecast early, even though both cars had broken down at Pensacola, Fla., April 11, the opening USSRC event. Victory there had gone to unknown George Follmer in a tiny Lotus-Porsche.

In Saturday Riverside qualifying runs Sharp, never particularly noted for his qualifying abilities, broke Dan Gurney's 104.81 mph qualifying record by nearly 2 mph, 106.363. Hall likewise broke the old mark, as did Walt Hansgen in the Mecom Team's highly-rated Lola 70 with its 289 Ford engine. A total of 34 cars took time trials, with slow time registered by Jerry Entin's Chettah-Chevy at 86.108 mph. Entin later scratched.

Continued

Hansgen, unfortunately, also scratched, when a crack in the Ford engine showed up Sunday morning. Hansgen, the veteran 44-year-old charger from New Jersey, replaced Canadian Johnny Canon in the Mecom Team's second car, the re-worked, rear-engine Chevy Scarab. Canon had qualified sixth fastest at 98.838 mph.

Under near-perfect weather conditions the field roared off promptly at 2:15 in the afternoon with a silver Cooper-Ford flying into the lead from the second row. It was Charlie Hayes in the rig originally built for the late Dave MacDonald. Hayes, Don Wester (Genie-Ford), Hansgen, and the slow-starting Hall and Sharp completed the first lap tightly bunched, leaving sixth place Ken Miles (427 Cobra) far in the back.

Hayes, the ex-musician who gained fame racing small modified cars, held off the thrusts and challenges of those behind him for a full six laps, and was the fastest driver on the course up through the dangerous "esses". Hall, who gave the impression he was being pulled round the course on a string, passed Hayes the seventh lap, but was the only driver able to do so. Hayes retired the storming Cooper-Ford a few laps later in a high-speed crash when the front suspension collapsed. He was uninjured, and had the satisfaction of having set a new five-lap record. Hall, at a 100 mph clip, did all the record-breaking after that.

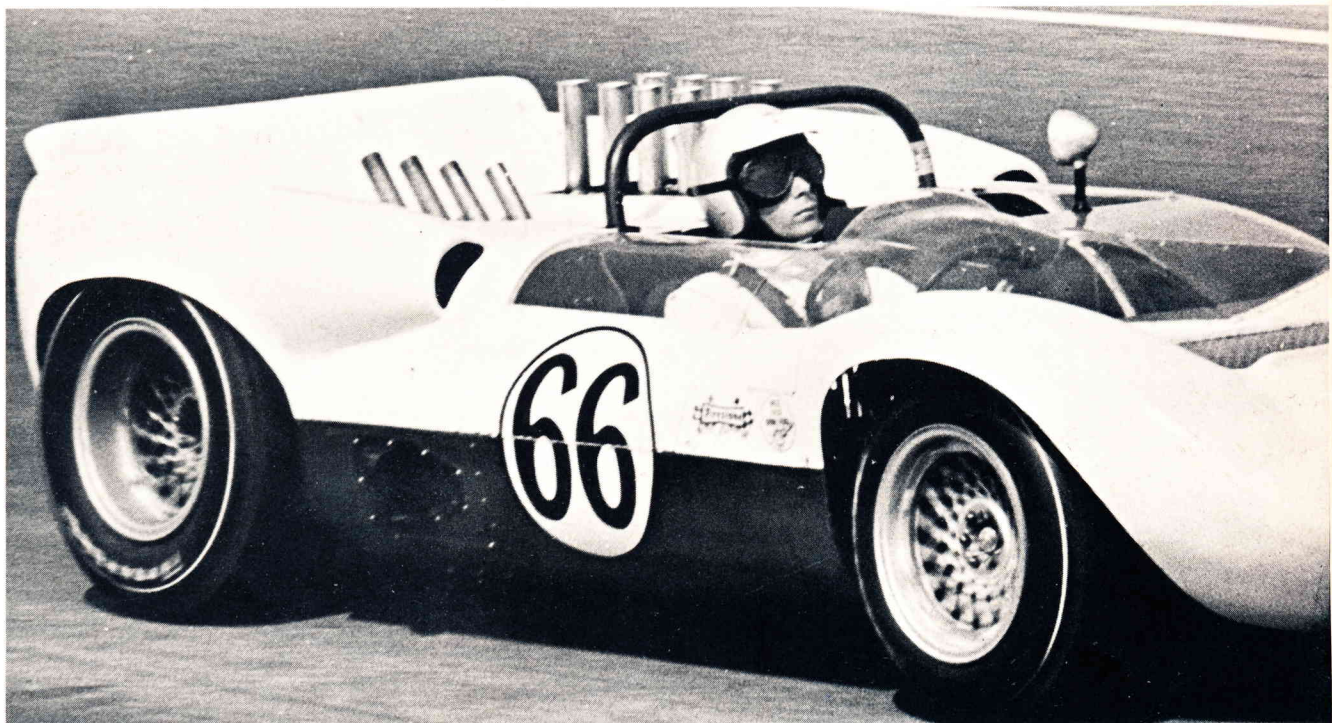
yet okayed for GT. George Follmer's Lotus-Porsche, after apparently earlier losing a duel with Jerry Titus' Webster Special, took over when Titus retired, and held fourth overall, no threat to the bigger cars in front, but a sure under two-liter winner.

The contest ended in that order, with Hall and Sharp taking home a combined total of over \$5,000. Follmer, however, who earned \$1,450, also picked up nine USRRC points to lead all drivers with 18. Hall, having only one point from Pensacola, ranked second with 10.

In the supporting 124-mile GT race, Cobra factory driver no. 1 Ken Miles had to overcome two spin-outs and use all the Cobra horsepower available to beat back stubborn Scooter Patrick's Porsche 904. Miles averaged a record 93.6 mph, and had much more competition than Cobra drivers are accustomed to.

Patrick later denied he had any real thoughts of beating Miles, but fans present will never believe that. From the start, when Cobra-mounted Ed Leslie and Miles accelerated into the lead, Patrick was right with them.

Miles slid backwards coming out of turn nine the third lap, giving first place to Leslie, who was almost immediately passed by the Patrick Porsche. Miles also passed Leslie, and on the tenth lap took Patrick, only to im-



Jim Hall around turn 6.

By 15 laps, Sharp had edged past the surprising Webster's Genie to ride second behind Hall, and for the rest of the race, the record 15,739 fans saw a 1-2 Chaparral regularity run. The stubby rear-engine machines were awesome, never shifting gears, never getting the slightest bit "out of shape" through the corners and, despite their high speeds down the long 160 mph backstraight, being able to go deeper into turn nine than any other machine, even the small-bore jobs.

Wester's yellow Genie held a firm third, untroubled by Hansgen's Scarab, which later retired. So did Miles' 427 Cobra, running in the modified class because it is not

mediately spin again, this time at turn seven. Patrick retook the lead and held the big Cobra off for five full laps before Miles went by, this time for good.

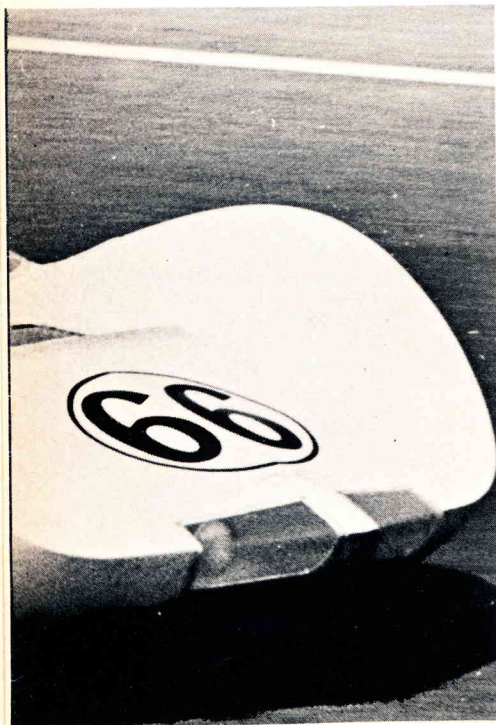
Leslie had earlier quit when he lost a wheel, and third place, 32 seconds behind Patrick, was easterner Bob Johnson's Cobra. Another Porsche 904, this one driven by Dave Jordan, was fourth, beating Dick Guldstrand's red Stingray.

USA vs. RUSSIA

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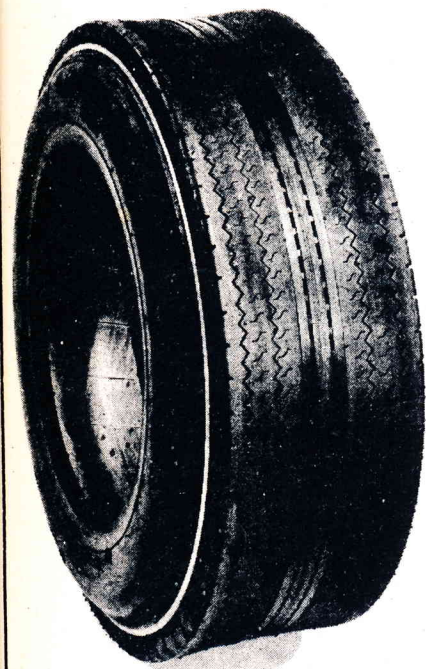
*Charlie Hayes in his McLaren-Elva-Chev
relies on Valvoline Racing Motor Oil*



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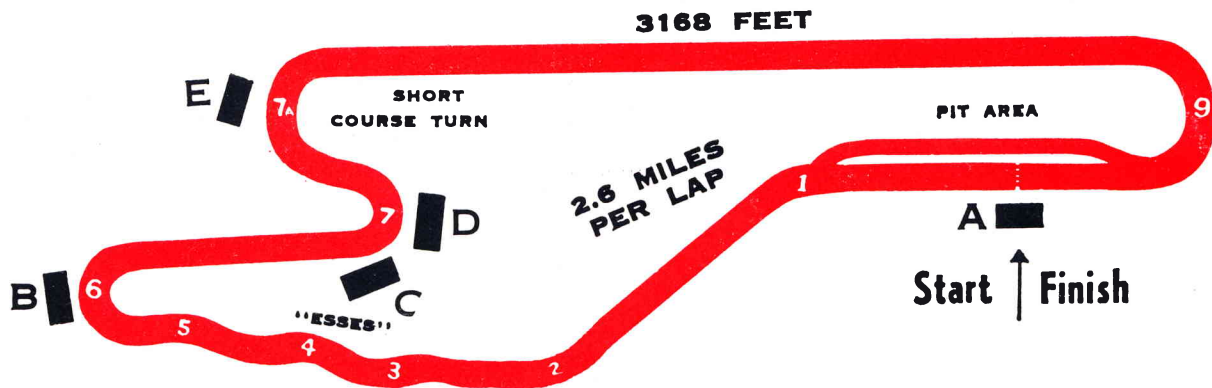
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LAP CONVERSION CHART

To estimate the speed of a car, use this chart:

Lap Time	MPH	Lap Time	MPH	Lap Time	MPH
2 min. 35 sec.	60	1 min. 56 sec.	80	1 min. 33 sec.	100
2 min. 25 sec.	65	1 min. 51 sec.	85	1 min. 29 sec.	105
2 min. 15 sec.	70	1 min. 44 sec.	90	1 min. 25 sec.	110
2 min. 5 sec.	75	1 min. 36 sec.	95		



RIVERSIDE RACE QUEENS

Reigning over the USRRC at Riverside this week-end are the Race Queens Cathianne and Donna Villicich. These lovely brunettes are residents of Riverside and will provide the "rewards" to the winners of the United States Road Racing Championship drivers race and the Mission Bell Trophy sedan race.

SPORTS CARS RUN NEXT AT SANTA BARBARA/ MAY 28-29

By Ian Dunn, CSCC Public Relations

The next appearance of the exciting sports-racing cars (many of which you are seeing today) will be at the 25th running of the Santa Barbara Road Races.

The highlight of the social/sports racing season, Santa Barbara tops the list of most of the local racers.

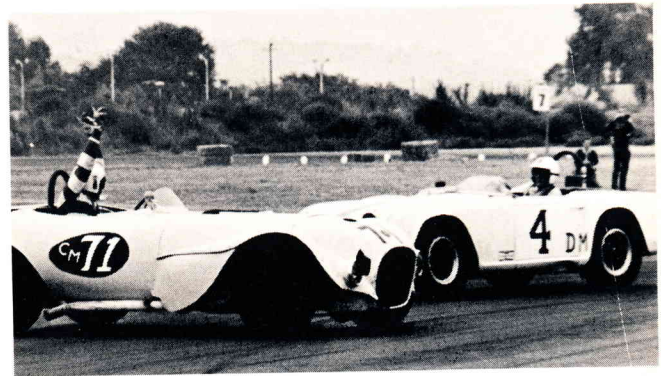
Traditionally held on the Memorial Day and Labor Day weekends the Santa Barbara Road Races offer a combination of the best in amateur road racing and vacation fun. Many enthusiasts have nicknamed the Santa Barbara Races the Monaco Grand Prix of the United States. Santa Barbara is high on the list of resort attractions in California and affords the spectator the opportunity to enjoy a weekend of great racing and luxurious resort living.

This traditional weekend of racing brings out the largest fields year after year. The entry list can usually be counted on to exceed 300 cars. The combination of the big field and the challenging 2.5 mile course provide thrills galore for the spectators. Recent course improvements now offer the spectator a close view of some extremely difficult corners in which the racers are forced to bunch up while they jockey for position. The course is laid out on the Goleta Airport and uses the runways and access roads much in the same manner as the course at Sebring, Florida.

The tremendous racing has to be the highlight of the weekend but the tremendous resort facilities certainly add a great deal to the overall enjoyment of the weekend. Santa Barbara boasts a wide selection of historic spots that are unparalleled for the beauty. From the famous Mission, the many magnificent homes, to the many fine beaches there are more than enough things to see and do to fill the weekend. Santa Barbara stands out as one of the few cities that offers so many different and excellent places to eat. You can enjoy your meal overlooking the lovely harbor from way out at the pier or from high atop one of the famous night spots. The night life in Santa Barbara really swings into high gear when the racers arrive in town. There are loads of spots that are just jammed full of the racing crowd and this group really knows how to have fun.



Lew Spencer, Jerry Titus and Dick Guldstrand jockeying for position (Photo/Ralph Goldberg)



"Isador Zonk" Hauser in Ole Yeller signaling Charlie Gates in the Triumph TR-4A. (Photo/Kennedy-Cunnigham)

The weather is probably the one most important asset that has made this weekend just a traditional success. The temperatures are always moderate, the skies are clear and there is just enough sea breeze to make the final perfect touch.

If you want to take in some great racing and glamorous living in one of the picture spots of the world don't waste your money traveling all the way to Monaco for the Grand Prix, just pack up the family and head for the California Sports Car Club's Santa Barbara Race weekend. The dates are May 28th and 29th, Saturday and Sunday of the Memorial Day weekend.

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