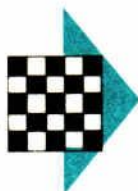


# major Ford race wins 1968

Section 5,  
Part 1



Perhaps the best summary of Ford's great year of competition was stated by champion stock car driver Richard Petty when it was announced that he was switching from Plymouth to Ford beginning in 1969. Petty, who won the NASCAR championship in 1964 and 1967, put it this way:

“. . . I felt Ford will have more going for it next year, so I made the move. Ford has more background in all kinds of racing than Chrysler. It showed on the tracks this year.”

Here, in a long list of wins that began in January, is the record of Ford's winning performance that Richard Petty was talking about.

Date	Race	Type of Race	Winning Car & Driver
Jan. 21	Riverside 500 (Riverside, Calif.)	Stock Car — 500 miles	Torino/Dan Gurney
Feb. 2-3-4	Winternationals (Pomona, Calif.)	Drag Race — Super Stock Eliminator	Mustang/Al Joniec
Feb. 3-4	Daytona 24-Hour (Daytona, Fla.)	Trans-Am — 24 hours	Mustang (class winner) J. Titus/R. Bucknum
Mar. 17	Southeastern 500 (Bristol, Tenn.)	Stock Car — 250 miles	Torino/David Pearson
Mar. 24	Richmond 250 (Richmond, Va.)	Stock Car — 125 miles	Torino/David Pearson
Apr. 21	Gwyn Staley Memorial (N. Wilkesboro, N.C.)	Stock Car — 250 miles	Torino/David Pearson
May 5	Yankee 250 (Indianapolis, Ind.)	Stock Car — 250 miles	Torino/A J. Foyt
May 5	Fireball 500 (Weaverville, N.C.)	Stock Car — 150 miles	Torino/David Pearson
May 11	Rebel 400 (Darlington, S.C.)	Stock Car — 400 miles	Torino/David Pearson
June 16	Rockingham 500 (Rockingham, N.C.)	Stock Car — 500 miles	Torino/Donnie Allison
June 16	Twin 100 (New Bremen, Ohio)	Stock Car — 100 miles	Torino/Jack Bowsher
July 14	Trenton 300 (Trenton, N.J.)	Stock Car — 300 miles	Torino/Lee Roy Yarbrough
July 14	Wisconsin State Fairgrounds (Milwaukee, Wisc.)	Stock Car — 250 miles	Torino/A. J. Foyt
July 21	Volunteer 500 (Bristol, Tenn.)	Stock Car — 250 miles	Torino/David Pearson
July 27	Nashville 400 (Nashville, Tenn.)	Stock Car — 150 miles	Torino/David Pearson
Aug. 11	Winston-Salem (Winston-Salem, N.C.)	Stock Car — 62½ miles	Torino/David Pearson
Aug. 11	The Glen 500 (Watkins Glen, N.Y.)	Trans-Am — 2½ hours	Mustang/J. Titus
Aug. 11	Wisconsin State Fairgrounds (Milwaukee, Wisc.)	Stock Car — 150 miles	Torino/Jack Bowsher
Aug. 18	Weaverville 250 (Weaverville, N.C.)	Stock Car — 250 miles	Torino/David Pearson
Sept. 6	Hickory 250 (Hickory, N.C.)	Stock Car — 100 miles	Torino/David Pearson
Aug. 23	Indianapolis Fairgrounds (Indianapolis, Ind.)	Stock Car — 100 miles	Torino/A J. Foyt
Sept. 8	Riverside Trans-Am (Riverside, Calif.)	Trans-Am — 250 miles	Mustang/Horst Kwech
Sept. 13	Cincinnati 100 (Cincinnati, Ohio)	Stock Car — 100 miles	Torino/A J. Foyt
Oct. 5	Augusta 100 (Augusta, Ga.)	Stock Car — 100 miles	Torino/David Pearson
Oct. 27	Rockingham (Rockingham, N.C.)	Stock Car — 500 miles	Torino/David Pearson
Nov. 30	Rex Mays 300 (Riverside, Calif.)	Championship — 300 miles	Eagle-Ford/Dan Gurney



# types of racing

Auto racing is comprised of many different competitive areas, each unique and fascinating within itself. To the fan the differences are obvious; to the novice they too often add up to confusion. To alleviate the confusion and help familiarize you with the broad spectrum of auto competition, we've made up a chart which states the main differences between one type of racing and another. You can see at a glance, for example, how dissimilar stock car events are from those on the championship circuit. Accompanying the chart are more detailed explanations of each type. The combination of the two, we're sure, will answer most of your questions and make you much better informed on the entire subject of automobile racing.



# BIG DIFFERENT TYPES OF AUTOMOBILE RACING

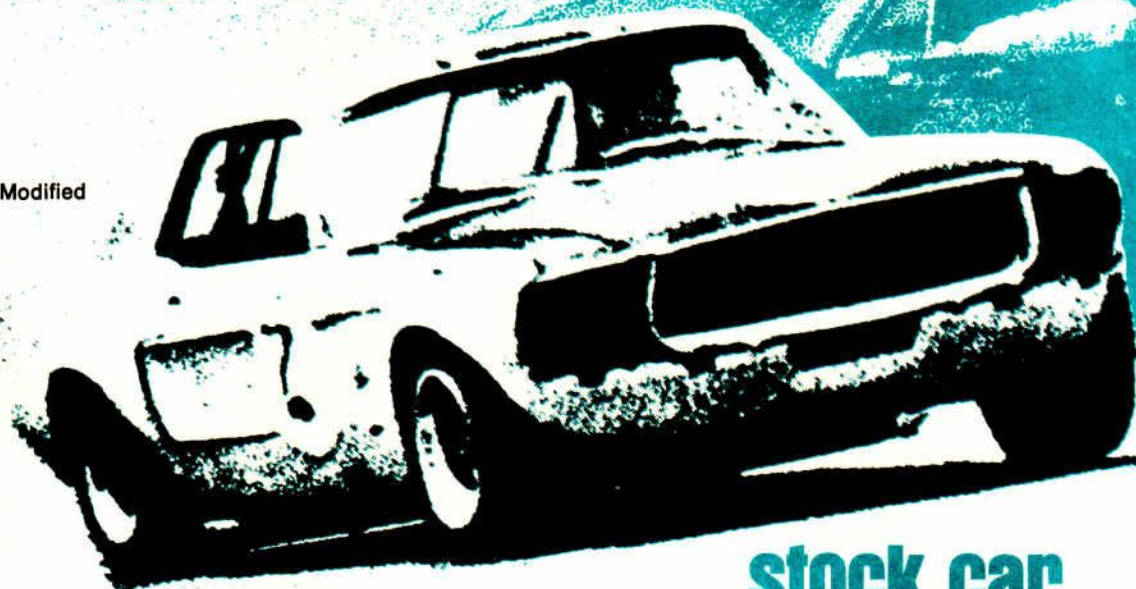
TYPES OF RACES AND SANCTIONING BODY	TRACK DESIGN	CAR DESIGN	METHOD OF STARTING	LENGTH OR DURATION OF RACE	METHOD OF SCORING	EXAMPLE RACES
STOCK CAR (NASCAR, USAC)	Paved or dirt oval	Modified production model intermediates	Flag or pace car	75 to 600 miles	Finishing position (point values per position for championship)	Daytona, Yankee "300," Darlington, Atlanta, Riverside*1
CHAMPIONSHIP (USAC)	Paved oval (some dirt)	Low-slung, rear-engine, open-wheeled, single seaters (Example: Lotus-Ford)	Flag or pace car	100 to 500 miles	Finishing position (point values per position for championship)	Indy "500," Milwaukee, Trenton, N. J., Phoenix M.I.S.*2
GRAND PRIX (FIA, ACCUS IN UNITED STATES)	Road course or simulated oval	Low-slung, rear-engine, open-wheeled, single seaters (Example: Lotus-Ford)	Flag from standing start	155 to 310 miles (typical, but vary in different races)	Finishing position (point values per position for championship)	Watkins Glen, U.S.; Monte Carlo, Monaco (Europe)
SPRINT & MIDGET (IMCA, USAC)	Dirt oval Sprint—½ m. Midget—¼ to ½ mile	Sprint cars—old-styled Indy cars Midget cars—smaller versions of sprint cars	Flag or pace car	Usually vary from 10 to 200 laps	Finishing position (point values per position for championship)	Local tracks in most major cities in U.S.
ENDURANCE (FIA, ACCUS)	Road or simulated	GT, sports or sports prototype (Example: Ford GT40)	Le Mans start—footrace to cars, start engines, go	12 or 24 hours is typical	Distance covered within time period (point values per position for championship)	Le Mans, France, Sebring, Fla.
DRAG (NHRA, AHRA)	Asphalt paved drag strip (straightaway)	Stock, super stock, altered, gas, "funny cars," dragster, factory experimental, and special exhibition, jet dragsters and "wheel standers"	"Christmas tree" lights or flagman starts cars from standing position	¼ mile (sometimes ½, also expansion to ½ mile)	Elimination system—1st across finish line or through special time traps	Winter-nationals, Spring-nationals, NHRA nationals
ROAD RACING (FIA, SCCA)	Road or simulated	GT, sports, or sports prototype	Grid and flag	Variable, but much shorter than endurance racing (laps)	1st across finish line (point values per position for championship)	Road America at Elkhart Lake, Wisconsin
ROAD RALLY (FIA, SCCA, LOCALS)	Public roads	Production sport or sedan cars	Stop watch at timed intervals	Vary widely	Points less penalty points	Monte Carlo (Europe)
GYMKHANA (LOCAL CLUBS)	Artificial driving skill course defined by pylons or markers	Standard production sports and sedan cars and specialized cars	Flagman	Varied, but very short (usually held in shopping center parking lots or similarly paved areas)	Cumulative points for various events e.g.: (Braking and acceleration, Precision handling)	Events held by local clubs
STRAIGHTAWAY SPEED RUNS (SCTA-SOUTHERN CALIFORNIA TIMING ASSOC.)	Grated salt straightaway	Standard production to specially designed for land speed record	Full-speed, flying start	2-way runs through measured mile or kilometer	2-way average speed	Bonneville Salt Flats, Utah; Southern California Dry Lakes

\*1 Special road course set up for cars that normally run on oval tracks.

\*2 M.I.S.—Michigan International Speedway located in the Irish Hills of Michigan's Lower Peninsula.



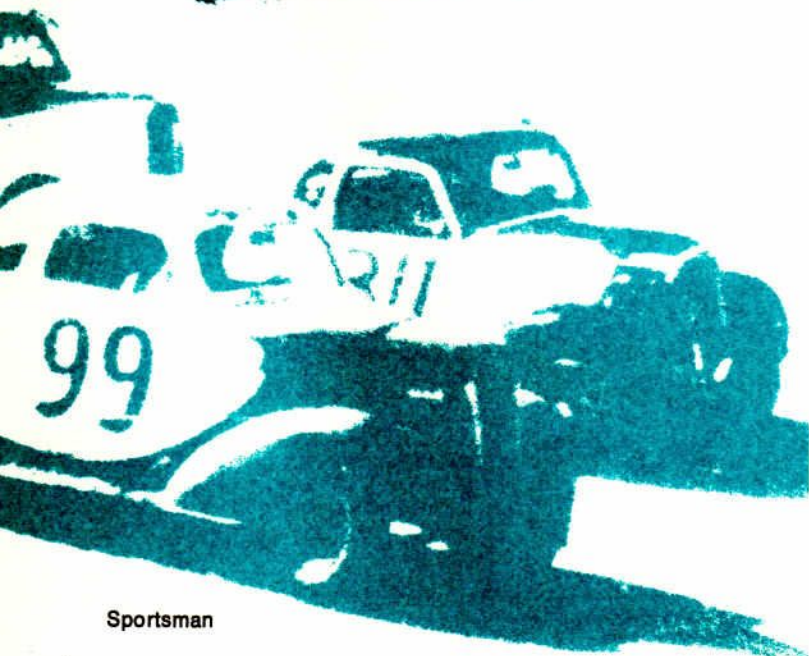
Modified



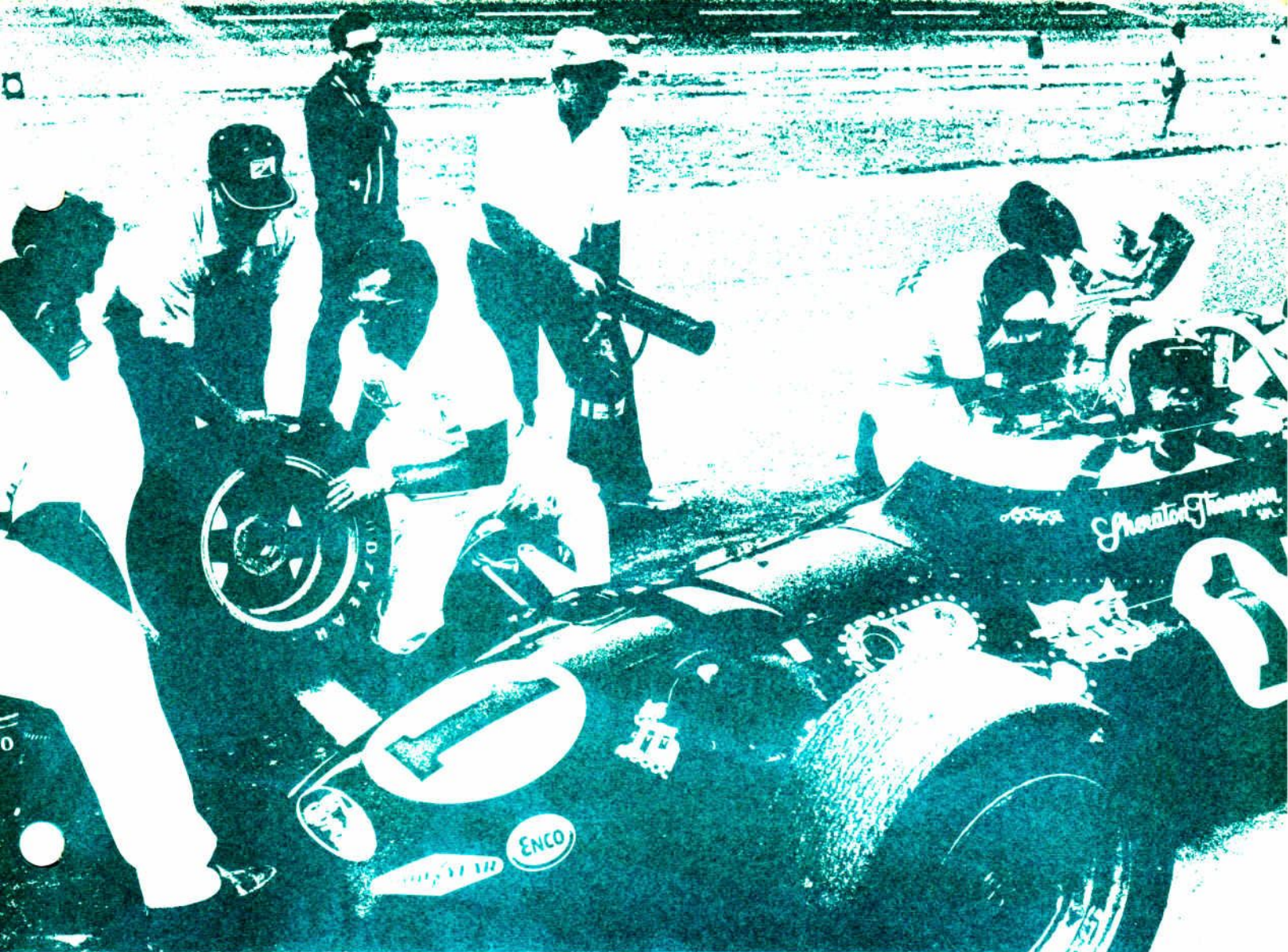
## stock car

Stock car races, sanctioned by the National Association for Stock Car Auto Racing, the Automobile Racing Club of America and the United States Auto Club, are run on paved or dirt oval tracks throughout the United States. Production model intermediates specially modified for high-speed performance are the current major contenders in this area of racing. (Torino was the big stock car winner in '68.) Other popular types include: NASCAR Grand Nationals, which are limited to sedans less than two years old and limit engine size to 430 cu. in.; Modifieds, which are older cars with no engine size limits; Sportsmen, older cars which mix engines and bodies; Super-Modifieds, in which nearly anything is allowed. Races vary in distance from 75 to 600 miles with the winner being determined by his position at the conclusion of the race. Some of the top performers racing at such places as Daytona, Yankee "300," Darlington, Atlanta and Riverside are Richard Petty, David Pearson, A. J. Foyt, Cale Yarborough, Lee Roy Yarborough.

Sportsman





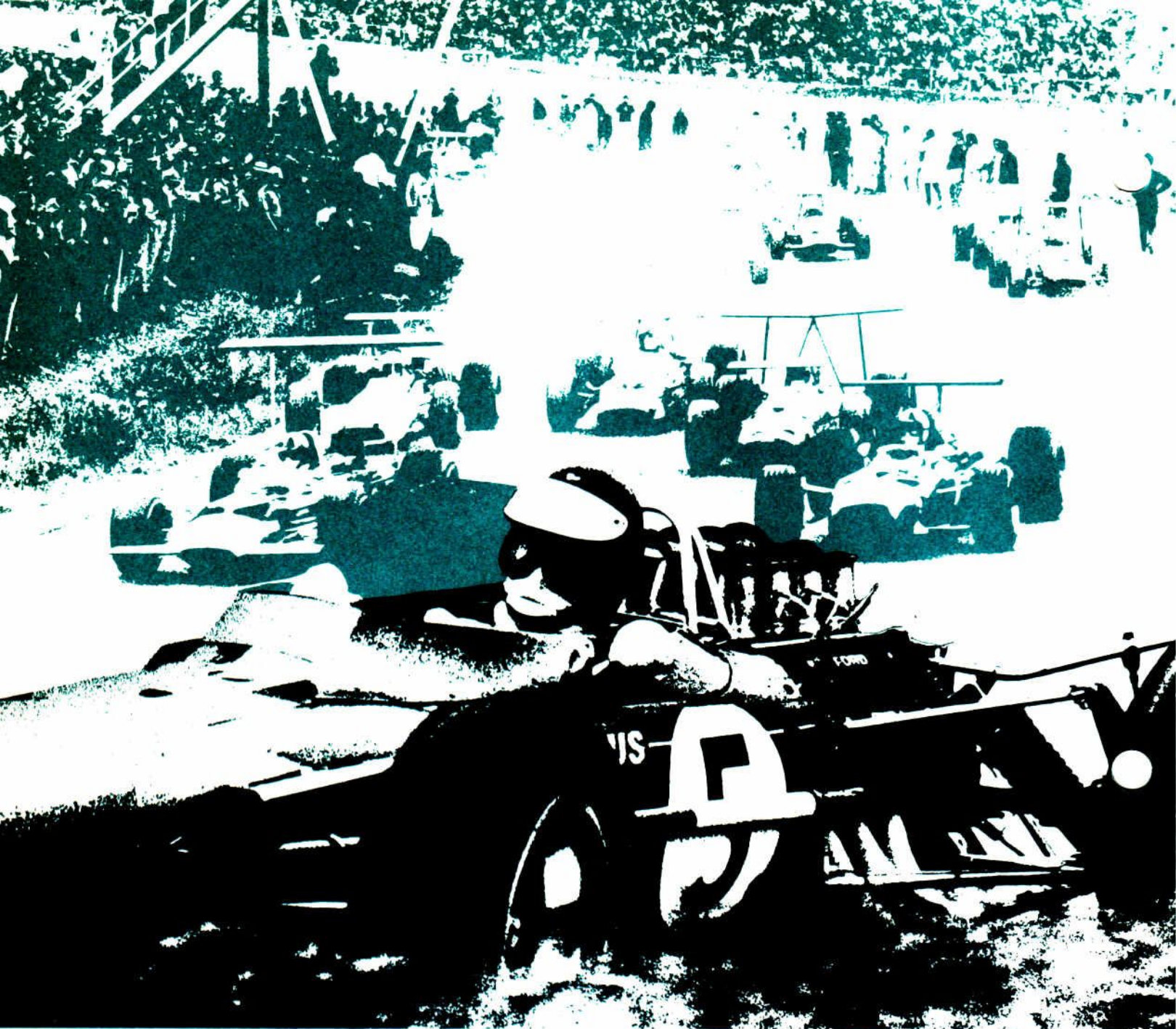


Typical Championship Cars (Lotus-Ford)

Championship races, sanctioned by the United States Auto Club, are run on paved oval tracks with occasional races on dirt tracks. Truly racing cars, these low-slung, rear-engine, open-wheeled single seaters are specially designed for high speed racing. Engines go up to 550 hp and are capable of attaining speeds well over 150 mph. Championship races vary from 100 to 500 miles with the winner being determined by his position at the conclusion of the race. Each position is worth a given number of value points that accumulate through the year. Positions in the final championship race are awarded according to point standings with the highest point driver getting pole position. Total points determine the year's top drivers. Some of the top performers racing at such places as Indianapolis 500, Milwaukee, Trenton, New Jersey, Phoenix and Michigan International Speedway are Bobby Unser, Mario Andretti, Al Unser, A. J. Foyt, Lloyd Ruby and Dan Gurney.

## championship





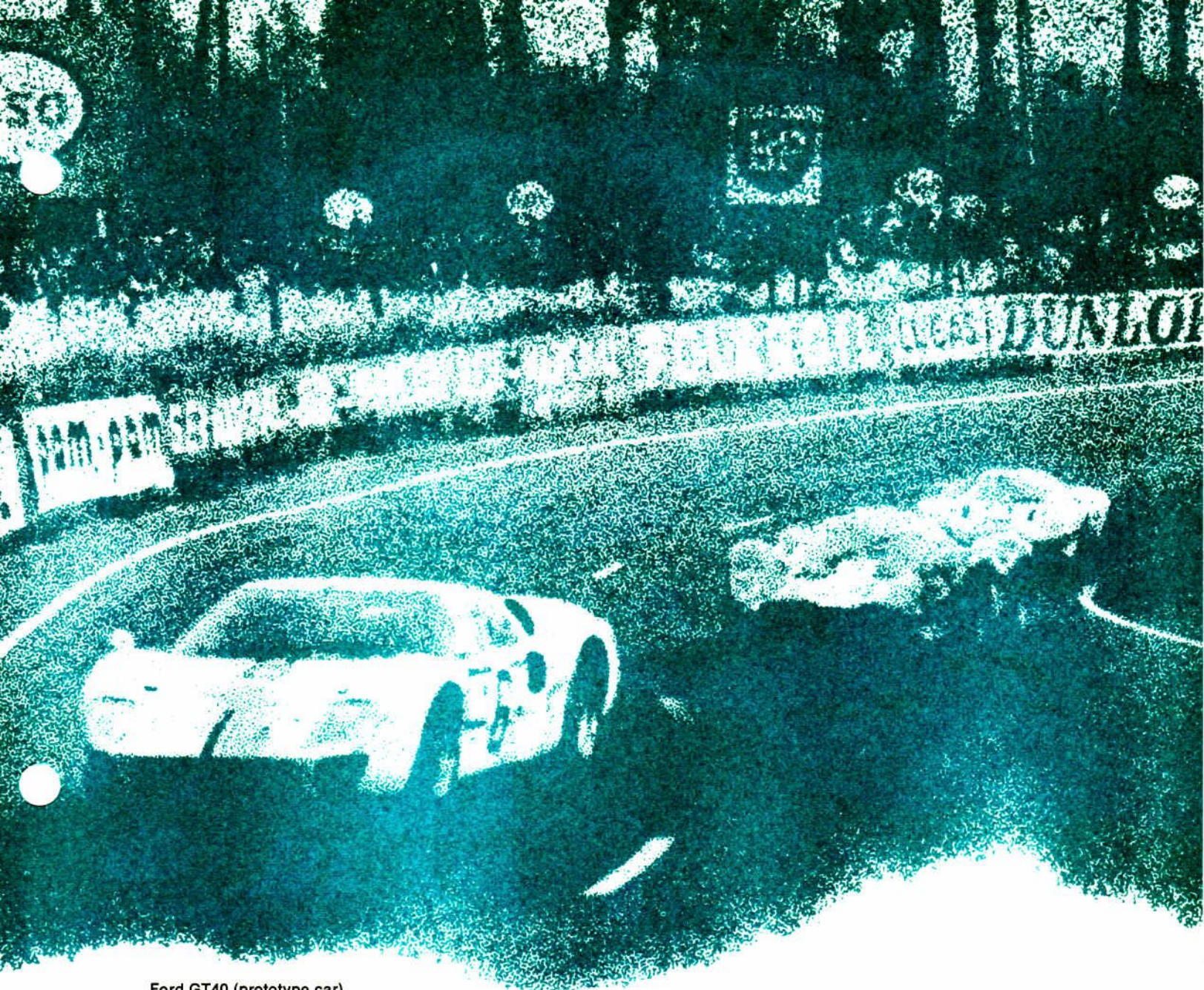
Grand Prix (Formula 1) Car

## grand prix

The Grand Prix races, sanctioned by the Federation Internationale de l'Automobile (FIA) for all European races, and the Automobile Competition Committee of the United States (ACCUS) for all American races, are run on road courses or simulated road courses. Again, these are the true racing machines with their rear-engine, open-wheeled, single seater design engineered with the precision of a Swiss watch for high-speed racing. With engines of only 183 cu. in., they're capable of attaining speeds of well over 150 mph. Grand Prix races are typically 250 to 500 kilometers (155 to 310 miles) in length, but vary accord-

ing to individual races. The winner is determined by his position at the conclusion of the race. Each position is worth a given number of value points that accumulate through the year and apply toward championship. Positions in the championship Grand Prix race are awarded according to points with the highest number of points achieving pole position. Some of the top Grand Prix races are: Watkins Glen, in upstate New York; the Monte Carlo race in Monaco in the south of France; Mexico City; Nurburgring, Germany. Among the top drivers are: Graham Hill, Jackie Stewart, Denis Hulme and Bruce McLaren.





Ford GT40 (prototype car)

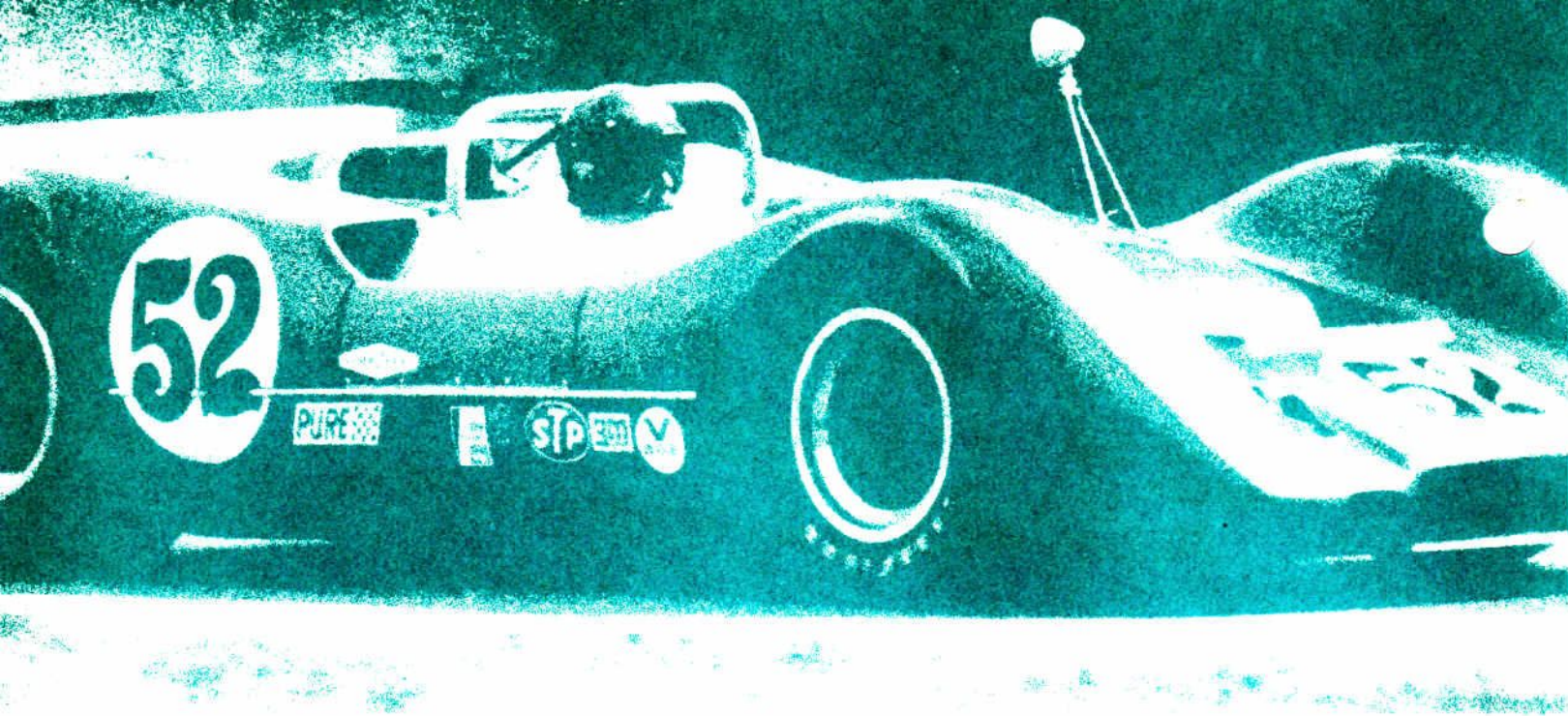
## endurance

Endurance races are sanctioned by the Federation Internationale de l'Automobile (FIA) for the European races and the Automobile Competition Committee of the United States (ACCUS) for all American races. Races are run on roads or simulated roadways. Three car types are usually involved in this type of competition. They are: GT models, primarily touring cars built on a high production basis; Sports models, production-built but definitely not to be driven in city traffic; and Sports prototype models, specifically non-production type cars that are built on an "anything goes" basis as long as they conform to FIA rules and standards. The endurance races all fea-

ture the "Le Mans start" whereby drivers are stationed opposite their cars across the track. At the given signal, the drivers run to their machines, start their engines and take off. Endurance races run 12 to 24 hours\* and the winner is determined by total number of miles covered during the time period. The most popular of endurance races is the Le Mans in France and the Sebring in Florida with Ford, Porsche and Ferrari proving to be the most enduring cars in this kind of racing.

\*Usually a team of two drivers participates. While one drives, the other is in the pit resting and awaiting his turn at the wheel.





Typical Road Racer

## road racing

This type of competition utilizes a road course or simulated road for its events. Road racing in this country is usually under the auspices of the SCCA and many of these races qualify drivers for international championships because of their FIA sanction as well. The Grand Touring class of cars built by Ferrari, Jaguar, Lotus, and Porsche among others, are featured in road racing events. "Le Mans type" prototype sports cars are also used in these long distance, high speed races. The duration of these races is variable but they are usually shorter (in laps) than the

12 to 24 hours common to the Endurance Races.

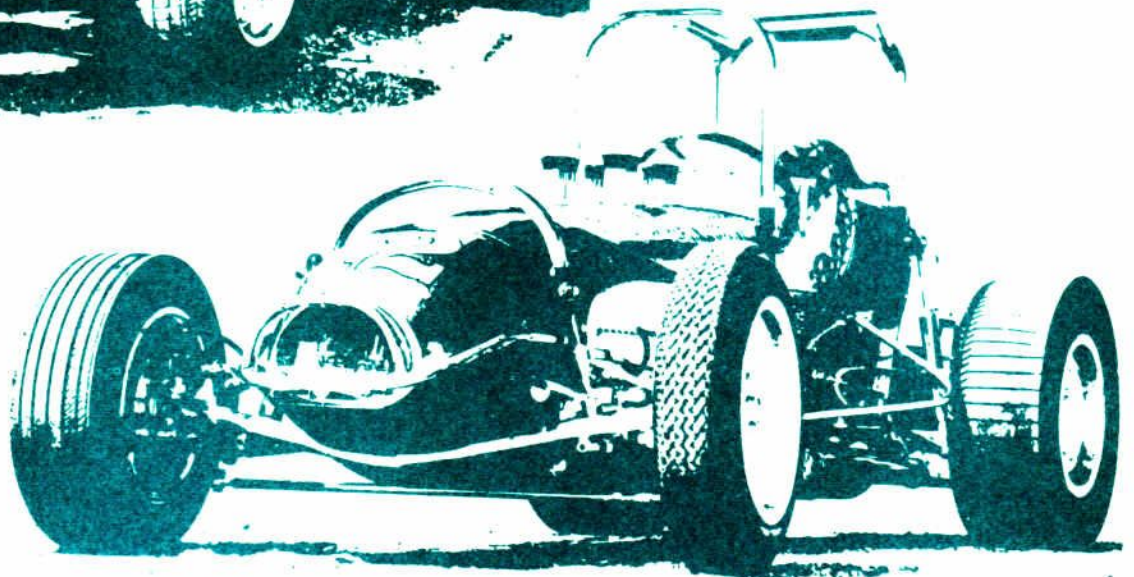
The method of scoring is by point values per position which apply to championship. Some of the most popular events in this type of race are the United States Road Racing Championship, the U.S. Grand Prix, and Road America.

Bob Johnson, Frank Dominianni, Ed Lowther, Lee Hall, Hans Ziereis and Don Sessler are but a few of the ranking drivers in this branch of international motorsports.





Sprint

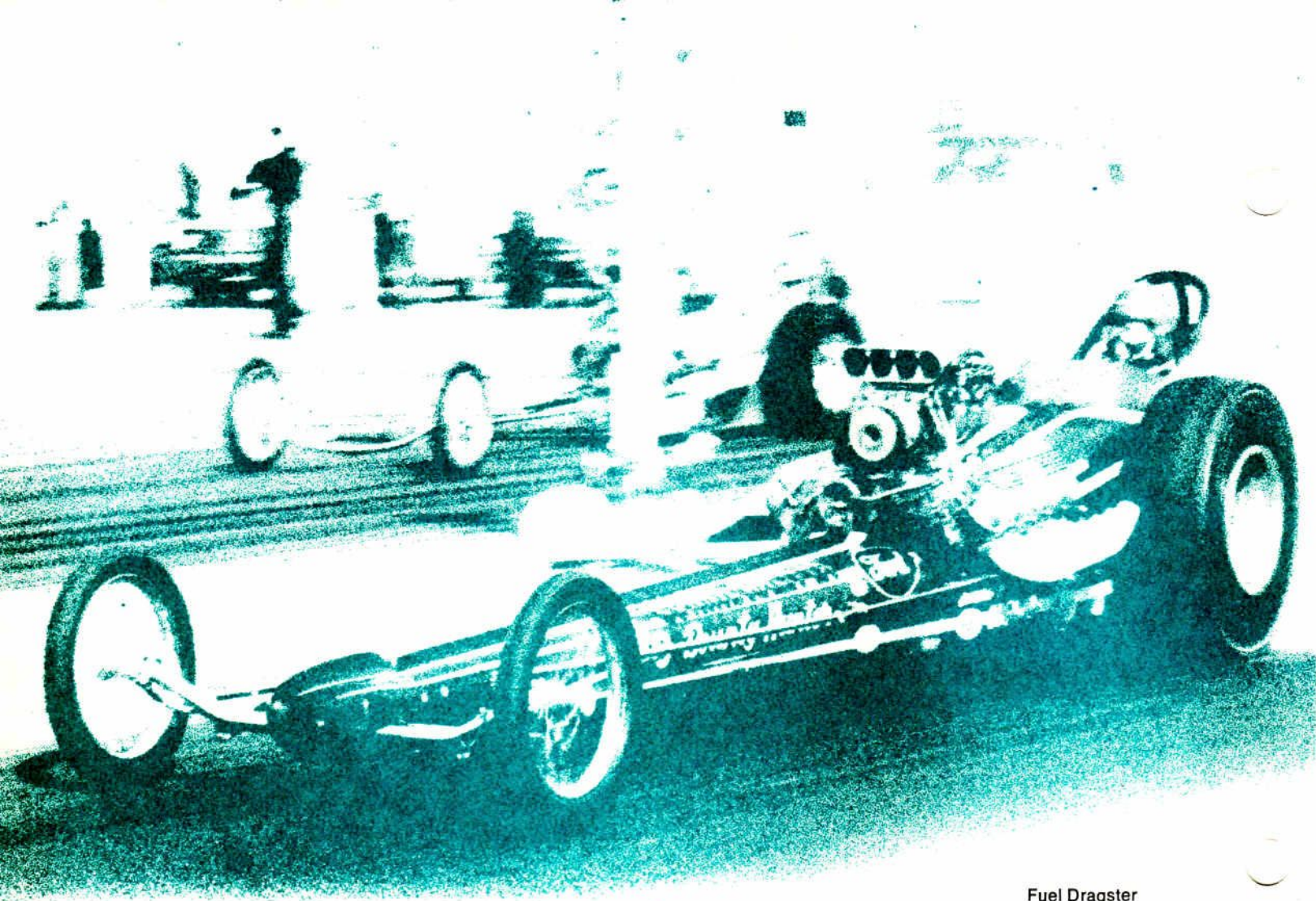


Midget

## sprint & midget

Sprint and midget car racing is in essence, the "country cousin" of Championship racing. The two are sanctioned by the International Motor Contest Association and usually run on dirt oval tracks ranging from quarter- to half-mile laps for midget cars and half-mile for sprint cars. Both sprints and midgets are old-styled "Indy" cars with the midget being simply a smaller edition of the sprint. Each race can vary in distance from 10 to 200 laps with the winner being determined by position at the conclusion of the race. As in Championship racing, each position is worth a given number of points that accumulate through the year and apply toward the year's championship and determine starting position in grand championship races. Sprint and midget car racing tracks are found in most major cities in the United States. Top sprint drivers include: Larry Dickson, Gary Bettenhausen, Greg Weld; in midgets: Mel Kenyon, Mike McGreevy, Bob Tattersall.





Fuel Dragster

# drag

Drag racing events sanctioned by the NHRA and AHRA attract over 20 million paying spectators per year. A drag race, basically, is an acceleration contest against another car or a set of timing clocks. The drag strip is a straightaway track that is usually asphalt paved. The finish line is exactly 1,320 feet (quarter mile) from the start. With engines running, the two cars wait behind the starting line until the "go" signal is given. The starting signal is similar to a traffic light with various colored lights warning the driver to be ready, then clearing him to zoom down the strip. The winner is by elimination with the car first across the electric-eye beam at the finish line declared the winner. Drag cars are classed by type of vehicle and there are many classes. For example, Stock cars that are production cars; Factory Experimental cars—entries equipped with limited production and special performance options; Experi-

mental Stock—for "funny" or experimental stock cars. Other drag racing car classes include: Modified Production, Stock Sports Cars, Modified Sports Cars, Gas Coupes/Sedans, Altered Coupes/Sedans and Roadsters, and Fuel Dragsters, sometimes called "rails" or "slingshots"—in all, literally anything and everything that will challenge existing drag records.

Major championship events sanctioned annually by the NHRA include the Winter-nationals, Springnationals and Nationals which regularly attract crowds topping 100,000.

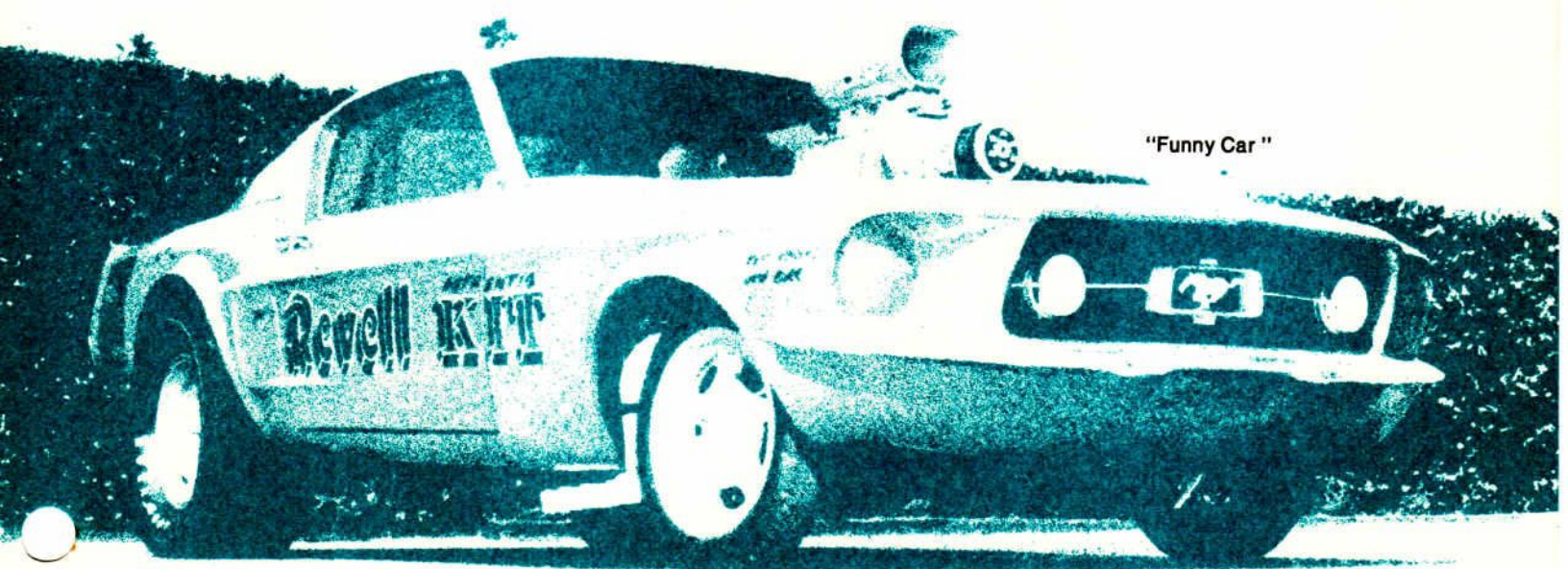
Ed Terry, Hubert Platt, Don Nicholson, Don Garlits, Tommy Ivo, Dick Lundy, Ronnie Sox, Randy Payne, Dick Woods and Buddy Martin are among the top drivers in drag racing today.





Stock Car

# racing



"Funny Car"





Typical Rally Car

## road rally (or rallye)

Production sports cars or sedans participate in this popular type of event that holds equal favor in Europe and the United States. Public roads are used and driver teams are scored on their arrival and departure times at pre-selected locations (check points) along the rally route. Cars are sent out at timed intervals by a starter using a stopwatch. Points are presented at the start of each rally. If a car arrives at a check point too soon, indicating unnecessary speeding, or too late, indicating a missed turn or getting lost, then penalty points are deducted from the team's overall score. The FIA and SCCA sanction numerous road rally events regularly. Many local sports car clubs, including Mustang Clubs, also employ this type of event on a year-round basis. The most famous road rally is the international Monte Carlo Rallye in Europe.



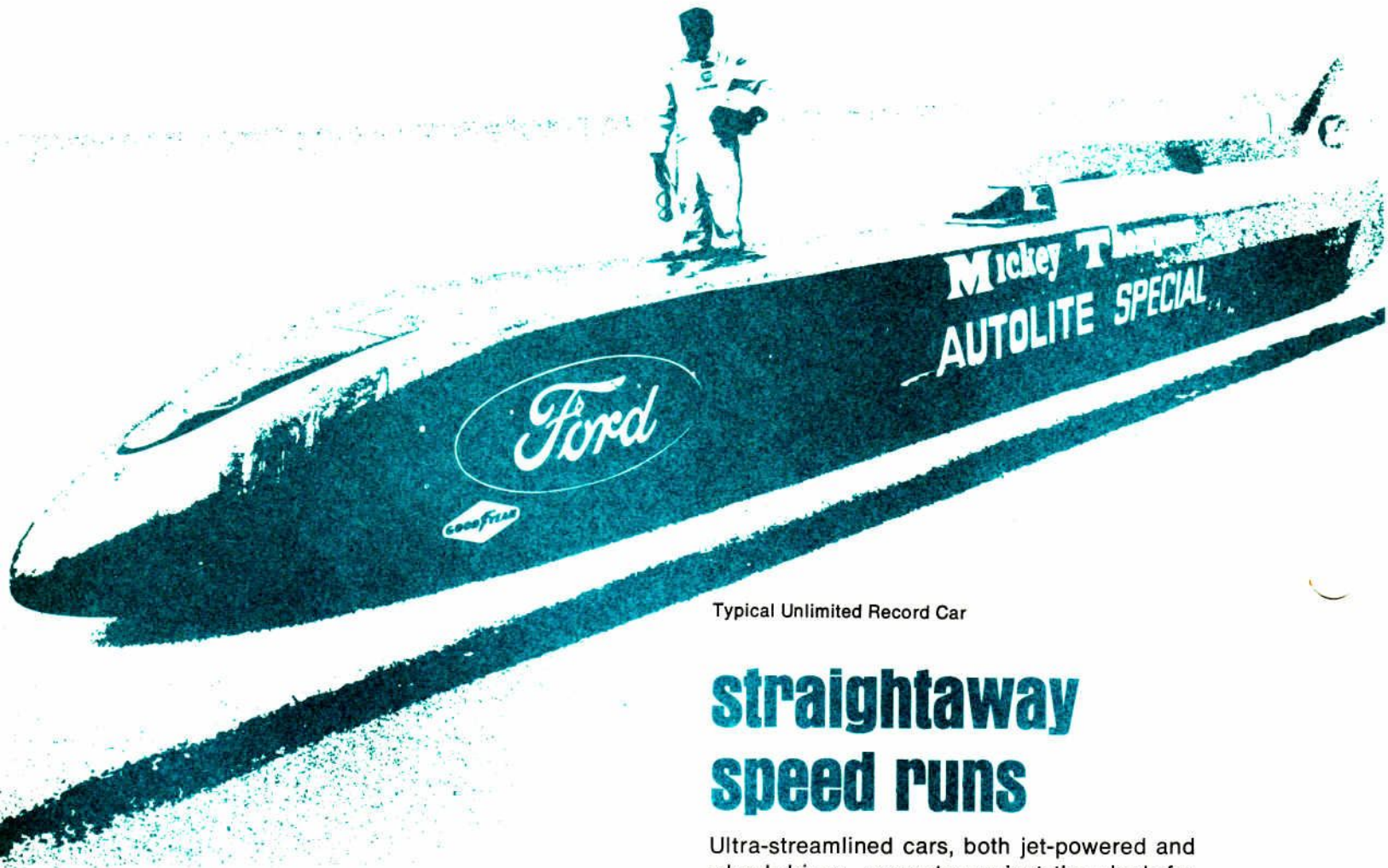


Typical Gymkhana Car

## **gymkhana**

Local car clubs usually hold this type of event. Standard production sports and sedan cars as well as specialized cars are used. It is a very short event, ordinarily, with an artificial course set up by pylons or markers. Shopping centers and other similarly paved areas are utilized for the gymkhana course. Speed is not the object here; driving precision is. Drivers are required to guide their vehicles through the course just once. They are marked on a cumulative points system for their skills in braking, acceleration, precision and handling.





Typical Unlimited Record Car

## straightaway speed runs

Ultra-streamlined cars, both jet-powered and wheel-driven, compete against the clock for Land Speed Records (LSR). To gain an officially recognized or established record, the car must make a two-way run. After the vehicle gets a full-speed, flying start, a stopwatch is tripped at a selected point for the measured mile or kilometer of the run. Then the car must reverse course and come back for a second run between the two points. The average speed of the two runs is then the established mark. Currently the LSR for jet-powered land cars is held by Craig Breedlove with a speed of 600.601 mph. The wheel-driven car LSR is presently held by the Summers Bros. with an established record of 409.277 mph. Attempts to establish an LSR are usually held on a graded salt straightaway road at the Bonneville Salt Flats in Utah.





# the racing associations

With racing such a universal sport, there are a number of racing associations and race-sanctioning bodies both in this country and abroad. The oldest of the active associations and certainly the most authoritative is the Federation Internationale de l'Automobile (FIA) with headquarters in France. FIA is a voluntary association of national automobile clubs of approximately 70 countries. It is recognized as *the* international authority and drivers and manufacturers can only win world championships by competition in selected international events that merit the coveted "FIA listing."

Though there are many American racing clubs and associations, there are four major car racing organizations: The Sports Car Club of America (SCCA) of Stamford, Conn.; The National Association for Stock Car Auto Racing (NASCAR), headquarters in Daytona Beach, Fla.; The United States Auto Club (USAC) of Indianapolis, Ind. and The National Hot Rod Association (NHRA) of Los Angeles, Calif.

All are in association with the FIA through ACCUS—Automobile Competition Committee for the United States—FIA's permanent representative in this country. ACCUS consolidates all of the major U.S. clubs and associations with a unit vote of one in the FIA.

## NASCAR

(National Association for Stock Car Auto Racing)

### What It Is

NASCAR is the sanctioning body for America's oval-track stock car races. It also conducts performance trials and special tests for leading automotive field manufacturers including those of allied industries, such as engines and component parts, tires, fuels, brakes and safety devices.

### Background

Founded in Daytona Beach in 1947 by Bill France. Its headquarters is at the Daytona Beach, Florida Speedway, opened in 1959. NASCAR sanctions races at 85 tracks including major complexes at Daytona, Atlanta, Charlotte, N. C., and Darlington, S. C. The 1968 spectator count was a whopping 14,650,000. Members include drivers, car owners, mechanics, promoters, officials and fans.

### Types of Races

NASCAR sanctions the following categories of stock car activity:

- Grand National
- Grand Touring
- Modified
- Late-Model Sportsman (combining two previous divisions, Late-Model Modified and Late-Model Sportsman)
- Hobby (Amateur)

There is also a Sportsman Drag division which is operated separately. Of 1,027 races sanctioned in 1967, 978 were in the Modified and Late-Model Sportsman categories.

### Major Personalities

In 1968, these were the top NASCAR drivers: Richard Petty, David Pearson, Clyde Lynn, John Sears, Elmo Langley, Jabe Thomas, Wendell Scott, Bill Seiffert, Earl Brooks, Cale Yarborough, Mario Andretti and Lee Roy Yarbrough.

### How Ford Has Fared

Ford cars have dominated the field in the past several years. The 1968 NASCAR Stock Car Team Points for Ford totalled 304, with Plymouth second, holding 237 points, followed by Dodge with 212 points and Mercury with 98 points.



# USAC

(United States Auto Club)

## What It Is

USAC governs racing of Championship cars running on paved oval and road circuits as well as on dirt tracks.

## Background

USAC celebrated its twelfth anniversary in 1968 and is headquartered in Indianapolis, Indiana. USAC is official supervisor of the World and National Land Speed Records in this country. Engines most widely used in USAC-sanctioned races are the Ford V-8 and the Offenhauser 4-cylinder.

## Types of Races

The club is primarily involved with single seat, closed track racing. Its four divisions are:

- Championship
- Offy 110 Midget
- Sprint
- Stock

USAC is also concerned with national competitions, such as economy runs and the Pikes Peak Hill Climb. Its most lucrative and famous race is the Indianapolis 500 Sweepstakes.

## Major Personalities

Bobby Unser, Mario Andretti, A. J. Foyt, Billy Vukovich, Al Unser, Dan Gurney and Jack Bowsher are but a few of the top drivers in the USAC circuit.

## How Ford Has Fared

Driver standings at the end of the 1968 Indy 500 placed Ford-powered cars in six of the top 12 positions in the race.

A. J. Foyt driving a Ford vehicle placed first in 1968 Stock Car standings. Fords also won fourth and eighth place with drivers Jack Bowsher and Parnelli Jones respectively the winners.

# SCCA

(Sports Car Club of America)

## What It Is

The SCCA sanctions, supervises and conducts more than 90 percent of the road racing in this country. Chartered by its national organization are 102 semi-autonomous regions whose territory covers the 50 United States. Each member holds dual membership in the national organization and in his home region.

## Background

Founded in 1944, SCCA is headquartered in Boston, Massachusetts. It provides racing opportunities for at least 40 classes of sports cars, Grand Touring cars, formula cars and small sedans. The best known SCCA events are the world championship U.S. Grand Prix, the United States Road Racing Championship, the Daytona 24-Hour, the Sebring 12-Hour and the annual fall races for the Canadian-American (Can-Am) Challenge Cup. The SCCA holds competition in 17 different classes leading to regional and national championships.

## Types of Races

In SCCA there are five racing divisions:

- Production Stock Cars
- Sports Cars
- Sedans
- Formula SCCA
- Formula Vee (For details, see preceding Part 2, "Types of Racing")

## Major Personalities

Tiny Lund, Ernie Shaw, Donnie Allison, Bud Moore, Denis Hulme, Bruce McLaren, to name just a few.

## How Ford Has Fared

In the '68 Trans-Am finals, Ford finished second in manufacturer's points ratings. In Grand Touring, Ford finished third.



# NHRA

(National Hot Rod Association)

## What It Is

NHRA is the prime sanctioning body for organized drag racing in the United States. Since it is one of the four official member clubs of ACCUS-FIA it has become drag racing's spokesman on an international level as well.

## Background

Founded in California in 1951. Originally created to develop safe competition activities for hot rodders. (A drag race, technically, is an acceleration contest over a specially constructed ¼-mile straightaway, against either another car or a set of timing clocks.) NHRA sanctions 2,000 events annually at approximately 130 drag strips. It conducts a 42-event World Championship Series ending with the World Finals in Tulsa, Oklahoma, each fall.

## Types of Races

Major drag racing championships held each year include:

- Winternationals in Pomona, California (February)
- Springnationals in Bristol, Tennessee (June)
- Nationals in Indianapolis, Indiana (September)
- World Championship in Tulsa, Oklahoma (October)

Drag racing classes are listed as follows:

- Stock Cars
- Factory Experimental
- Experimental Stock
- Modified Production
- Stock Sports Cars
- Modified Sports Cars
- Street Roadsters
- Gas Coupes/Sedans
- Altered Coupes/Sedans and Roadsters
- Competition Coupes/Sedans and Roadsters
- Dragsters

## Major Personalities

Ed Terry, Hubert Platt, Don Nicholson, Randy Payne, Dick Woods, Don Garlits, Tommy Ivo, Dick Landy, the team of Ronnie Sox and Buddy Martin, plus many more.

# ARCA

(Automobile Racing Club of America)

## What It Is

ARCA is the second largest sanctioning body for stock car racing in the United States.

## Background

Founded in 1952 as Midwest Association for Race Cars (MARC). The present name, ARCA, was adopted in 1963 with the scope of operation going to a national sanctioning organization rather than concentrating their activities in the Midwest. Races are held on smaller tracks, generally, of half-mile length. Occasionally races are held at Daytona and Charlotte speedways.

## Types of Races

Racing events, under ARCA sanction, are held in these divisions:

- National Championship Stock Car
- Late Model Sportsman
- Hobby Stock
- Figure Eight

(For details, see preceding Part 2, "Types of Racing")

## Major Personalities

Benny Parsons, Bill Clemens, Dave Dayton, John Early and Paul Wensink.

## How Ford Has Fared

In the top six point standings for 1968, three of the cars were Fords. Benny Parsons won first place. Fords were also driven by Bill Clemens (fifth place) and Paul Wensink (sixth place).



## FIA

(Federation Internationale de l'Automobile)

### What It Is

The International authority of motor racing in the world.

### Background

Founded in 1904, the FIA is a voluntary association of the national automobile clubs of approximately 70 nations. The FIA sanctions leading events that count towards World Championships for manufacturers and drivers.

### Types of Races

FIA sanctions many types of events and races including: Le Mans, U. S. Grand Prix at Watkins Glen, Land Speed Record. Various types of cars are included.

### Major Personalities

Graham Hill, Denis Hulme, Pedro Rodriguez, Jackie Stewart, Bruce McLaren, Josef Siffert, and numerous others.

### How Ford Has Fared

In the Formula I standings for '68, five Ford-powered cars placed in the top eight drivers' standings. First, second and third places were all taken by Ford-powered vehicles.

## ACCUS

(American Competition Committee for the United States)

- 4 Club Members: NASCAR, NHRA, SCCA, USAC
- Founded in 1957 and incorporated in 1960, it is the permanent representative of all major American international motor-sport clubs.
- Function:
  - to encourage cooperation among national and international bodies engaged in or interested in conducting automobile sports competitions and speed tests in the United States and its territories
  - to maintain a registry for the scheduling of such events and the licensing of the participants involved in these events
  - to establish uniform procedures governing the timing of competitions and speed tests
  - to maintain a permanent record of all speeds attained and to certify these records to the appropriate international bodies.
- The American representative of the International Sporting Committee, more popularly known in the European circuit as "CSI," is the Commission Sportive Internationale.





# glossary of performance terms

The language of performance is unique. Knowing how to speak it will help you get the most out of reading the buff magazines, enable you to talk to performance prospects at the level they find comfortable, and close more performance sales.

This glossary includes terms, abbreviations, and slang as used in the everyday world of auto racing and performance.

## a

**ACCUS**—American Competition Committee for the United States. (See Part 3 of this section for description.)

**ADAPTOR PLATE**—A specially machined plate which permits mating of an engine and transmission of different makes.

**ALKY**—Racing term for alcohol used as automotive fuel.

**ALL-OUT**—1. Slang for full scale competition car.  
2. Slang for maximum car speed.

**ALTERED**—A drag racing class in which cars must have an automobile body, though modifications are allowed. Windows and glass are usually discarded; engine and driver are positioned at the rear.

**ARCA**—Auto Racing Club of America. (See Part 3 of this section for description.)

**AT SPEED**—Operation of a car at its highest speed.

## b

**BAD CAR**—Hot rodders' term for very fast car.

**BADGE BAR**—Metal bar placed between headlights containing sports car club membership badges.

**BALLOON FOOT**—Derogatory slang for cautious driver; opposite of leadfoot.

**BANGER**—When preceded by number, refers to

engine and number of its cylinders, as "four banger." Primarily a sports car term.

**BANZAI**—Drag racing term describing an all-out, maximum effort run.

**BASH**—1. British term for sports car field trial over rough terrain against time, one car at a time.  
2. Exciting competitive event.  
3. (verb) To damage a vehicle in competition.

**BEAR**—A car of unexciting (if any) performance potential. (Also, "stone," "sled.")

**BEAST**—1. A high performing hot rod.  
2. A difficult car to drive.

**BEEF UP**—1. To increase engine power, performance.  
2. To strengthen chassis to accept more powerful engine.  
3. To strengthen any automotive part.

**BIG BORE**—Engine with larger than normal bore (cylinder diameter).

**BINDERS**—Brakes.

**BIRD CAGE**—1. Large racing car cockpit design with unusually good visibility.  
2. Nickname for Maserati competition car so designed.

**BLACK FLAG**—A black flag (literally) waved by officials at a driver signalling him to come into the pits on his next lap.

**BLOWER**—Supercharger.

**BLOW OFF**—To pass a car decisively when racing.

**BOMB**—Car of exceptional performance.



**BONNEVILLE**—See "Salt."

**BOOT**—(verb) To apply extra speed while driving at an already fast rate.

**BORE OUT**—To increase engine displacement and power by increasing cylinder diameter beyond stock specifications.

**BOSS**—A drag racing term for dominance; absolute perfection.

**BOTTOM GEAR**—Lowest driving gear.

**BOX**—Abbr. for gearbox; usually used in reference to manual transmission.

**BRICKYARD**—Slang; Indianapolis Speedway (now asphalt paved except at start-finish line).

**BULL NOSE**—A car hood with ornament removed.

**BUSINESS FOOT**—Race driver's accelerator foot.

## C

**C'd FRAME**—Frame with side rails lowered and axle kickup areas raised.

**CALIFORNIA TILT**—Hot rod and custom car alteration where front axle is lowered, and larger rear tires are installed.

**CALIPER BRAKE**—Disc brake, spot brake. (See "disc brake.")

**CAM**—Irregularity in shape of lobe on wheel or shaft which transforms rotary movement to perpendicular movement. Automotive cams provide up and down motion to open and close valves.

**CAM DURATION**—Number of degrees a cam, through its design, holds a valve open.

**CAM LIFT**—Height of cam lobe; a high-lift cam opens valves fully, permits freer breathing.

**C.C.**—Abbr., cubic centimeter; European measurement basis for engine displacement. 1000 c.c. = 1 liter = 62 cubic inches.

**CHANNEL**—(verb) To modify a car body so it can be dropped down and around the frame.

**CHAUFFEUR**—Slang for racing driver.

**CHEATERS**—Slick tread rear tires used in drag racing.

**CHECK POINT**—That point on the route of a road rally at which officials log in car, driver and navigator, and impart information relative to the next leg of the rally.

**CHICANE**—A section of a sports car race course with tight turns grouped close together.

**CHOPPED**—A car on which the metal top has been lowered closer to the body line; common in customizing.

**CHRISTMAS TREE**—Electronic countdown starter used in drag racing.

**CID**—Abbr., cubic inch displacement of an engine.

**CLASS**—Category in which a car of designated engine displacement will race. (See also "formula.")

**CLOCK**—1. Slang for speedometer or tachometer.  
2. (verb) To time a car's performance.

**CLUSTER**—Grouping of instruments in front of driver's seat.

**COBBLED**—Poor workmanship or improvised.

**CONCOURS D'ELEGANCE**—Sports and antique car enthusiasts' term for auto competition at which prizes are awarded for appearance, mechanical condition, extent and quality of restoration. Sometimes abbr., concours.

**CORNER**—(verb) To drive through a curve or corner (sports car term).

**CSI**—Abbr. for Commission Sportive Internationale, a unit of Federation Internationale de l'Automobile (FIA), the sanctioning and governing body of international racing.

**CUBES**—Slang for cubic inches.

**CUSTOM**—A car of altered appearance to reflect the owner's taste in styling. The operation itself is called customizing. Custom cars may or may not be in stock condition mechanically. Even though performance may be increased, the primary changes are in appearance.

## D

**DAGO AXLE**—Stock front axle cut and rewelded to permit lowering of front end.

**DAYTONA**—1. Florida beach, former site of speed events.

2. Abbr., Daytona International Raceway.

**DECKED**—Reworked rear deck and/or trunk area of custom car.

**DEUCE**—Hot rod term for '32 Ford.

**DICE**—(noun) A driving competition. (verb) To compete. Close, tricky maneuvering for position between two or more sports cars.

**DIFF**—Slang abbr. for differential case.

**DIG OUT**—To accelerate rapidly from a standing start.

**DISC BRAKE**—Often abbr. as disc; also known as caliper brake or spot. A brake using a rotating disc instead of a drum. Disc rotation is stopped by pressure of caliper with pads of friction material against rotating disc.

**DOHC**—Abbr., double overhead camshaft (see "overhead camshaft").

**DOUBLE DISC**—Clutch having two friction discs to give higher torque capacity, particularly for drag racing.

**DOMED HEAD**—A cylinder head which has had its area increased to accommodate the higher rise of the pistons in an engine with lengthened stroke.

**DOMED PISTON**—One with domed top, to increase compression ratio.

**DOWNSHIFT**—To descend through gears from higher to lower.

**DRAFTING**—Stock car racing term for following closely on the heels of the car ahead, to lower wind resistance and conserve fuel while maintaining speed.

**DRAG**—1. (verb) To race.

2. (noun) A race in which cars are run individually or in pairs for ¼ mile from a standing start.

3. A female.

**DRAGSTER**—A car built or modified for ¼ mile competition, built for maximum acceleration, light in weight, with a great percentage of vehicle weight on the driving wheels.

**DRAG STRIP**—1. Quarter-mile race course with deceleration area.

2. Any paved area used for straight-line acceleration contests.



**DRIFT**—Maintaining a slight but controlled skid in curves, to keep speeds high in racing. See "hang out the rear."

**DROP**—1. To break or damage a part during competition.

2. To lower a body, axle or frame for lower appearance, lower center of gravity.

3. To remove a part for repairs.

**DRUM BRAKE**—Conventional passenger car brake using expanding shoes against a revolving drum.

**DRY SUMP**—A lubrication system wherein engine oil is carried in a separate container, not in the conventional oil pan.

**DUAL QUAD**—Carburetor setup using two carburetors each with four throats.

**DUALS**—Two exhaust systems for one engine. Also called "twin pipes."

**DWELL**—See "cam dwell."

**DYNAMOMETER**—A testing device for determining engine horsepower and/or torque. Abbr., "dyno."

## e

**EGG CRATE**—Grille design using equally spaced horizontal and vertical bars.

**ELIMINATOR**—Drag car that wins by eliminating other cars in its class by running at higher speed.

**EN BLOC**—(French) A single engine casting containing all cylinder bores.

**ESS, ESSES**—One or a series of "S" shaped turns on a race course.

**ET**—Abbr., elapsed time used in drag racing, road races, rallies.

## f

**F.I.**—Abbr., fuel injection, a system where fuel is sprayed directly into engine cylinders rather than through a carburetor.

**FIA**—Abbr., Federation Internationale de l'Automobile, the governing body of international competition. All world speed records must be FIA sanctioned to be official. (See Part 3 of this section.)

**FISHTAIL**—1. Lateral sway in the rear of a car when racing.

2. To drive in such fashion.

**FLAT OUT**—Driving at top speed.

**FLAT SPOT**—A point at which an accelerating engine momentarily fails to gain rpm and speed.

**FLOG**—Slang; to drive a car badly or hard.

**FLOOR SHIFT**—See "four speed."

**FLYING START**—In racing, a start made at speed after a pace lap (which see).

**FORMULA**—International class divisions of single seat racing cars established by FIA (which see). Formulae are based on engine displacement and weight limits.

**FOUR SPEED**—Abbr., four speed manual transmission; also "four-on-the-floor."

**FOUR THROAT**—A four-venturi carburetor.

**FRENCH**—(Customizing term) 1. To add protruding upper lip to headlight or taillight areas.

2. To fuse sheetmetal sections together, eliminating welting or seams.

**FTD**—Abbr., fastest time of the day in racing competition.

**FWD**—Abbr., front wheel drive.

**FULL HOUSE**—A car (or engine) with all possible performance modifications short of supercharging. Also called "full race."

**FULL RACE CAM**—One designed for high rpm competition only, not for street use. See also "cam," "three quarter cam."

## g

**GASSER**—Drag racing car in either Gas Coupe/Sedan or Supercharged Gas Coupe/Sedan class.

**GINGERBREAD**—Slang; chrome ornamentation.

**GLASSPACK**—Glass fiber-filled muffler.

**THE GLEN**—Watkins Glen, New York, site of annual U.S. Grand Prix sports car race.

**GO BUTTON**—Slang for acceleration pedal.

**GOODIES**—1. Hot rod accessories.

2. Engine modifications.

3. Rare or valuable auto parts.

**GOOK WAGON**—Hot rod term for over-chromed stock car with no performance refinements.

**GP**—Abbr., Grand Prix, generic term for the FIA-sanctioned races in the World Championship Series.

**GT**—Abbr., gran turismo, a car usually sized for two people and luggage which is equally applicable to fast over-the-road touring or class racing.

**GYMKHANA**—A competitive meet to test driving powers consisting of timed contests in backing, parking and avoiding obstacles; a road-e-o.

## h

**HAIRPIN**—A turn that is greater than 90 degrees.

**HAIRY**—1. A car that is a potent performer.

2. A difficult race course.

**HANG OUT THE REAR**—To take a corner or curve with the rear wheels in a controlled skid position.

**HARDWARE**—See "goodies."

**HEAD**—Abbr., cylinder head.

**HEADER**—Racing type of exhaust manifold or exhaust tubes (headers).

**HEEL-AND-TOE**—A sports car downshifting technique wherein the right toe brakes while the right heel remains on the accelerator to maintain adequate engine speed for downshifting.

**HEMI**—Abbr. for competition engine with hemispherical combustion chamber design.

**HENRY**—A product of the Ford Motor Company.

**HIGH LIFT CAM**—See "cam lift."

**HONKER**—Drag term for potent performing car; a winning car.

**HOT DOG**—1. An individual who outwardly appears to have drag racing talents because of his "racing" habits on the street. His abilities have not been officially proven and remain to be seen.

2. A high performance car that "moves out."



# I

**IDIOT BOX**—Derogatory term for automatic transmission.

**IDIOT LIGHTS**—Warning lights.

**IFS**—Abbr., independent front suspension.

**INDEX OF PERFORMANCE**—An evaluation system in racing which mathematically considers engine size, car weight, efficiency and finishing position in relation to each other; thus a car may win "on index" without being the overall race winner.

**INDY**—Slang for Indianapolis 500 mile race.

**IRON**—Slang for conventional cars (as opposed to sports and high performance cars).

# J

**JOCKEY**—Derogatory term for race driver of questionable ability.

**JUG**—Slang for carburetor.

# K

**KNERFING**—The willful tapping or bumping from behind of one car by another while racing.

**KNOCK-OFF**—A threaded hub with a two or three lobed hub bolt which can be loosened with a copper-headed hammer. Permits quick wheel changes during races.

# L

**LACE**—Slang for badly rusted body panels.

**LAKES PIPE**—A straight-through exhaust pipe used in competition.

**LAKES PLUG**—Removable cap for lakes pipe. When affixed, exhaust gases are directed through the conventional exhaust system.

**LAKESTER**—Streamlined car developed in California for high-speed runs on dry lake beds.

**LAP**—1. One turn around a closed race course.  
2. In racing, to gain a complete circuit over a racing competitor.

**LEADFOOT**—Fast driver.

**LEADING**—Applying lead or epoxy body fillers in customizing.

**LE MANS**—Famous 24-hour French road race.

**LE MANS START**—Drivers are across the track from their cars. At start, drivers run across the track, enter and start their angle-parked cars. Eliminates assigning of favored track positions.

**LID**—Slang for hood; also, any panel covering engine or rear.

**LIMIT OF ADHESION**—The point of stress beyond which tires lose road grip.

**LINE**—Starting line.

**LITER (LITRE)**—Metric measure of cubic cylinder displacement, equalling 1,000 cubic centimeters or 62 cubic inches.

**LOCK-TO-LOCK**—Term for number of complete turns possible with a steering wheel, such as "3½ turns lock-to-lock."

**LOG MANIFOLD**—Multi-carburetor manifold which permits placement of carburetors near intake ports.

**LOUD PEDAL**—Slang, accelerator.

**LOWERING BLOCKS**—Block attached to springs to lower rear of car.

**LSR**—Abbr., land speed record. See "record car."

**LUNCH AN ENGINE**—To blow up an engine. Connotes driver error and lack of judgment.

**LUNG**—Hot rod term for cylinder (obsolete).

# M

**MAG**—Abbr., magneto.

**MAG WHEEL**—Abbr., magnesium racing wheel.

**MANIFOLD**—Area of engine through which fuel-air mixture is carried (intake manifold) and burned gases are removed (exhaust manifold).

**MARQUE**—(British) Make of car.

**MARQUE CLUB**—An enthusiasts' club devoted to only one make of car.

**MICKEY MOUSE**—1. Slang term for unnecessarily complex or poorly operating performance modifications or construction, such as "Mickey Mouse shift linkage" or "Mickey Mouse piping."  
2. Imprecise, sloppy.

**MILD**—A car that is conservative in styling and/or performance.

**MILL**—1. Slang for engine.

2. (verb) To remove metal from the base of cylinder head to make combustion chamber smaller and thus increase compression ratio.

**MONKEY**—As in "Monkey linkage." See "Mickey Mouse."

**MONOCOQUE**—A unit body manufacturing method.

**MOON GAS**—Hot rod term for fuels with large nitromethane content.

**MUSCLE CAR**—Any domestically produced car of low weight-to-horsepower ratio (10 to one or less with startling acceleration and outstanding performance capabilities. Usually in the intermediate or sport compact segment of the market. (Also, "super car.")

# N

**NASCAR**—National Association for Stock Car Auto Racing. (See Part 3 of this section for description.)

**NAVIGATOR**—Person who assists driver in a rally by feeding him directions and average speeds (see "rally").

**NERF BAR**—Custom tubular bumper.

**NHRA**—National Hot Rod Association. (See Part 3 of this section for description.)

**NITRO**—Abbr. for nitromethane. Used as fuel additive in drag racing.



## O

**OFF THE PEG**—Sports car term for pushing engine rpm beyond the upper limit of the tachometer.

**OFFICE**—Slang for driver's compartment of a racing car.

**OFFY**—Slang for Offenhauser racing engine.

**OHC**—Abbr., overhead camshaft.

**OHV**—Abbr., overhead valves.

**ONE-OFF**—Car design of which only one example was built.

**OVERHEAD CAMSHAFT**—One or two camshafts mounted above the cylinder head instead of in the block in order to provide a lighter valve train and more effective valve action.

**OVER-REV**—To run an engine too fast.

**OVERSQUARE**—When engine bore is greater than stroke.

**OVERSTEER**—The tendency of a car rear to swing out and thus help "steer" in going around corners.

## P

**PACE LAP**—Sorting-out lap at a race in which competitors circle slowly and take their assigned starting positions, used with a flying start (which see).

**PEAKING SPEED**—The engine rpm (and conversely, vehicle speed) at which maximum power or torque is reached.

**PEEL**—Also "peel rubber." To accelerate so that rear tires deposit rubber on the roadway.

**PERFORMANCE**—The qualities of engine power, chassis design, handling, braking and comfort which render a car suitable for a variety of non-competitive and competitive uses. High performance is the relative sophistication of all these elements.

**PIT**—Race track area where fuel, oil, tire changes and repairs are performed.

**PIT BOARD**—Board on which signals are relayed to drivers during a race.

**PIT CREW**—Those who service race cars during competition.

**PIT STOP**—A stop for fuel, tire replacement, repairs made during a race. Practice reduces pit stop time.

**POLE POSITION**—Preferred position in racing, on the first row, nearest the inside diameter (or inside rail) of the track.

**POOPY**—A car lacking in performance.

**PORT**—1. (verb) To enlarge valve passages for improved engine breathing.

2. (noun) The openings in the block through which fuel enters and exhaust leaves an engine.

**POUNDS PER HORSEPOWER**—Abbr., as lb/hp. Vehicle weight divided by horsepower; cars with low lb/hp are more responsive.

**POWER HOP**—Tendency of rear wheels to shudder or hop under full-bore acceleration. Known also as axle tramp, wheel hop.

**PROGRESSIVE LINKAGE**—Linkage for multi-venturi and multiple carburetion systems designed to permit greater fuel flow as engine rpm increases.

## Q

**QUAD**—Four-venturi carburetor.

**QUARTER**—Abbr. for quarter mile, the length of most drag race courses.

## R

**RACK**—(verb) To damage or wreck a car. Also "rack up."

**RACK AND PINION**—Steering system using a toothed bar in mesh with a pinion gear which is at the lower end of the steering column.

**RAG TOP**—1. Slang for convertible.

2. Slang for convertible top.

**RAIL JOB**—Dragster (which see) with little or no body and exposed frame rails.

**RAKE**—Tilt of a car caused by front being lower than rear, or vice versa.

**RALLY**—An automobile competitive event in which competitors (usually but not always in sports cars) travel from point to point, following predetermined directions and maintaining assigned average speeds as a test of touring skill. Driver is assisted by a navigator, who relays directions, average speed changes, minutes early or late, as required. See also "check points." Rallies vary in scope from 75-mile Sunday afternoon events to long-term events lasting several days.

**RALLYE**—European spelling of rally.

**RECORD CAR**—Car designed especially for speed and to establish new land speed records (LSR).

**RELIEVE**—Removing metal from inside ports, passages, manifolds, etc., to improve flow of fuel-air mixture or exhaust. See "port."

**RETIRED**—In racing, a car or driver out of action, usually due to mechanical difficulties.

**REV**—Abbr., revolution.

**RIDE, TO GET A**—Racing slang for the opportunity to be given a car to drive in competition.

**ROADABILITY**—Handling qualities of a car.

**ROAD-EO**—See "gymkhana."

**ROADSTER**—Auto body style featuring seats for two, cloth top and (now nearly obsolete) side curtains. Not synonymous with "sports car," which see.

**ROLL BAR**—Curved bar above drivers' head in race or sports car.

## S

**SALT, THE**—Slang for Bonneville Salt Flats, Utah, the scene of high speed racing trials and land speed record attempts.

**SANITARY**—1. Slang for a car of unusual cleanliness despite competition potential.

2. A car unusually well prepared for competition.

**SCCA**—Sports Car Club of America. (See Part 3 of this section for description.)

**SCOOP**—Opening in body to deliver cool air to engine, brakes or cockpit.

**SCREAMER**—1. A high rpm engine.

2. A fast car.

3. A supercharged car.



**SECTION**—(verb) Customizing term for removing horizontal metal area from body and rejoining the two parts, for a lower silhouette. See also "chopped," "channel."

**SEDAN RACING**—Racing of small sedans in appropriate displacement classes, under SCCA rules.

**SET-UP**—(verb) 1. To prepare a car for racing.  
2. To modify a car for racing.

**SIDE PIPE**—An outside exhaust pipe parallel to rocker molding. See "lakes pipe."

**SINGLE UNIT**—See "monocoque."

**SLED**—Any car of unexciting (if any) performance potential. (Also, "stone," "bear".)

**SLEEPER**—1. Racing car which performs better than expected.  
2. A car of stock appearance concealing better-than-stock performance.

**SLICK**—Smooth, treadless racing or drag tire of wide cross section.

**SLINGSHOT**—Drag car with driver's compartment placed behind rear wheels.

**SLUSH PUMP**—Derisive term for automatic transmission. Also "slushomatic."

**SOHC**—Abbr., single overhead camshaft. See "overhead camshaft."

**SPEED SHIFT**—Technique of manual gearshifting employing minimum use of clutch.

**SPIN OUT**—Rotating end around end on a turn without overturning.

**SPONGE**—(noun) A car with disappointing performance.

**SPORTS CAR**—A small, versatile car designed for maximum performance under varying conditions of load, road and speed, usually seating two and equipped with four speed gearbox. Can be used as normal transportation or raced.

**SPORTSMAN**—A NASCAR racing class for light bodied cars with modified stock engines using pump grade fuel.

**SPORTS RACING CAR**—A sports car which in design is primarily suitable for racing but which can be used as a street car.

**STACKS**—Slang term for tubular carburetor intake pipes and/or short individual exhaust pipes.

**STANDING QUARTER**—In drag racing, a quarter mile time race begun with vehicle at rest.

**STICK**—Abbr., manual transmission. Also "stick shift."

**STOCKER**—Stock car owner or driver.

**STONE**—Any car of unexciting (if any) performance potential. (Also, "sled," "bear".)

**STRAIGHT BODY**—An unaltered body, perhaps concealing performance modifications.

**STRAIGHT BOX**—Three-speed manual transmission.

**STRAIGHT ROD**—A hot rod of unusually clean design and conservative appearance.

**STREET MACHINE**—A car with performance potential but better suitable to normal driving than to competition.

**STRIPING**—Ornate thin painted lines in contrast to body color.

**STROKER KIT**—Crankshaft and connecting rod assembly engineered to increase engine displacement by lengthening the stroke of the piston.

**SUPER STOCK**—Production car with special engine and chassis modifications.

**SWITCHBACK**—See "hairpin."

**SYNCHRO**—Abbr., synchromesh transmission; a system incorporating clutches or synchronizers which bring transmission gears to equal speed to facilitate meshing. "All synchro" is a transmission which has a synchronized first gear.

**SUPER CAR**—Any domestically produced car of low weight-to-horsepower ratio (10 to one or less) with startling acceleration and outstanding high performance capabilities. Usually in the intermediate or sport compact segment of the market. (Also, "muscle car.")

**SUPER STOCK**—Production car with extremely high power-to-weight ratio and certain modifications as permitted by the rules.

## T

**THE TON**—100 mph.

**THIRTEEN TWENTY**—Slang reference to the 1,320 feet in the drag racing quarter-mile.

**THREE-QUARTER RACE CAM**—One ground to deliver faster than stock performance, but without the low rpm difficulties of a full race cam. See "cam," "full race cam."

**THROAT**—Carburetor venturi.

**THROW**—(noun) Gear lever travel.

**TIME TRAP**—Distance between two synchronized timing devices which record the time required by a car to travel between them. Also "trap" or "the traps." "Go through the traps" is to compete in time trials.

**TONNEAU COVER**—Canvas or vinyl weather cover for open car interior, used when top is down.

**TRAFFIC**—In racing, a race course crowded with cars.

**TUCK-AND-ROLL**—Distinctive upholstery treatment given to hot rods and customs.

## U

**UNDERSTEER**—Condition wherein a car requires more steering angle in relation to speed in order to hold a given radius, as the rear wheels do not contribute to steering effect. (See "oversteer.")

**UNIT CONSTRUCTION**—See "monocoque."

**UNGLUED**—Slang for a broken part or assembly. Also "come unglued."

**USAC**—United States Auto Club. (See Part 3 of this section for description.)

## V

**VALVE FLOAT**—The rpm at which valve springs cannot shut the valves in time to maintain compression. Known also as "valve crash."

**VENTURI**—Fuel passageway in the carburetor, narrowed to increase velocity of fuel-air mixture.

## W

**WHEELIE**—Drag racing term for the rising up of a car's front wheels from the ground under acceleration.

**WHEEL-TO-WHEEL**—Spirited competition between two racing drivers.

**WILD**—A car that deviates greatly from stock appearance and/or performance.

**WILD CAM**—See "cam," "full race cam," "three quarter cam."



Section 5,  
Part 5



# 1969 Race schedule

There will be thousands of separate competitive events on the nation's drag strips and race tracks during the racing season that is just getting under way. To familiarize you with most of them . . . so you'll know *what* they are and *where* they are . . . here is a schedule of many of the major races listed by type and association. Whenever there is a race near you, you can do a lot for your local image by tying into the event with your advertising and promotion. Plan to be on hand, too, to cheer home the Ford entries. At the time this schedule was made up, some race dates were still tentative. For this reason, we suggest you check and confirm the dates of races in your area which you might plan to attend.

## NASCAR GRAND NATIONALS

Date	Race and Location
JAN. 19	Riverside 500, Riverside, Calif.
FEB. 23	Daytona 500, Daytona Beach, Fla.
MAR. 2	Fireball 300, Weaverville, N.C.
MAR. 9	Carolina 500, Rockingham, N.C.
MAR. 23	Southeastern 500, Bristol, Tenn.
MAR. 30	Atlanta 500, Atlanta, Ga.
APR. 13	Richmond 250, Richmond, Va.
APR. 20	Gwyn Staley Memorial, No. Wilkesboro, N.C.
APR. 27	Virginia 500, Martinsville, Va.
MAY 10	Rebel 400, Darlington, S.C.
MAY 25	World 600, Charlotte, S.C.
JUNE 15	Jackson 500, Irish Hills, Mich.
JULY 4	Firecracker 400, Daytona Beach, Fla.
JULY 13	Northern 300, Trenton, N.J.
JULY 20	Volunteer 500, Bristol, Tenn.
JULY 26	Nashville 200, Nashville, Tenn.
AUG. 3	Dixie 500, Atlanta, Ga.
AUG. 17	Jackson 600, Irish Hills, Mich.
AUG. 24	Western N.C. 500, Weaverville, N.C.
SEPT. 1	Southern 500, Darlington, S.C.
SEPT. 7	Capital City 300, Richmond, Va.
SEPT. 14	Talladega 500, Talladega, Ala.
SEPT. 21	Wilkes 250, No. Wilkesboro, N.C.
SEPT. 28	Old Dominion 500, Martinsville, Va.
OCT. 12	National 500, Charlotte, N.C.
OCT. 26	American 500, Rockingham, N.C.



## USAC CHAMPIONSHIP

Date	Race and Location
MAR. 16	California 200, Hanford, Calif.
MAR. 30	Stardust 150 (road course), Las Vegas, Nev.
APR. 6	Jimmy Bryan 150, Phoenix, Ariz.
APR. 20	Trenton 150, Trenton, N.J.
MAY 30	Indianapolis 500, Speedway, Ind.
JUNE 8	Rex Mays 150, Milwaukee, Wisc.
JUNE 22	Langhorne 150, Langhorne, Pa.
JUNE 29	Pikes Peak Auto Hillclimb, Manitou Springs, Colo.
JULY 6	Rocky Mountain 150 (road course), Castle Rock, Colo.
JULY 13	Nazareth 100 (dirt), Nazareth, Pa.
JULY 20	Indy 200 (road course), Clermont, Ind.
JULY 27	Langhorne 200, Langhorne, Pa.
AUG. 3	Labatt 200 (road course), St. Jovite, Que.
AUG. 16	Tony Bettenhausen 100 (dirt), Springfield, Ill.
AUG. 17	Tony Bettenhausen 200, Milwaukee, Wisc.
AUG. 31	DuQuoin 100 (dirt), DuQuoin, Ill.
SEPT. 6	Hoosier 100 (dirt), Indianapolis, Ind.
SEPT. 21	Trenton 200, Trenton, N.J.
SEPT. 28	Golden State 100 (dirt), Sacramento, Calif.
OCT. 12	Michigan Int'l Speedway 200 (road course), Irish Hills, Mich.
NOV. 2	California 250, Hanford, Calif.
NOV. 16	Bobby Ball 200, Phoenix, Ariz.
NOV. 30	Rex Mays 300, Riverside, Calif.

## TRANS-AM SEDAN CHAMPIONSHIP

Date	Race and Location
MAY 11	Michigan Int'l Speedway, Irish Hills, Mich.
MAY 30	Lime Rock Park, Lime Rock, Conn.
JUNE 8	Mid-Ohio Sports Car Course, Lexington, Ohio
JUNE 22	Bridgehampton, Bridgehampton, L.I.
JULY 20	Bryar Motorsport Park, Loudon, N.H.
AUG. 3	Mont Tremblant, St. Jovite, Que.

AUG. 10	Watkins Glen, Watkins Glen, N.Y.
AUG. 24	Continental Divide Raceways, Castle Rock, Colo.
SEPT. 7	Riverside Int'l Raceway, Riverside, Calif.
SEPT. 21	Sear's Point Int'l Raceway, Sonoma County, Calif.
OCT. 5	Pacific Raceways, Kent, Wash.

(Two additional races to be added.)

## CANADIAN-AMERICAN CHALLENGE CUP

Date	Race and Location
JUNE 1	Mosport Park, Bowmanville, Ont.
JUNE 29	Mont Tremblant, St. Jovite, Que.
JULY 13	Watkins Glen, Watkins Glen, N.Y.
JULY 27	Speedway Park, Edmonton, Alberta
AUG. 17	Mid-Ohio Sports Car Course, Lexington, Ohio
AUG. 31	Road America, Elkhart Lake, Wis.
SEPT. 14	Bridgehampton, Bridgehampton, L.I.
SEPT. 28	Michigan Int'l Speedway, Irish Hills, Mich. (tent.)
OCT. 12	Laguna Seca, Monterey, Calif.
OCT. 26	Riverside Int'l Rcw, Riverside, Calif.
NOV. 9	Stardust Int'l Rcw, Las Vegas, Nev.

## CHAMPIONSHIP

Date	Race and Location
FEB. 1	24 Hours of Daytona, U.S.A.
MAR. 22	12 Hours of Sebring, U.S.A.
APR. 13	BOAC 500, Brands Hatch, England
APR. 25	Monza 1000 kms, Italy
MAY 4	Targa Florio, Sicily
MAY 11	Spa 1000 kms, Belgium
JUNE 1	Nurburgring 1000 kms, Germany
JUNE 14	24 Hours of Le Mans, France
JULY 13	Watkins Glen GP, U.S.A.
AUG. 10	Austrian GP, Zeltweg



## SCCA NATIONAL RACES (Partial)

### NO. PACIFIC DIVISION

Date	Race and Location
MAR. 29	San Francisco region, Sear's Point Int'l Rcw, Sonoma County, Calif.
MAY 3	San Francisco, Laguna Seca, Monterey, Calif.
MAY 3	Oregon, Newport, Newport, Ore.
MAY 17	Northwest, Pacific Rcwys, Kent, Wash.
JUNE 14	Oregon, Delta Park, Portland, Ore.
JUNE 19	San Francisco, (to be announced)
AUG. 23	Northwest, Pacific Rcwys, Kent, Wash.

### MIDWEST DIVISION

Date	Race and Location
APR. 19	Arkansas region, Stuttgart, Ark.
MAY 17	Kansas City, Kansas City Int'l Rcw, De Soto, Kans.
JUNE 7	Rio Grande, Continental Divide Rcwys, Castle Rock, Colo.
JULY 4	Oklahoma, Ponca City, Ponca City, Okla.
JULY 26	Kansas City, Lake Garnett, Garnett, Kans.
AUG. 16	Wichita, Lake Afton, Wichita, Kans.
SEPT. 6	Arkansas, Burns Park, No. Little Rock, Ark.
SEPT. 20	St. Louis, Mid-America Raceways, Wentzville, Mo.
OCT. 4	Colorado, Continental Divide Rcwys, Castle Rock, Colo.
OCT. 11	NE Oklahoma, War Bonnet Park, New Mannford, Okla.

### NORTHEAST DIVISION

Date	Race and Location
APR. 12	Washington, D.C. region, Marlboro Speedway, Upper Marlboro, Md.
MAY 17	Steel Cities, Cumberland, Cumberland, Md.
JUNE 7	New England, New Thompson Speedway, Thompson, Conn.
JULY 4	No. New Jersey, Lime Rock Park Lime Rock, Conn.

JULY 26	Mohawk Hudson, Lime Rock Park, Lime Rock, Conn.
AUG. 9	Watkins Glen, Watkins Glen, N.Y.
AUG. 30	New England, Byar Motorsport Park, Loudon, N.H.
SEPT. 20	Washington, D.C., Marlboro Speedway, Upper Marlboro, Md.

### SOUTHEAST DIVISION

Date	Race and Location
APR. 26	No. Carolina region, Virginia Int'l Raceway, Danville, Va.
MAY 10	Savannah, Savannah Rcw, Faulkville, Ga.
MAY 24	Tennessee Valley, Huntsville, Huntsville, Ala.
JULY 4	Atlanta, Road Atlanta, Atlanta, Ga.
AUG. 2	Central Florida, Daytona Int'l Speedway, Daytona Beach, Fla.
SEPT. 13	Central Alabama, Tuskegee, Tuskegee, Ala.
SEPT. 27	Central Carolinas, Virginia Int'l Raceway, Danville, Va.

### CENTRAL DIVISION

Date	Race and Location
MAY 17	Chicago region, Meadowdale Raceway, Carpentersville, Ill.
MAY 31	Land O' Lakes, Donnybrooke, Brainerd, Minn.
JUNE 13	Chicago, Road America, Elkhart Lake, Wis.
JUNE 28	Milwaukee, State Fair Park, Milwaukee, Wis.
JULY 12	Indiana NW, Blackhawk Farms, Rockton, Ill.
JULY 19	Cincinnati, Mid-Ohio Sports Car Course, Lexington, Ohio
AUG. 2	W. Michigan, Michigan Int'l Speedway, Irish Hills, Mich.
AUG. 23	Blackhawk Valley, Blackhawk Farms, Rockton, Ill.
SEPT. 6	NE Ohio, Mid-Ohio Sports Car Course, Lexington, Ohio
SEPT. 20	Detroit, Michigan Int'l Speedway, Irish Hills, Mich.
OCT. 4	Indianapolis, Indianapolis Raceway Park, Clermont, Ind.



**SOUTHWEST DIVISION**

<b>Date</b>	<b>Race and Location</b>
FEB. 8 .....	Texas region, Green Valley Raceway, Smithfield, Texas
APR. 6 .....	Red River, De Soto, Mansfield, La.
JUNE 1 .....	Southwest Louisiana, Chennault AFB, Lake Charles, La.
JULY 6 .....	San Jacinto, Scholes Field, Galveston, Texas
AUG. 2 .....	Lone Star, Austin Raceway Park, Austin, Texas
AUG. 31 .....	Alamo, Clear Springs, New Braufels, Texas
SEPT. 20 .....	West Texas, Odessa Raceway Park, Penwell, Texas

**SO. PACIFIC DIVISION**

<b>Date</b>	<b>Race and Location</b>
FEB. 23 .....	Cal Club region, Stardust Int'l Raceway, Las Vegas, Nev.
APR. 12 .....	San Diego, Holtville, Holtville, Calif.
AUG. 2 .....	Cal Club, Riverside Int'l Raceway, Riverside, Calif.
AUG. 31 .....	Utah, Bonneville Rcw, Salt Lake City, Utah

**SCCA FORMULA DRIVERS  
CHAMPIONSHIP**

<b>Date</b>	<b>Race and Location</b>
APR. 20 .....	Riverside Int'l Raceway, Riverside, Calif.
JUNE 8 .....	Continental Divide Rcwys, Castle Rock, Colo.
JUNE 22 .....	Sear's Point Int'l Rcwys, Sonoma County, Calif.
JULY 6 .....	Pacific Raceways, Kent, Wash.
JULY 20 .....	Road America, Elkhart Lake, Wis.
AUG. 10 .....	New Thompson Speedway, Thompson, Conn.
AUG. 24 .....	Mosport Park, Bowmanville, Ont.
SEPT. 1 .....	Lime Rock Park, Lime Rock, Conn.
SEPT. 21 .....	Donnybrooke, Brainerd, Minn.

*(Four additional races may be added.)***SCCA NATIONAL RALLIES (Partial)**

<b>Date</b>	<b>Race and Location</b>
JAN. 25 .....	Gator Gamble, Central Florida region
MAR. 22 .....	Rustler's Run, Texas
APR. 26 .....	Great Canyon, Arizona Border
MAY 16 .....	Virginia Reel, Washington, D.C.
JUNE 7 .....	On Wisconsin, Milwaukee
JUNE 28 .....	Berkshire, New England
JULY 5 .....	Johnny Appleseed, NE Ohio
AUG. 2 .....	Andiamo, Northwestern Ohio
AUG. 23 .....	Rolling High, Pan American
SEPT. 13 .....	Jersey 500, No. New Jersey
SEPT. 20 .....	Mission Trail, Cal Club
SEPT. 27 .....	Appalachian, Philadelphia
OCT. 4 .....	Land O'Lincoln, Chicago
OCT. 11 .....	Rip Van Winkle, New York
OCT. 18 .....	Swingin' Safari, Arizona
NOV. 1 .....	Press On Regardless, Detroit
NOV. 15 .....	Bluegrass, Kentucky
NOV. 22 .....	El Camino, Cal Club

**MAJOR OFF-ROAD RACES (Partial)**

<b>Date</b>	<b>Race and Location</b>
JAN. 19 .....	Borrego Rough "100," IDRA, Ocotillo Wells, Calif.
FEB. 28 .....	National 4-Wheel Drive GP, Off-Road Championships, Riverside, Calif.
MAR. 23 .....	Mint 400 Desert Rally, IDRA Las Vegas, Nev.
APR. 20 .....	Catalina Off-Road Run, Catalina Is.
MAY 23 .....	Nevada Desert Off-Road Race, NORRA
NOV. 1 .....	Mexican 1000, NORRA, Ensenada to La Paz, Baja, Calif.

**WORLD CHAMPIONSHIP (Formula 1)**

<b>Date</b>	<b>Race and Location</b>
MAR. 1 .....	South African GP, Kyalami
MAY 4 .....	Spanish GP, Barcelona
MAY 18 .....	Monaco GP, Monte Carlo
JUNE 8 .....	Belgium GP, Spa-Francorchamps
JUNE 22 .....	Dutch GP, Zandvoort
JULY 6 .....	French GP, Clermont-Ferrand
JULY 19 .....	British GP, Silverstone
AUG. 3 .....	German GP, Nurburgring
SEPT. 7 .....	Italian GP, Monza
SEPT. 21 .....	Canadian GP
OCT. 5 .....	United States GP, Watkins Glen
NOV. 2 .....	Mexican GP, Mexico City