

MILLER

High Life

5000



ONTARIO
MOTOR
SPEEDWAY



OFFICIAL MAGAZINE / PROGRAM - \$1.50

February 28, 1971

Dodge



1971 CHARGER SUPER BEE

The run of the mills is anything but run of the mill.

One great shape. Two great ways to go. First, Charger Super Bee (above), the budget way. Budget, yes—austerity, no. Super Bee's standard mill is the 383 Magnum V8 with free-breathing heads right off the 440 Magnum. It thrives on regular-grade gas and delivers all its energy through a slick, three-speed, all-synchro three-on-the-floor. Yes, Super Bee also has heavy-duty suspension and brakes; Rallye Instrument Cluster; plus

F70x14 wide-tread, whitewall, bias-belted tires; and a bench-type front seat. And what's wrong with that? Now let us proceed to the "all-stops-out" Charger R/T below. This one's a bit different. Its standard mill is the formidable Dodge 440 Magnum—the transmission, the three-speed TorqueFlite automatic. And you know all about them. Charger R/T gives you bucket seats up front; extra-heavy-duty suspension; heavy-duty brakes;

G70x14 wide-tread, raised white letter, bias-belted tires; special paint and stripes. So you see that if you have the urge, we have the Charger for you. Super Bee or R/T. Check your budget again. Then try them both at your nearby Dodge Dealer's. Either way, you can't lose.

Run with the
Dodge Scoot Pack



Miller High Life 500

February 28, 1971



ONTARIO
MOTOR
SPEEDWAY

\$1918* That's our story. The same old low-price story you'll get with every Corolla. Starting with our \$1798* sedan. And although you can't go wrong with either Corolla, the fastback is the sportier of the two.

It has a fancier outside as well as a fancier inside. With a woodgrain steering wheel, dash and console usually reserved for more expensive cars.

Like every Corolla, the fastback is loaded with standard things usually extra on more expensive cars. White sidewall

tires. Tinted glass. Thick snap-down nylon carpets. Fully reclining bucket seats. All-vinyl interior. Glove box. And a recessed parcel shelf for more storage area.

Like every Corolla, the fastback is put together to stay together. It has an engine with five main bearings. An undersealed chassis to keep out rust and corrosion. And a frame and body welded into one piece.

Like every Corolla, the fastback is tight with your money. It gets about 28 miles a gallon. And has a sealed lubrication system. So you won't spend a cent on chassis lubes.

Like every Corolla (and unlike most cars in this price range), the fastback is big

enough for even six footers to stretch out. This year it's wider and almost ten inches longer than last year.

So you see, whichever Toyota Corolla you pick, you get a good looking, dependable car.

The inexpensive one for \$1798.

Or the expensive one for \$1918.

TOYOTA

We're quality oriented

The Corolla Fastback. It may make our story harder to believe.



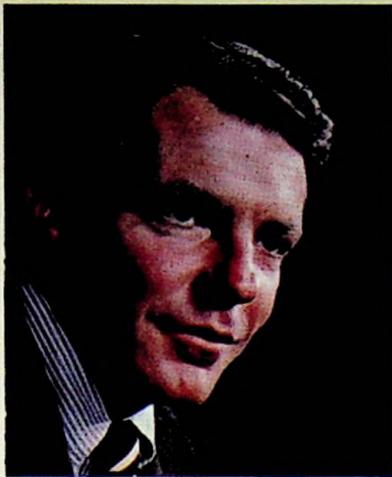


ONTARIO MOTOR SPEEDWAY



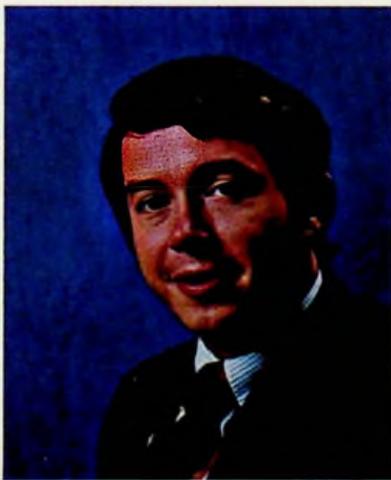
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Dan W. Lufkin

Dan W. Lufkin
Chairman of the Board



David B. Lockton

David B. Lockton
President

Welcome stock car racing fans!

Yes, it is time to pinch ourselves again, just to prove we're not dreaming. The brief but already exciting history of Ontario Motor Speedway has reached Milestone No. 3.

If you shared the experiences of the California 500 and the Supernationals last year, we say "welcome back." If you didn't, well, we're just delighted that you are here today to be a part of another important "first" in motor racing at the sport's most elaborate facility.

The inaugural Miller High Life 500 also exceeds the ordinary. Never before have the world's finest stock cars and drivers been matched on a low-banked, 2½-mile oval; never before have they run for such high stakes as today's purse; never before have they lined up three abreast, 17-rows deep.

The drivers themselves have assured us that the elements here combine to promise the most competitive event in the history of stock car racing.

We also say "welcome" to NASCAR, that fine world-recognized sanctioning body. It is under the auspices of NASCAR that today's race is being conducted. Thus, the Miller High Life 500 carries the same international validation that the California 500 had with the U.S. Auto Club and the Supernationals with the National Hot Rod Association.

Next, may we invite you back to the "Big O" for the Questor Grand Prix Sunday, March 28. It is Ontario Motor Speedway's first professional road race. Not only does this double-barreled event (two 100-milers) complete the first year's cycle of operations before the second California 500 September 5, but it is unique as well.

This internationally-calendared race, which is sanctioned by the Sports Car Club of America, will match 20 cars and drivers of the European Formula 1 Grand Prix circuit against 10 of North America's top stars who will be driving Formula A cars. The purse will exceed \$250,000. That's a record, too.

Just imagine . . . Stewart, Andretti, Hill, Ickx, Surtees, Donohue, Rodriguez all in one race.

Ouch!

No, we're not dreaming.



taking the easy way out

Get out of town the easy way in the Datsun Li'l Hustler Pickup—America's best-selling import truck. It'll get you and your bike anywhere you want to go, and for just about half the price you'd expect to pay for a truck.

Don't let the size fool you. The Li'l Hustler is all truck. A six-foot, all-steel bed is set up to handle the hairiest bike around. And a 96-horsepower overhead cam engine puts a whole lot of pavement behind you in a hurry. To top it all off, there's a really civilized

interior with foam-padded, all-vinyl upholstery and a three-speed heater/defroster. Maybe that won't turn you on while you're on your way out to the dirt, but it sure can make that long trip home a lot nicer.

Then, just to make sure you get your money's worth, the Li'l Hustler comes with no-cost extras like whitewall tires and built-in cargo tiedowns. In fact just about the only thing it doesn't come with is a motorcycle. And with the money you save, you can add that yourself.

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PRODUCT OF NISSAN

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Publisher: *Bob Topaz & Associates*
Beverly Hills, California, U.S.A.

Art Director: *Bernard Rotondo*

Editorial Coordinator: *Alan Holmes*

Editorial Director: *Toni Lyndon Reid*

Advertising Director: *Bob Topaz*

Photographers: *Richard George*
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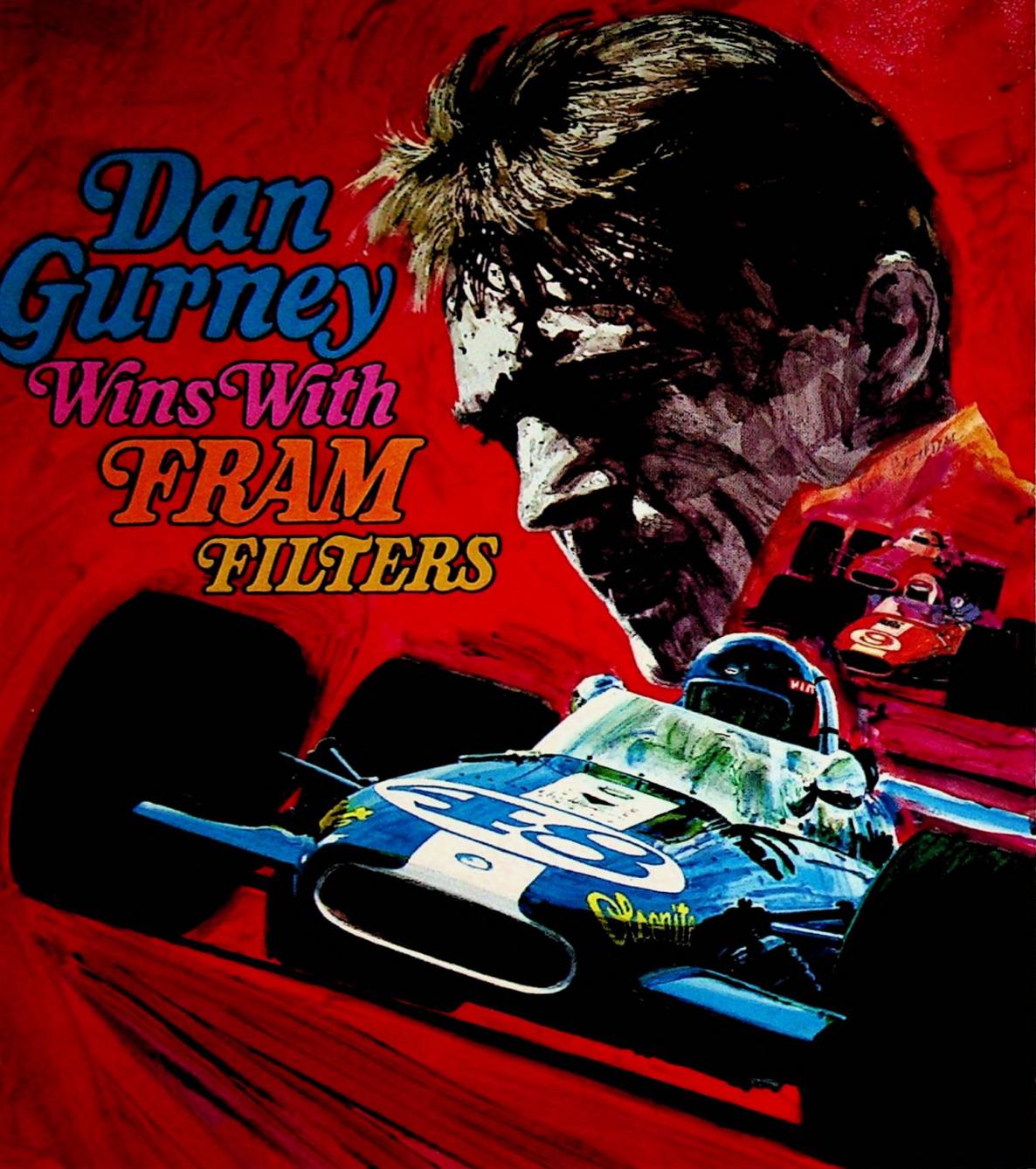
Yamaha International Corporation • P.O. Box 54540, Los Angeles, California 90054

**Yamaha is the official motorcycle of Ontario Motor Speedway.
Why? As the slogan says...**



YAMAHA 
It's a better machine

Dan Gurney Wins With **FRAM** FILTERS



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I enclose \$1.50 (Check or money order. No cash or stamps please)
for the Dan Gurney Poster (in a mailing tube).

While
they last!

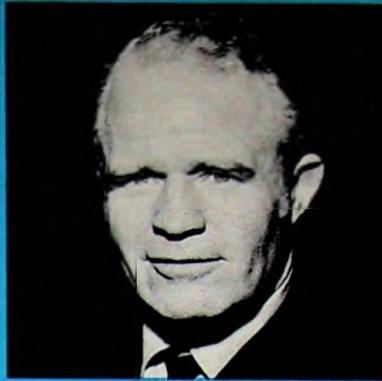
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WALTER E. STEWART
Councilman

February 28, 1971

H. E. HUNTER
City Manager
FAYE MYERS
City Clerk
CARL J. HASE
City Treasurer

Visitor
Ontario Motor Speedway
Ontario, California

Dear Visitor:

Welcome to Ontario and the first annual Miller High Life 500. I hope your stay in Ontario is a pleasant one and that you will return often for the many exciting events annually held at Ontario Motor Speedway.

We in Ontario are proud of our city, its international airport, beautiful Euclid Avenue, many parks, our congenial citizens, and our world-renowned Ontario Motor Speedway.

It has been a pleasure to have you with us. Come back often and visit our beautiful city of Ontario, California.

Cordially

Howard J. Snider
Mayor



Grey-Rock has winning ways.
Today, Grey-Rock will undoubtedly
be on the winning car. Again.

Matter of fact, almost every driver
on the track depends on
Grey-Rock brake lining.

So should you.

That's a tip.

Grey-Rock[®]
DIVISION OF Raybestos  Manhattan

NASCAR Officials



Bill France

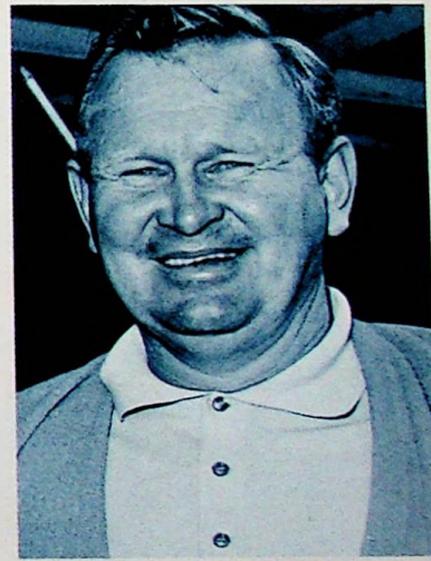
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Can an electric blue Plymouth find a home in the jungle?



Racing is a jungle. But, with friends like the Power Brute, Richard Petty and his electric blue Plymouth feel right at home. We make distributor caps that don't track. Clutches that don't slip. Gears that don't strip. High performance hardware that's the new choice of the pros. And, Richard Petty uses Borg-Warner Power Brute parts for one reason: They work in the racing jungle. Good for 8500 rpm, and more. For four hours, flat out, and more. Lap after lap. Race after race. Any friend of Richard's should be a friend of yours. Get acquainted with the Power Brute. It's the law of the jungle. Send \$1.00 for decals, Power Brute catalog, and the latest issue of "Action Talk."



Ignition parts • Clutches • Koolwire • Transmissions & gears • Drive-Line parts • Carb Kits • Timing sets • Test equipment



Automotive Parts Division
Borg-Warner Corporation
Franklin Park, Illinois 60131

SCHEDULE OF EVENTS

Friday, February 26, 1971

- 9:00 a.m. Practice for Miller High Life 500
- 12:00 noon Track Closed
- 1:00 p.m. Qualifying for second twenty positions for Miller High Life 500
- 3:00 p.m. Track Closed
- 3:15 p.m. Practice for Miller High Life 500
- 4:00 p.m. Track Closed

Saturday, February 27, 1971

- 6:00 a.m. Gates Open
- 9:00 a.m. Track opens for Grand National Practice
- 9:50 a.m. Track Closed
- 9:55 a.m. Music by Long Beach Junior Concert Band, Marvin Marker, Director
- 10:00 a.m. Qualifying for last eleven positions for Miller High Life 500
- 12:00 noon End of qualifications
- 12:05 p.m. Presentation of National Colors
- 12:07 p.m. Invocation by Reverend Gordon Blunt
- 12:09 p.m. National Anthem
- 12:12 p.m. Entrance of Evel Knievel — King of Stuntmen
- 12:45 p.m. Jump attempt by Evel Knievel of 12 Dodge Automobiles
- 12:55 p.m. Start of Pace Lap
- 1:00 p.m. Start of SPORTSMAN 250 late model Sportsman Race

Sunday, February 28, 1971

- 6:00 a.m. Gates Open
- 8:00 a.m. Parade of Horseless Carriages
Music by Inglewood Toppers Band,
William Gills, Director
- 8:30 a.m. "Grab Your Partner" —
World's largest square dance
500 squares — 4,000 square dancers —
Raymond Cox, Caller
- 9:00 a.m. Parade of Emergency Vehicles to
Position. Music by Long Beach Junior
Concert Band
- 9:10 a.m. From way down yonder, Al Hirt,
the World's Greatest Trumpet
- 9:15 a.m. Entrance of Evel Knievel —
King of Stuntmen
- 10:00 a.m. World record Jump Attempt —
19 Dodge Automobiles by Evel Knievel
- 10:05 a.m. Music by Al Hirt & Band and introduc-
ing The Happy People Singers
- 10:30 a.m. Introduction of Drivers
- 10:40 a.m. Presentation of National Colors
- 10:45 a.m. Invocation by Reverend Gordon Blunt
- 10:47 a.m. National Anthem by Al Hirt along with
The Happy People Singers, Long Beach
Junior Concert Band, and the
Inglewood Toppers Band
- 10:50 a.m. David Lockton welcomes distinguished
guests and race fans
"Gentlemen, Start Your Engines"
- 10:52 a.m. Start of Pace Lap
- 11:00 a.m. Start of "MILLER HIGH LIFE 500"

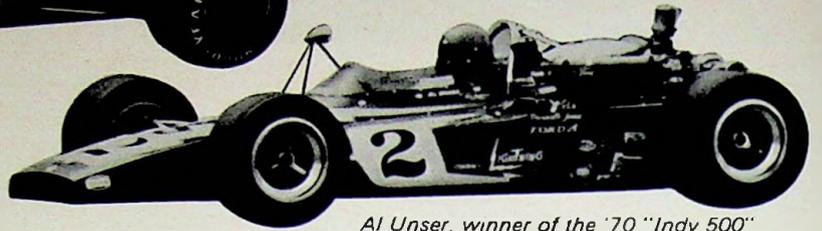
PARTICIPANTS

Evel Knievel
Al Hirt and Band
Square Dance Associations & Groups (Ray Cox - Coordinator)
Happy People Singers (Ben Bollinger - Director)
Long Beach Junior Concert Band (Marvin Marker - Director)
Inglewood Toppers Band (William Gills - Director)
Horseless Carriage Club of Southern California (Ken Sorenson - Coordinating)
California State Racing Pigeon Organization (Neil McDermott - Coordinating)
Pyrotronics Corp. (Bernard Wells - Pyrotechnician)

Produced by TOMMY WALKER PRODUCTIONS



Jim McElreath, winner of the '70 "California 500"



Al Unser, winner of the '70 "Indy 500"

men who really dig high performance car handling say,

"BEAR... WHAT A WAY TO GO!"

at the opening of Ontario Motor Speedway in 1970



Bear is official wheel alinement and wheel balancing service at America's oldest and newest speedways



at the Indianapolis Speedway since 1933

At racing speeds of 160 to 200 miles an hour, precision wheel alinement and wheel balancing is critical. At these speeds, misalined or unbalanced wheels would quickly tear the tread off of the tire. What's more, riding and steering control would be hazardous.

At normal highway speeds, misalinement and unbalance makes your car hard to handle and uncomfortable to drive. Tire wear can be increased up to 50% and more, increasing the danger of blow-outs or loss of control. Why not take a tip from the world's leading drivers and look for the Happy Bear Sign for this vital Safety Service.

"What A Way to Go" is also the title of a new documentary movie produced by Bear. It is available for group showings free of charge. Write for information on how to obtain the film.



Look for this sign for the Race-Proven Service at car dealers, independent garages and service stations.

Miller High Life 500 Prize Money

Ontario Motor Speedway is offering the highest purse in stock car racing history, \$207,675, which will be awarded as shown below. In addition, lap prize money of \$30,000, the greatest ever awarded in stock car racing, will be paid the leading driver on each lap.

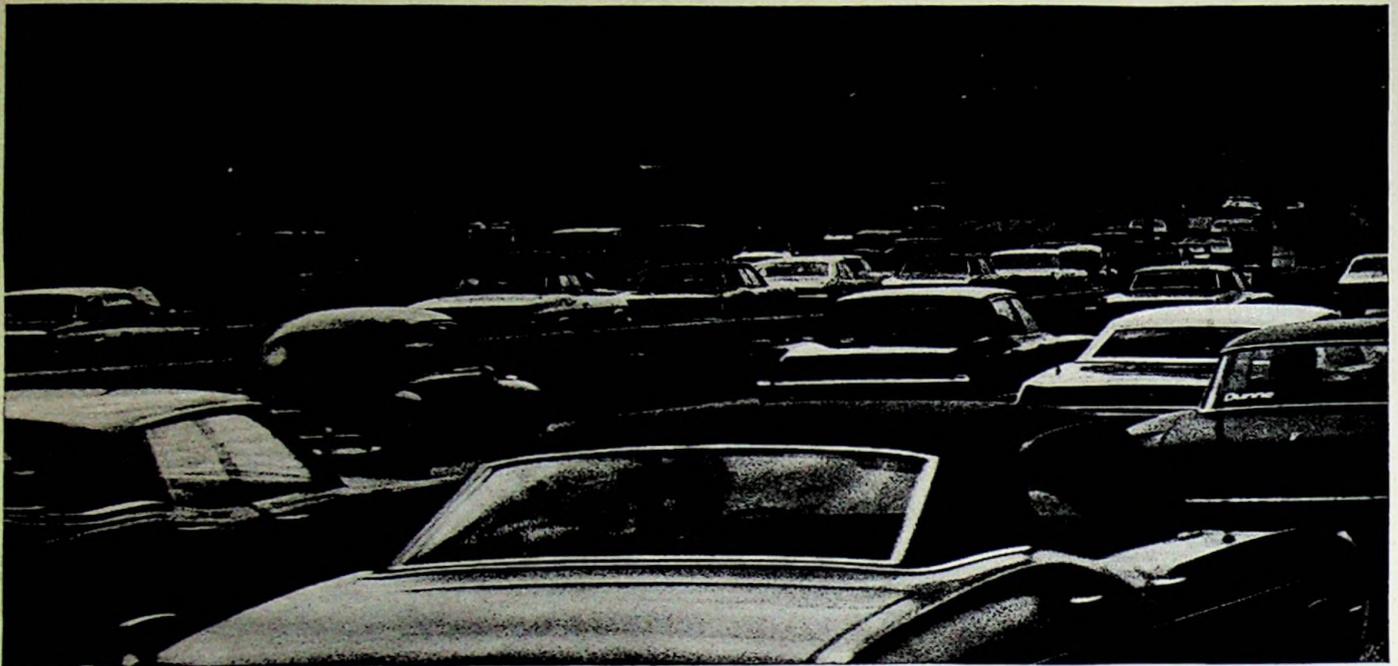
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| 1st Prize | \$33,150 | 27th Prize | \$1,600 |
| 2nd Prize | 14,400 | 28th Prize | 1,575 |
| 3rd Prize | 10,475 | 29th Prize | 1,550 |
| 4th Prize | 6,275 | 30th Prize | 1,525 |
| 5th Prize | 4,900 | 31st Prize | 1,500 |
| 6th Prize | 4,000 | 32nd Prize | 1,475 |
| 7th Prize | 3,500 | 33rd Prize | 1,450 |
| 8th Prize | 3,000 | 34th Prize | 1,425 |
| 9th Prize | 2,500 | 35th Prize | 1,400 |
| 10th Prize | 2,200 | 36th Prize | 1,375 |
| 11th Prize | 2,125 | 37th Prize | 1,350 |
| 12th Prize | 2,075 | 38th Prize | 1,325 |
| 13th Prize | 2,000 | 39th Prize | 1,300 |
| 14th Prize | 1,950 | 40th Prize | 1,275 |
| 15th Prize | 1,900 | 41st Prize | 1,250 |
| 16th Prize | 1,875 | 42nd Prize | 1,225 |
| 17th Prize | 1,850 | 43rd Prize | 1,200 |
| 18th Prize | 1,825 | 44th Prize | 1,175 |
| 19th Prize | 1,800 | 45th Prize | 1,150 |
| 20th Prize | 1,775 | 46th Prize | 1,125 |
| 21st Prize | 1,750 | 47th Prize | 1,100 |
| 22nd Prize | 1,725 | 48th Prize | 1,075 |
| 23rd Prize | 1,700 | 49th Prize | 1,050 |
| 24th Prize | 1,675 | 50th Prize | 1,025 |
| 25th Prize | 1,650 | 51st Prize | 1,000 |
| 26th Prize | 1,625 | | |

The following companies offer cash or merchandise awards:

AUTOLITE — SPARK PLUGS
 BELL — HELMETS
 CHAMPION — SPARK PLUGS
 FEDERAL MOGUL CORP. — BEARINGS
 FRAM FILTERS
 GREY ROCK — BRAKE LININGS
 GOODYEAR — TIRES
 GRODIN'S — MENS' CLOTHING
 HAYDEN TRANS-COOLER

HURST — SHIFTERS
 INGERSOLL-RAND/PROTO TOOL
 PERFECT CIRCLE — RINGS
 PUROLATOR — FILTERS
 REGAL RIDE SHOCK ABSORBERS
 STP KEEP COOL — RAD. TREAT.
 UNION OIL CO. OF CALIF.
 WIX — FILTERS

Because traffic kept getting worse...



STP Gas Treatment had to get better.

Day in. Day out. You drive your car crazy. Stop. Go. Slow. Stop. Phew.

But what can you do?

Well, for one, instead of just giving your car a hard time, give it something to keep it going strong—new improved STP Gas Treatment.™



It's got a whole new formula to help clean your carburetor and spark plugs better. So you help clean and tune your engine as you drive.

Add a can of new improved STP Gas Treatment next time you fill up. And get more out of your gas.

You'll feel the difference.

1971 NASCAR POINT STANDINGS

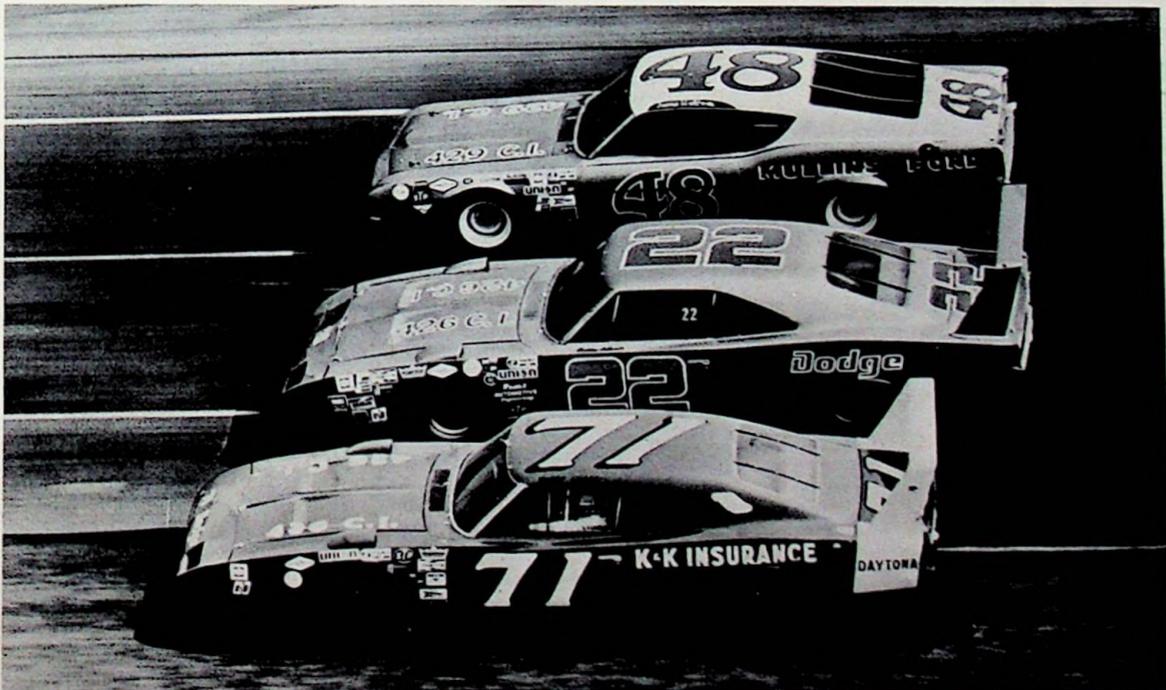
GRAND NATIONAL LEADERS

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WESTERN

GRAND NATIONAL LEADERS

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3. Carl Joiner 129
4. G. T. Tallas 120
5. Hershel McGriff 117
6. Bob England 114
7. Dick Krantzler 111
8. Dick Bown 105
9. Jack McCoy 99
10. Ron Gautsche 96



FLYING NASCAR TRIO — Prophetic photo, shot at Charlotte, N.C., catches first three finishers in '70 NASCAR Grand Nationals in precise order they finished: Bobby Isaac (71); Bobby Allison (22) and James Hylton (48).

Miller High Life 500

GRAND NATIONAL ENTRIES

| Driver/Home Town | Entrant/Owner | Car Type |
|----------------------------------------|-------------------------------------------------------|----------------|
| Bobby Allison Hueytown, Ala. | COCA COLA Bobby Allison | 1970 Dodge |
| John W. Anderson Sacramento, Calif. | WYNNS OIL/SIERRA TIRE Ed C. Wilbut/Don Guy | 1970 Chevelle |
| Ben R. Arnold Fairfield, Ala. | BEN R. ARNOLD (same) | 1969 Ford |
| Buddy Baker Randleman, N.C. | PETTY ENTERPRISES, INC. Lee A. Petty | 1971 Dodge |
| Ivan Baldwin Highland, Calif. | IVAN BALDWIN (same) | 1969 Chevrolet |
| Walter Ballard Houston, Texas | VICTOR BALLARD, JR. (same) | 1971 Torino |
| Jerry Barnett Bonita, Calif. | BARNETT RACING (same) | 1970 Chevrolet |
| Larry Baumel Sparta, Wisc. | AUTO LAD LTD. (same) | 1969 Ford |
| Leonard Blanchard Louisville, Ky. | LEONARD BLANCHARD (same) | 1971 Torino |
| Earl Brooks Lynchburg, Va. | EARL BROOKS (same) | 1969 Torino |
| Richard Brooks Spartanburg, S.C. | MARIO J. ROSSI (same) | 1970 Dodge |
| Frank Burnett Modesto, Calif. | CROWN MOTORS/BURNETT'S DRIVE-IN Paul Jenkins | 1969 Plymouth |
| Scott Cain Fresno, Calif. | CHAPMAN-MAGNOLIA SHELL SERVICE Robert J. Clough | 1969 Ford |
| Neil Castles Charlotte, N.C. | NEIL CASTLES (same) | 1971 Dodge |
| Bill Champion Norfolk, Va. | BILL CHAMPION (same) | 1969 Ford |
| Truceson B. Cheek Sylmar, Calif. | PITSTOP AUTOMOTIVE Jess Gillard/Wayne England | 1969 Chevelle |
| Marion Collins Bakersfield, Calif. | OILDALE TIRE Roy Collins | 1969 Dodge |
| Chick Connery Las Vegas, Nev. | CHESTER R. PUPIENSKI (same) | 1969 Chevelle |
| Dean Dalton | DEAN DALTON | 1969 Torino |
| James Danielson Chico, Calif. | DANIELSON DISTRIBUTORS (same) | 1969 Torino |
| Bill Dennis Glen Allen, Va. | (not available at press time) | |
| Jack Devitt Whittier, Calif. | STANCIL SEELEY Jack Stancil/Jim Seeley | 1969 Torino |
| Paul Dorrrity Modesto, Calif. | JOE MACKIES STAR-WINNERS INN Glen Dorrrity | 1971 Chevelle |

| Driver/Home Town | Entrant/Owner | Car Type |
|------------------------------------------|---------------------------------------------|-----------------|
| Ray Elder Caruthers, Calif. | HARGIS ENGINEER—Seattle Fred Elder | 1970 Dodge |
| Vic Elford Heston, Middlesex, England | (not available at press time) | |
| Vallie L. Engelauf Riverside, Calif. | JAMES MAYEDA (same) | 1970 Chevelle |
| Bob England Daly City, Calif. | BOB ENGLAND (same) | 1970 Chevrolet |
| Dr. Leonard Faustina Las Vegas, Nev. | DR. LEONARD FAUSTINA | 1969 Dodge |
| Dee Faustina Las Vegas, Nev. | MAXIMUM PERFORMANCE ENG. L. M. Faustina | 1970 Plymouth |
| Patrick L. Fay Gustine, Calif. | EL RANCHO GARAGE—Gustine Martin L. Fay | 1971 Torino |
| Glen Francis Bakersfield, Calif. | A-JACKS RENTALS/ISKY CAMS Bill Andersen | 1970 Chevelle |
| Joe Frasson Minneapolis, Minn. | FRASSON CEMENT Mario Frasson Cement Co. | 1970 Dodge |
| A. J. Foyt Houston, Texas | GLEN WOOD (same) | 1969/71 Mercury |
| Ron Gautsche Truckee, Calif. | TOGNETTI'S SPEED SHOPS (same) | 1969 Torino |
| Henley Gray Rome, Ga. | DEAN DALTON (same) | 1969 Ford |
| Cecil O. Gordon Arden, N.C. | CASA-LINDA SAHARA MOTELS Cecil O. Gordon | 1969 Mercury |
| Dick Guildstrand Culver City, Calif. | GRANDE MARQUE James Good | 1969 Chevrolet |
| Pete Hamilton Inman, S.C. | AMERICAN BRAKEBLOK Cotton Owens | 1971 Plymouth |
| Friday Hassler Chattanooga, Tenn. | ROCK CITY Friday Hassler | 1969 Chevelle |
| Joe C. Hines, Jr. Statesboro, Ga. | H & R RACING, INC. Joe C. Hines, Jr. | 1969 Chevrolet |
| Bill Hollar Burlington, N.C. | EARL L. BROOKS, JR. (same) | 1969 Ford |
| Jim Hurtubise No. Tonowanda, N.Y. | (not available at press time) | |
| James Hylton Inman, S.C. | MULLIN'S FORD James Hylton | n/a Ford |
| Jim Insolo Mission Hills, Calif. | BILL MARTIN'S UNION 76 Marvin Rawley | 1969 Chevelle |
| Vic Irvan Salinas, Calif. | DEL SMITH (same) | 1970 Torino |
| Bobby Isaac Catawba, N.C. | K & K INSURANCE AGENCY Nord Krauskoff | 1971 Dodge |
| Frank James Bakersfield, Calif. | VARNER BROS. James W. Calder | 1969 Chevelle |
| Mike James Canoga Park, Calif. | McLAREN'S AUTOMOTIVE Anthony P. Oddo | 1969 Chevelle |

| Driver/Home Town | Entrant/Owner | Car Type |
|-----------------------------------------|---------------------------------------------------------|-----------------|
| Ray Johnstone San Bernardino, Calif. | AIR LAND EXPRESS Ray Johnstone | 1969 Plymouth |
| Carl Joiner Portland, Ore. | DEANE THORNE (same) | 1969 Chevrolet |
| Marty Kinerk Newport Beach, Calif. | SANDY SARDIN (same) | 1969 Chevrolet |
| Dick Kranzler Santa Susana, Calif. | GOODYEAR TIRE CENTER Simi Valley Richard Kranzler | 1970 Chevelle |
| Elmo Langley Charlotte, N.C. | WOODFIELD FORD Elmo Langley | 1969 Mercury |
| Les Loeser, Jr. Modesto, Calif. | PACIFIC ROOFING Les Loeser, Sr./Jerry Lankford | 1969 Torino |
| Fred Lorenzen Griffith, Ind. | STP OIL TREATMENT Nichels Engineering | 1971 Plymouth |
| Tiny Lund Cross, S.C. | BAUGHMAN MFG. CO. John McConnell | n/a Dodge |
| Dick May Brownville, N.Y. | RON RONACHER (same) | 1969 Torino |
| Jack McCoy Modesto, Calif. | NOBLE AUTO PARTS Ernie Conn | 1971 Dodge |
| J. D. McDuffie Sanford, Calif. | T. D. WELKER CONSTRUCTION CO. J. D. McDuffie | 1969 Mercury |
| Jim McElreath Arlington, Texas | JACK McCOY (same) | 1970 Dodge |
| Hershel McGriff Bridal Veil, Ore. | BERYL JACKSON (same) | 1970 Plymouth |
| Ed Negre Lake View, S.C. | PYRAMID MOTORS Ed Negre | 1969 Ford |
| Jerry Oliver Concord, Calif. | CONCORD OLDS Cos Cancilla | 1970 Oldsmobile |
| Bill Osborne Rialto, Calif. | RIALTO TOOL CO. Paul R. Burchard | 1971 Ford |
| Harold Pagon Arden, N.C. | CUSTOM TRIM PRODUCTS Richard C. Ghiachetti | 1971 Ford |
| Benny Parsons Ellerbe, N.C. | MONTGOMERY MOTORS L. G. DeWitt | 1970 Ford |
| Richard Petty Randleman, N.C. | PETTY ENTERPRISES, INC. Lee A. Petty | 1971 Plymouth |
| Dick Poling Sumter, S.C. | JOHN KESELOWSKI (same) | 1969 Plymouth |
| Art Pollard Medford, Ore. | CLAUDE SHORT DODGE, INC. Roger Parr | 1970 Dodge |
| Jack Roberts Riverside, Calif. | WYNNS OIL CO. Jack Roberts | 1969 Chevelle |
| Charlie Roberts Anniston, Ala. | STRICKLAND'S GARAGE Charlie Roberts | 1969 Dodge |
| Pedro Rodriguez Mexico City, Mexico | n/a | 1970 Ford |

| Driver/Home Town | Entrant/Owner | Car Type |
|----------------------------------------|---------------------------------------------------------------|-----------------|
| Joe Roletto San Mateo, Calif. | CHAMPION SPEED SHOP Bob England | 1969 Chevelle |
| Sam Rose Yakima, Wash. | NCB HILL AUTO WRECKERS, INC. Samuel K. Rose | 1969 Mercury |
| John Sears Ellerbe, N.C. | J. MARVIN MILLS John Sears | 1969 Dodge |
| Harry Schilling Isleton, Calif. | THOMAS E. HYNES (same) | 1969 Dodge |
| Bill Seifert Skyland, N.C. | GARRETT FORD/Hendersonville North Carolina Bill Seifert | 1971 Torino |
| Wendell Scott Danville, Va. | WILLIAM F. SCOTT (same) | 1969 Ford |
| Bill Shirey Sumter, S.C. | BILL SHIREY (same) | 1969 Plymouth |
| J. R. Skinner Van Nuys, Calif. | SPEEDY ENTERPRISES Charles Wagoner | 1971 Torino |
| John Soares Hayward, Calif. | JOHN SOARES (same) | 1970 Plymouth |
| Johnny Steele Carmichael, Calif. | DWAYNE BELT (same) | 1969 Ford |
| G. T. Tallas Sun Valley, Calif. | G. T. TALLAS (same) | 1969 Torino |
| Don Tarr Johnson City, Tenn. | DON TARR (same) | 1970 Dodge |
| Kevin Terris Hermosa Beach, Calif. | BLACK & DECKER Kevin Terris | 1970 Plymouth |
| Jabe Thomas Christiansburg, Va. | STAR CITY BODY SHOP Don Robertson | 1970 Plymouth |
| E. J. Trivette Doraville, Ga. | GARY L. BAIRD (same) | 1971 Chevelle |
| Pete Torres Alhambra, Calif. | PETE TORRES (same) | 1969 Torino |
| Paul Tyler Charlotte, N.C. | PAUL TYLER (same) | 1969 Mercury |
| Roy Tyner Lakeview, S.C. | ROY TYNER (same) | 1969 Ford |
| D. K. Ulrich San Bernardino, Calif. | MAY CO. D. K. Ulrich | 1971 Torino |
| Earle Wagner Pleasantville, Iowa | BILL MOYER (same) | 1970 Plymouth |
| Ervin Wangerin Bloomington, Minn. | ERVIN WANGERIN (same) | 1969 Ford |
| Frank Warren Augusta, Ga. | PRINCE CHRYSLER-PLYMOUTH Frank Warren | 1969 Plymouth |
| Bobby Wawak Villa Park, Ill. | ROBERT L. WAWAK (same) | 1969 Dodge |
| George Wiltshire Oakland, Calif. | WILTSHIRE BROS. Wesley Wiltshire | 1970 Dodge |
| Lee Roy Yarbrough Columbia, S.C. | JUNIOR JOHNSON (same) | 1969 Mercury |

SPORTSMAN 250 ENTRIES

| Driver/Home Town | Entrant/Owner | Car Type |
|--------------------------------------------|------------------------------------------------------------|-----------------|
| Bobby Allison, Hueytown, Ala. | DAVID McMURRAY | n/a |
| George Beall, Glendale, Calif. | CICOIL CORP. George Beall | 1965 Chevelle |
| Chuck Becker, Jr., San Bernardino, Calif. | GARY SEVENANS (same) | 1964 Ford |
| Sam Beler, Lakewood, Calif. | SAM BELER (same) | 1961 Ford |
| Roy A. Bleckert, Jr., Sunnymead, Calif. | AANCO-ENTERPRISES Andy Anderson | 1964 Pontiac |
| Don Brusco, Los Angeles, Calif. | BILL MARTIN (same) | 1965 Chevelle |
| Bill Butts, El Cajon, Calif. | G. S. SIGMAN RACE CAR ENG. Gary Sigman | 1965 Ford |
| Les Cooper, La Puente, Calif. | ACME CONSTRUCTION Calvin L. Brooks | 1967 Chevrolet |
| Bob Earnshaw, Bakersfield, Calif. | DRIVE INN GARAGE M. D. Roberson | 1966 Chevelle |
| Ray Elder, Caruthers, Calif. | CURTIS E. SHIPPS (same) | 1964 Dodge |
| Vallie Engelauf, Riverside, Calif. | OWEN J. COTHRON (same) | 1962 Plymouth |
| Red Farmer, Hueytown, Ala. | SUPER GAMMALOW SPECIAL | 1968 Chevelle |
| Bill Foster, Newhall, Calif. | LONGACRE AUTOMOTIVE & AMERICAN AUTO PARTS Mike Attolico | 1964 Plymouth |
| Larrie Funkhouser, Riverside, Calif. | CROPPER CHROME PLATING Wayne Sunds | 1964 Chevrolet |
| Ken Gosnell, Northridge, Calif. | JAMES WYATT (same) | 1964 Ford |
| Chick Hetrick, Palm Springs, Calif. | H & H AUTOMOTIVE Donald R. Hetrick | 1964 Chevelle |
| Bud Hickey, St. Helens, Ore. | B & M TAVERN/VEE LEE AMUSEMENT Bud Hickey | 1967 Chevelle |
| Ron Hornaday, Simi, Calif. | GALPIN FORD Helen Hornaday | 1964 Ford |
| Clint Hutchins, Westminster, Calif. | GOOD "WINN'S" HIGH PERFORMANCE CENTER Bob Goodwin | 1964 Chevelle |
| Jim Insolo, Mission Hills, Calif. | MIKE DI MARZO (same) | 1964 Chevrolet |
| Harry Jefferson, Naches, Wash. | GEORGE G. JEFFERSON, JR. (same) | 1966 Ford |
| Carter D. Johnson, La Puente, Calif. | CARTER'S AUTOMOTIVE Carter D. Johnson | 1965 Chevrolet |
| Ray Johnstone, San Bernardino, Calif. | APOLLO TRUCKING Ray Johnstone | 1964 Chevelle |
| Gary Kershaw, Victoria, B.C. | RICH GRAHAM (same) | 1965 Chevelle |
| Tiny Lund, Cross, S.C. | PEPSI COLA Bondy Long | 1968 Ford |
| Jerry Moore, Whittier, Calif. | DIRTY DAN'S RACING TEAM Samuel D. Moore | 1960 Ford |
| Tom Patton, Pasadena, Calif. | RICH EDWARDS (same) | 1967 Chevelle |
| Lonnie Pebworth, Norwalk, Calif. | LONNIE PEBWORTH (same) | 1963 Plymouth |
| Clem Proctor, Paramount, Calif. | STARLITE COCKTAILS Clem Proctor | 1963 Ford |
| Richard Rath, Los Angeles, Calif. | TONY GLADYSZ (same) | 1960 Ford |
| "Bo" Reeder, Compton, Calif. | "BO" REEDER (same) | 1967 Mercury |
| Gene Riniker, Riverside, Calif. | J & L MACHINE Gene Riniker | 1964 Oldsmobile |
| Stan Scheidecker, San Bernardino, Calif. | PAT PALOGIE (same) | 1966 Pontiac |
| Billy Scott, San Bernardino, Calif. | SCOTTY'S MUFFLER/BILL SCOTT SPEED CENTER | 1967 Chevelle |
| J. R. Skinner, San Fernando, Calif. | JERRY DAVIS (same) | 1964 Chevelle |
| George Spink, Riverside, Calif. | FISHER OIL CO. George Spink | 1964 Pontiac |
| Ed Tanferani, Fortuna, Calif. | FORTUNA MOTORS, INC. Eligio Tanferani | 1967 Ford |
| James Throckmorton, San Bernardino, Calif. | GI JO GOLDEN FRIED George E. Radaker | 1962 Plymouth |
| Brad Webert, Burbank, Calif. | CLIFF M. WEBERT (same) | 1960 Ford |
| Sam Whitaker, Las Vegas, Nev. | KRUMME'S POOL SERVICE Frank Krumme | 1967 Chevelle |
| n/a | CARL DANE | 1960 Ford |



Miller High Life 500 Official Hostess

Television and motion picture star Lisa Todd was selected to reign as queen over the inaugural Miller High Life 500.

A striking choice, Miss Todd is tall (5 ft. 11 in.) as well as beautiful. She's also a native Californian, born in Santa Barbara as Lisa Taylor.

Miss Todd currently is the star of the popular CBS television series "Hee Haw."

While she was born in Southern California, Miss Todd and her three sisters grew up in Salisbury, Md., before she returned to her native state to live in Ventura and Ojai where she was graduated from Nordhoff High School. She also attended the University of California at Santa Barbara.

"Not only was I taller than all the other girls, but all the boys as well," the pretty brunette recalls. She grew up a shy child who spent most of her free time reading.

During her first year at the university, where she was studying psychology, Miss Todd developed strong interests in religious philosophy and acting. She quit school in her freshman year and moved to Hollywood to continue both interests. She is a diligent student of the Nichiren Shoshu school of Buddhism.

Miss Todd's first television role was on "The Beverly Hillbillies." She has also appeared on "The Governor and J.J." and "The Jonathan Winters Show," where she first came to the attention of producers Frank Peppiatt and John Aylesworth, now executive producers of "Hee Haw." Her movie credits include "Dirty Dingus McGee," "Gaily, Gaily" and "Paint Your Wagon."

Lisa Todd has brown eyes and black hair. She is single and lives in Los Angeles. □



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TIMING CHART FOR 2½-MILE TRACK

| Lap Time Min.-Sec. | Miles Per Hour | Lap Time Min.-Sec. | Miles Per Hour |
|-----------------------|-------------------|-----------------------|-------------------|
| 1:09 | 130.43 | 1:01.8 | 145.63 |
| 1:08 | 132.35 | 1:01.7 | 145.87 |
| 1:07 | 134.33 | 1:01.6 | 146.10 |
| 1:06 | 136.36 | 1:01.5 | 146.34 |
| 1:05.8 | 136.78 | 1:01.4 | 146.58 |
| 1:05.6 | 137.19 | 1:01.3 | 146.82 |
| 1:05.4 | 137.60 | 1:01.2 | 147.06 |
| 1:05.2 | 138.03 | 1:01.1 | 147.30 |
| 1:05 | 138.46 | 1:01 | 147.54 |
| 1:04.9 | 138.67 | 1:00.9 | 147.78 |
| 1:04.8 | 138.89 | 1:00.8 | 148.03 |
| 1:04.7 | 139.10 | 1:00.7 | 148.27 |
| 1:04.6 | 139.32 | 1:00.6 | 148.52 |
| 1:04.5 | 139.54 | 1:00.5 | 148.76 |
| 1:04.4 | 139.75 | 1:00.4 | 149.01 |
| 1:04.3 | 139.97 | 1:00.3 | 149.25 |
| 1:04.2 | 140.19 | 1:00.2 | 149.50 |
| 1:04.1 | 140.41 | 1:00.1 | 149.75 |
| 1:04 | 140.63 | 1:00 | 150 |
| 1:03.9 | 140.85 | :59.9 | 150.25 |
| 1:03.8 | 141.07 | :59.8 | 150.50 |
| 1:03.7 | 141.29 | :59.7 | 150.75 |
| 1:03.6 | 141.51 | :59.6 | 151.01 |
| 1:03.5 | 141.73 | :59.5 | 151.26 |
| 1:03.4 | 141.96 | :59.4 | 151.52 |
| 1:03.3 | 142.18 | :59.3 | 151.77 |
| 1:03.2 | 142.41 | :59.2 | 152.03 |
| 1:03.1 | 142.63 | :59.1 | 152.28 |
| 1:03 | 142.86 | :59 | 152.54 |
| 1:02.9 | 143.08 | :58.9 | 152.80 |
| 1:02.8 | 143.31 | :58.8 | 153.06 |
| 1:02.7 | 143.34 | :58.7 | 153.32 |
| 1:02.6 | 143.77 | :58.6 | 153.58 |
| 1:02.5 | 144 | :58.5 | 153.85 |
| 1:02.4 | 144.23 | :58.4 | 154.11 |
| 1:02.3 | 144.46 | :58.3 | 154.37 |
| 1:02.2 | 144.70 | :58.2 | 154.64 |
| 1:02.1 | 144.93 | :58.1 | 154.91 |
| 1:02 | 145.16 | :58.0 | 155.17 |
| 1:01.9 | 145.40 | :57.9 | 155.44 |

Granatelli and Lorenzen Get Together!

By BUD FURILLO
Herald-Examiner Sports Editor

The earthquake that rolled through southern California between 6 and 6:01 on the morning of Feb. 9th was attributed to tidal disturbances created by the position of the earth between the sun and the moon.

It had nothing to do with the announcement that Fred Lorenzen had joined forces with Andy Granatelli in the Miller High Life 500 at Ontario Motor Speedway.

However, this caused a temblor of sorts in the racing world as well. After all, it's always big news when the mobs from Chicago get together.

Lorenzen will run at Ontario in a Ray Nichels-prepared Plymouth sponsored by STP, presided over by Granatelli. He is known as Fast Freddie The Hood, because he comes from Chicago instead of a farm in the Bible Belt where God created most NASCAR drivers.

And Granatelli of course is the kid from Chicago whom we have learned from the radio commercials grew up on the streets where he missed a meal here and there, but not lately. He used to dream of being president, and now he is.

This marriage of personalities brought about by Lorenzen's return from retirement and Granatelli's entrance into stock car racing had to be made in heaven.

It's refreshing to have the handsome Lorenzen back on the circuit and a surprise that he would return to California for a wintertime race.

He had enough trouble trying to make the last one he entered here to make him chuck it all to shovel snow back home.

The year was 1967 and Lorenzen began it by qualifying fifth for the Motor Trend 500 at Riverside.

He took the lead after the first series of pit stops. The only thing that could have kept this from being Fast Freddie's day was the weather. And it did. It rained.

The race was halted after 40 laps.

While sitting in the pit lane waiting for the skies to clear — they never did — the left front tire on Lorenzen's No. 28 Ford went flat.

Freddie left for home with the tire in the same condition. NASCAR rules called for him to restart the race in that condition as no work is allowed on the cars during a suspension.

Lorenzen flew home to Elmhurst for the week before the race which would

continue the following Sunday. Chicago was struck with its worst blizzard ever.

Lorenzen called driver Paul Goldsmith in nearby Munster, Ind., who didn't think it was possible to get back to Riverside for the race. The Chicago airport was closed.

Then began Lorenzen's strange odyssey on the way to California.

He was told the Chicago airport would open the following day but that expressways leading there were closed. Lorenzen headed out anyway.

He saw cars buried in snowdrifts. There was a considerable loss of life by people in stalled cars.

Lorenzen called helicopter services. He was told that one would pick him up at a nearby schoolyard and take him to a private airfield where a charter pilot was waiting. He was, only in a condition that could have led to a drunk flying charge.

Other airstrips were called, and, finally, a pilot agreed to fly him to Minneapolis.

The 200-mile run was made in more than the two hours before a connection would leave for Los Angeles. The pilot of the small plane called the control tower for assistance and got it.

The man in the tower was a racing fan and he lined up the big jet bound for L.A. in a takeoff pattern which would enable Lorenzen to board the plane at the end of the runway if the airline pilot would sit still for several minutes.

He did. Lorenzen jumped from the small plane into the big one and flew to California.

It would be nice to conclude by saying that Fast Freddie climaxed the trip with a victory at Riverside. He reached the pits with his flat tire and never regained the lead. He dropped out of the race with a blown engine.

After a second at Daytona, Lorenzen spun in oil dropped by another car and hit the wall. That was his last race. He announced his retirement in April of that year.

But now it's 1971 and Lorenzen is back to try the stocks at beautiful Ontario Motor Speedway.

He should have no trouble making it here from Chicago in spite of the severe winter. His new sponsor is a specialist with cold engines.

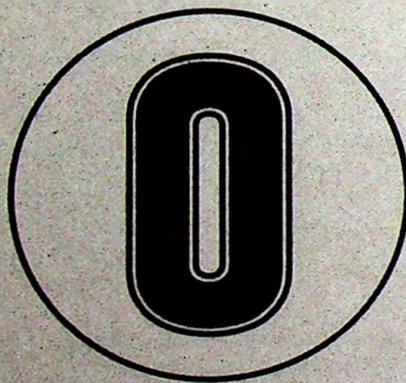
Granatelli's car hasn't failed to start once this winter in the television commercials. □

MILLER High Life **500**

Lap Prize Money

During the Miller High Life 500, lap prize money will be awarded to the leading driver on each lap.

The following is a listing of the lap prize donors by lap number. Each lap will have \$150 prize money, for a total lap prize fund of \$30,000, the largest in stock car racing history.



**ONTARIO
MOTOR
SPEEDWAY**

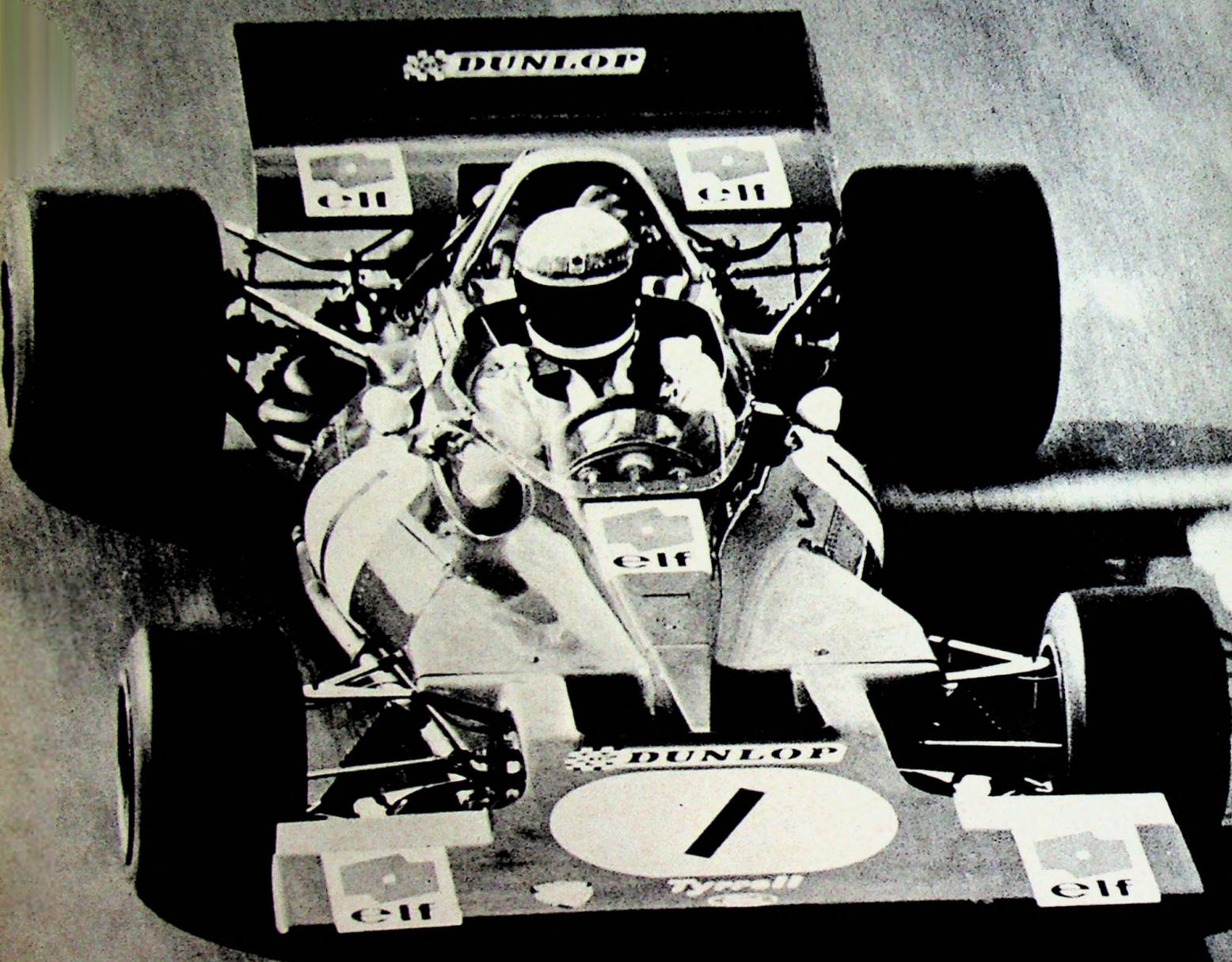
LAP # DONOR

1 ABCO DISPOSAL
 2 SPEED BEARDSLEY
 3 OMS ENTERPRISES, INC.
 4 OMS ENTERPRISES, INC.
 5 ARCATA GRAPHICS
 6 BROOKSIDE VINEYARD CO.
 7 SEVEN UP BOTTLING COMPANY
 OF LOS ANGELES, INC.
 8 GREGG ELECTRIC
 9 UNION BANK
 10 GOLDEN WEST AIRLINES, INC.
 11 WESCO SERVICES
 12 ONTARIO CHAMBER OF COMMERCE
 14 ONTARIO CHAMBER OF COMMERCE
 15 BOB BONDURANT SCHOOL OF HIGH
 PERFORMANCE DRIVING
 16 THERMO KING CORPORATION
 17 KLEIN PRODUCTS
 18 MERCURY FREIGHT LINES
 19 BUD-WIL, INC.
 20 VALLEY INDUSTRIAL SUPPLY CO., INC.
 21 VALLEY INDUSTRIAL SUPPLY CO., INC.
 22 HYDE PARK MOTORS
 23 HYDE PARK MOTORS
 24 CONRAC CORPORATION
 25 CONRAC CORPORATION
 26 UNIVERSITY SOFTWARE SYSTEMS
 27 GRODINS OF CALIF. MENS CLOTHING
 28 GRODINS OF CALIF. MENS CLOTHING
 29 JAMES EDDY & CO. PUBLIC RELATIONS
 30 BROWN-FOREMAN DISTILLERS CORP.
 31 BROWN-FOREMAN DISTILLERS CORP.
 32 HOWLAND ELECTRIC WHOLESALE CO.
 33 HOWLAND ELECTRIC WHOLESALE CO.
 34 TOMMY WALKER PRODUCTIONS
 35 TOMMY WALKER PRODUCTIONS
 36 THE KRUPP ORGANIZATION
 37 THE KRUPP ORGANIZATION
 38 INFORMATION CONCEPTS, INC.
 39 YAMAHA INTERNATIONAL
 40 YAMAHA INTERNATIONAL
 41 BOGGS McBURNEY AUTO PARTS
 42 PASCOE STEEL CORPORATION
 43 CALIFORNIA PROGRAMS &
 CONCESSIONS, INC.
 44 CALIFORNIA PROGRAMS &
 CONCESSIONS, INC.
 45 AIRPORTTRANSIT — CHARTER BUS CO.
 46 AIRPORTTRANSIT — CHARTER BUS CO.
 47 BENDER MACHINE, INC.
 48 BENDER MACHINE, INC.
 49 WYNN'S FRICTION PROOFING —
 SOUTHERN CALIFORNIA
 50 WYNN'S FRICTION PROOFING —
 SOUTHERN CALIFORNIA
 51 AIR-LAND EXPRESS
 52 ART CARSON, VICE PRES./PAPERBACKS
 RAYMAR CORP.
 53 LARRY'S GARAGE — SANTA FE SPRINGS
 54 TIDWELL'S A-R-A AUTO AIRCONDITIONING
 55 TIDWELL'S A-R-A AUTO AIRCONDITIONING
 57 K & W PRODUCTS

LAP # DONOR

58 K & W PRODUCTS
 59 LION COUNTRY SAFARI
 60 LION COUNTRY SAFARI
 61 DONALDSON, LUFKIN & JENRETTE
 62 DONALDSON, LUFKIN & JENRETTE
 63 DONALDSON, LUFKIN & JENRETTE
 64 DONALDSON, LUFKIN & JENRETTE
 66 ARTCRAFT PRINTING OF ONTARIO
 69 KAWASAKI MOTORS CORP.
 70 KAWASAKI MOTORS CORP.
 71 PIONEER LANDS
 72 PIONEER LANDS
 73 PIONEER LANDS
 74 PIONEER LANDS
 76 UNION OIL CO. OF CALIFORNIA
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 86 BOB TOPAZ & ASSOCIATES
 92 BESTEEL COMPANY
 93 BESTEEL COMPANY
 100 PIZZA PALACE — MONTCLAIR,
 RIVERSIDE & UPLAND
 101 GENERAL ELECTRIC OF ONTARIO
 110 HAYDEN TRANSCOOLER
 111 HAYDEN TRANSCOOLER
 115 A-C SPARK PLUG DIVISION
 116 A-C SPARK PLUG DIVISION
 120 MOORE ELECTRIC — SAN GABRIEL
 129 POMONA FENCE COMPANY
 133 CALIFORNIA INVESTORS OF COVINA
 FINANCIAL PLANNING
 137 COCA COLA, U.S.A.
 140 ANDY'S GARAGE — ONTARIO
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 146 BENDER MACHINE, INC.
 150 AVIS RENT-A-CAR
 151 AVIS RENT-A-CAR
 160 MIKE BROWN GRANDSTANDS, INC.
 165 ARCIERO BROTHERS CONSTRUCTION
 166 ARCIERO BROTHERS CONSTRUCTION
 167 ELLIS TRUCK REPAIR
 168 ELLIS TRUCK REPAIR
 170 GRAY LINE TOURS
 173 DIGITEK CORPORATION
 176 UNION OIL CO. OF CALIFORNIA
 180 COMMANDER MOTOR HOMES
 181 COMMANDER MOTOR HOMES
 182 COMMANDER MOTOR HOMES
 183 COMMANDER MOTOR HOMES
 189 THE FORUM — HOME OF
 LOS ANGELES LAKERS
 190 THE FORUM — HOME OF
 LOS ANGELES KINGS
 195 BUD-WIL, INC.
 196 HOLIDAY INN OF ONTARIO
 197 MIKE BROWN GRANDSTANDS, INC.
 198 ARROW GLASS & MIRROR CO.
 199 ARROW GLASS & MIRROR CO.
 200 PIZZA PALACE — MONTCLAIR,
 RIVERSIDE & UPLAND

SVELTE SCREAMER — Formula One machinery such as this example being tooled over European road course by Scotland's Jackie Stewart will appear at Ontario Motor Speedway's Questor Grand Prix event March 28. Ontario's full 3.2-mile infield course will be utilized in Formula One vs. Formula A battle royal.



sure formula for success

By ALAN HOLMES

Ontario Motor Speedway will be the site March 28 of what must rank as one of the most unique road racing events of all time... and, significantly, offering the world's richest purse for an event of this type.

The Questor Grand Prix will present for the first time ever... anywhere... the cream of international Formula 1 driving talent and machinery, pitted against the best that North America has to offer... the top contenders in their powerful, stock-block-engined Formula A cars of the Continental Series, over Ontario Motor Speedway's challenging 3.2-mile road course.

And the purse for this unique event will exceed \$250,000... the Questor Grand Prix is the richest-ever road race!

But... as someone once said... money isn't everything.

The cast for this dramatic road race will be truly international... and immensely talented. That's for sure!

Formula 1 invitees include — the 1969 World Grand Prix Champion Jackie Stewart, from the land of whisky, bagpipes and kilts (should give you a clue); England's Graham Hill, Jackie Oliver, John Surtees and Peter Gethin; Jacky Ickx from Belgium; Italy's Clay Regazzoni and Andrea de Adamich; New Zealand's terror of the Can Am Series Denis Hulme, and Chris Amon; Pedro Rodriguez from Mexico; the 1970 Watkins Glen Grand Prix winner Emerson Fittipaldi from Brazil; Switzerland's Jo Siffert; Sweden's Riene Wisell and Ronnie Peterson; France's Jean Pierre Beltoise, Francois Cevert, John Servoz-Gavin, Henri Pescarolo... and from

Germany Rolf Stommelen.

These "super-professionals" will be competing with the same Formula 1 cars they use on the World's Championship Grand Prix circuit — Lotus, Ferrari, McLaren, Lola, March, Matra, BRM, etc.

The North American stars including Canada's John Cannon, America's Al Unser, Mark Donohue, Ron Grable, A. J. Foyt, Swede Savage, Peter Revson, George Follmer and Mario Andretti, will be driving similar-looking Formula A cars of the Sports Car Club of America's Continental Series.

The Formula A cars are powered by highly-tuned, stock-block Detroit engines, in contrast to the smaller but more exotic pure racing powerplants of the Formula 1 cars.

Unquestionably... in the Questor Grand Prix... driving skill will be of paramount importance.

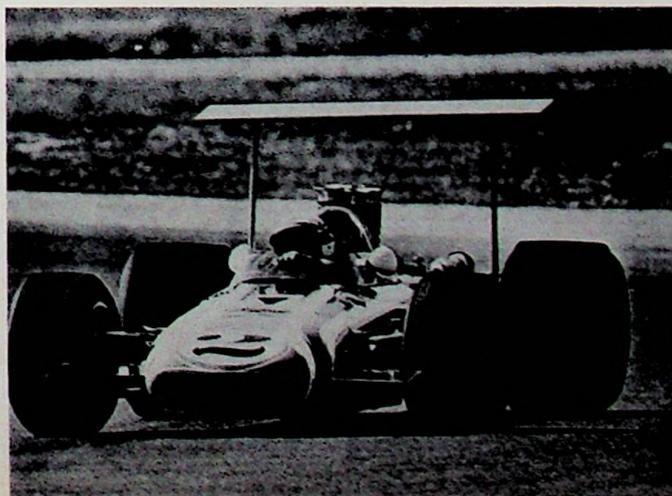
Qualifications for this "first-ever-anywhere" event are scheduled to be held March 26-27, with the double-barreled road race (two 100-milers) starting at noon March 28.

The California Sports Car Club, who are co-operating in the staging of the first professional road race at OMS, will conduct a series of amateur road races over the weekend.

So... let's give the "super-professionals" from the international Formula 1 Grand Prix circuit a warm, California welcome... while secretly hoping that the "loot" stays right here, in the U.S.

Partisanship...? Certainly!! (And that from a "transplanted" Englishman). □

... AND IN THIS CORNER — Formula A equipment such as this creation being driven through a turn by Canada's John Cannon will match its stock-block power against sophisticated Formula One machinery for first time in March 28 Questor Grand Prix at Ontario Motor Speedway. Strong U.S. contingent of drivers will be consigned to Formula A's in duel with foreign foes.

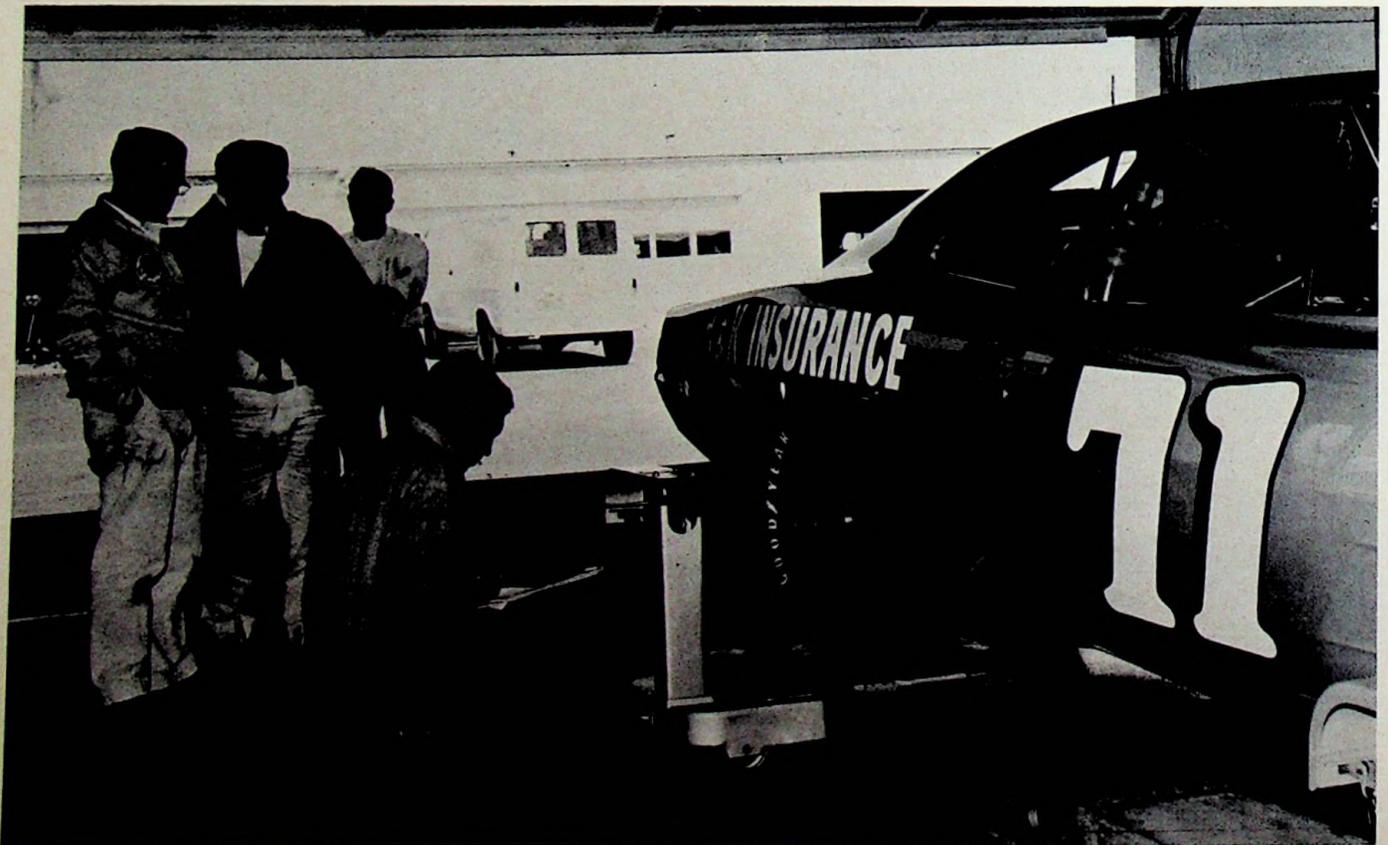


STOCK CAR RACING POLICE FORCE

By JIM FOSTER



A template must fit the hood-line closely. Otherwise the car fails inspection and must try again.



A NASCAR inspector checks the weight of Bobby Isaac's Grand National championship Dodge while car builder Harry Hyde, left, watches closely.



Bill Gazaway, NASCAR Chief Technical Inspector

Bill Gazaway is firm but fair. He's hated but respected. He's cussed and discussed more than any man in stock car racing.

He's also one of the most dedicated men in the sport. By doing his job he has saved more drivers from injury and death than anyone else in racing.

Sometimes it's not easy for this tall, raw-boned former airplane engine builder from College Park, Ga. to enforce the rules of the National Association for Stock Car Auto Racing. When it comes to safety the drivers are their own worst enemies.

If running without safety inner-liners in the tires will get an extra mile-an-hour, 90 percent of the drivers will attempt to run without them. If shaving a few pounds out of the car will make the handling better, then they will eliminate a roll bar.

It's Bill Gazaway's job to protect them from themselves.

The regulations, made in compliance with the Automobile Competition Committee of the United States, are designed to put safety first and speed second. In NASCAR's successful system of rules and enforcement they are set up by a board of executives including Bill France Sr., president; Bill France Jr., executive vice-president; Lin Kuchler, vice-president and Competition Director; Russ Moyer, Executive Manager; and Bill Gazaway.

Car owners and chief mechanics are also consulted.

Gazaway has from 14 to 20 inspectors at the race tracks, depending on the number of cars entered and the distance of the race.

The cars you are seeing on this beautiful, new Ontario Speedway have been checked from the front bumper to the back, from top to bottom and inside and out to see that they conform to the rules in every respect.

The inspectors have a thankless job. They are not introduced to the crowds and few people realize their importance. Without them there would be no race.

On NASCAR's busy schedule the inspectors are required to work seven days a week, from about 7:00 in the morning until 6:00 at night.

Getting 60 or 70 cars through inspection isn't easy, especially when they find rules infractions and automobiles which are ruled unsafe. This means the cars must be inspected two or more times in some instances.

It takes two inspectors 40 minutes to one hour to inspect a car if it is

brought to the track race-ready and within the rules.

The inspectors have a checklist of some 50 items. This covers every nut and bolt on the car.

They use templates, scales, pressure gauges, slide rules, magnets (to prevent use of aluminum in place of steel) and a lot of experience to see that the automobiles meet the rules in every way.

A brief checklist would include thorough check of the engine to see that it meets cubic inch requirements; check of the carburetor and fuel lines; measurement of the wheel base; and a template check of roof, hood, deck, fenders, and doors to determine that no aerodynamic cheating has been attempted.

They measure tread width, and fuel cell capacity. They check the fuel cell and check valves for proper installation.

They inspect the roll-bar cage, the seat and shoulder harnesses, the in-car fire extinguisher, the fire walls and the brakes and steering.

The car is weighed and measured.

When Bill Gazaway turns a car back he gets arguments. He's the last word on whether the car gets on the track.

It takes a lot of hard work to build the car and a lot of hard work at the track to make it competitive. Tempers are short under severe pressure. That's why Bill Gazaway is no candidate for a popularity award. As the chief of the NASCAR police force he can't afford to be popular.

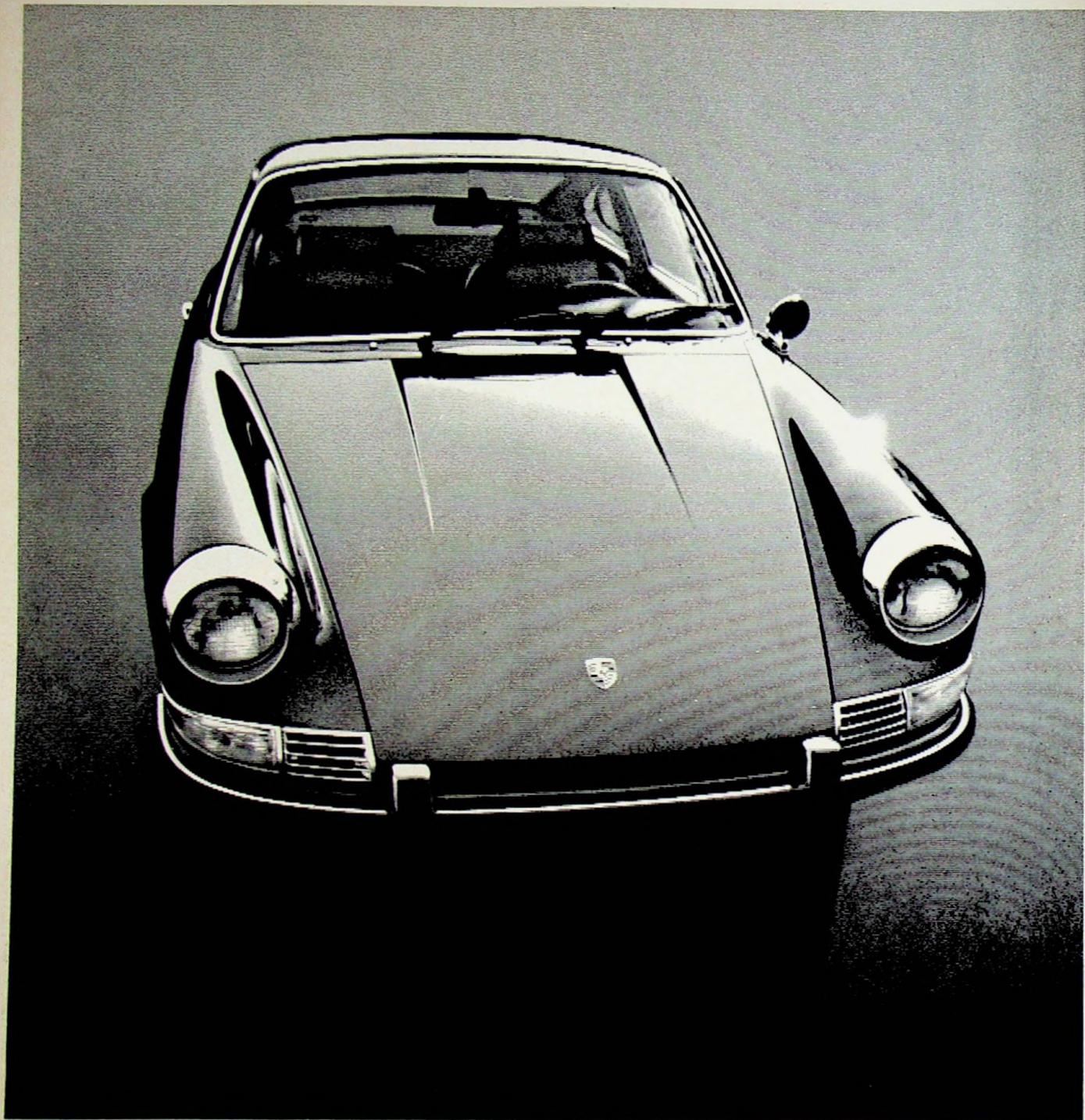
His domain is the garage area — which is off-limits to everyone who is not working. Only the drivers, their crews, contributing manufacturers and the working press are allowed in.

It's a rule hard to understand but it's another rule that has brought respect to the NASCAR technical team.

These high-powered NASCAR stock cars, built to protect the driver in high-speed rollovers and collisions, did not come from a design board. They came from hard, fast rules and hard, fast enforcement.

The technical team, the men in the orange and blue shirts, are responsible. □

The almost perfect car.



We've been trying to build the perfect car for more than 21 years.

From the first, we knew it was impossible. But we kept trying in spite of that. Or, maybe, because of that.

And we've come close.

We challenge you to drive a Porsche 911 and then try to put it out of your mind.

It has everything a great car should have. Including a powerful air-cooled engine, overhead cam, 4-wheel disc brakes, independent suspension, rack and pinion steering, unitized body and synchromesh gearbox.

But more important, we've made everything work together with such incredible harmony that no one part over-

shadows another.

The car responds so instantly and so accurately that it almost seems a part of the driver.

But, of course, it's still not perfect. You might say it's only human.

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Porsche Audi Pacific. A division of Volkswagen Pacific, Inc.

BOBBY ALLISON

HOMETOWN: Hueytown, Ala.

AGE: 33

BIRTHDATE: Dec. 3, 1937

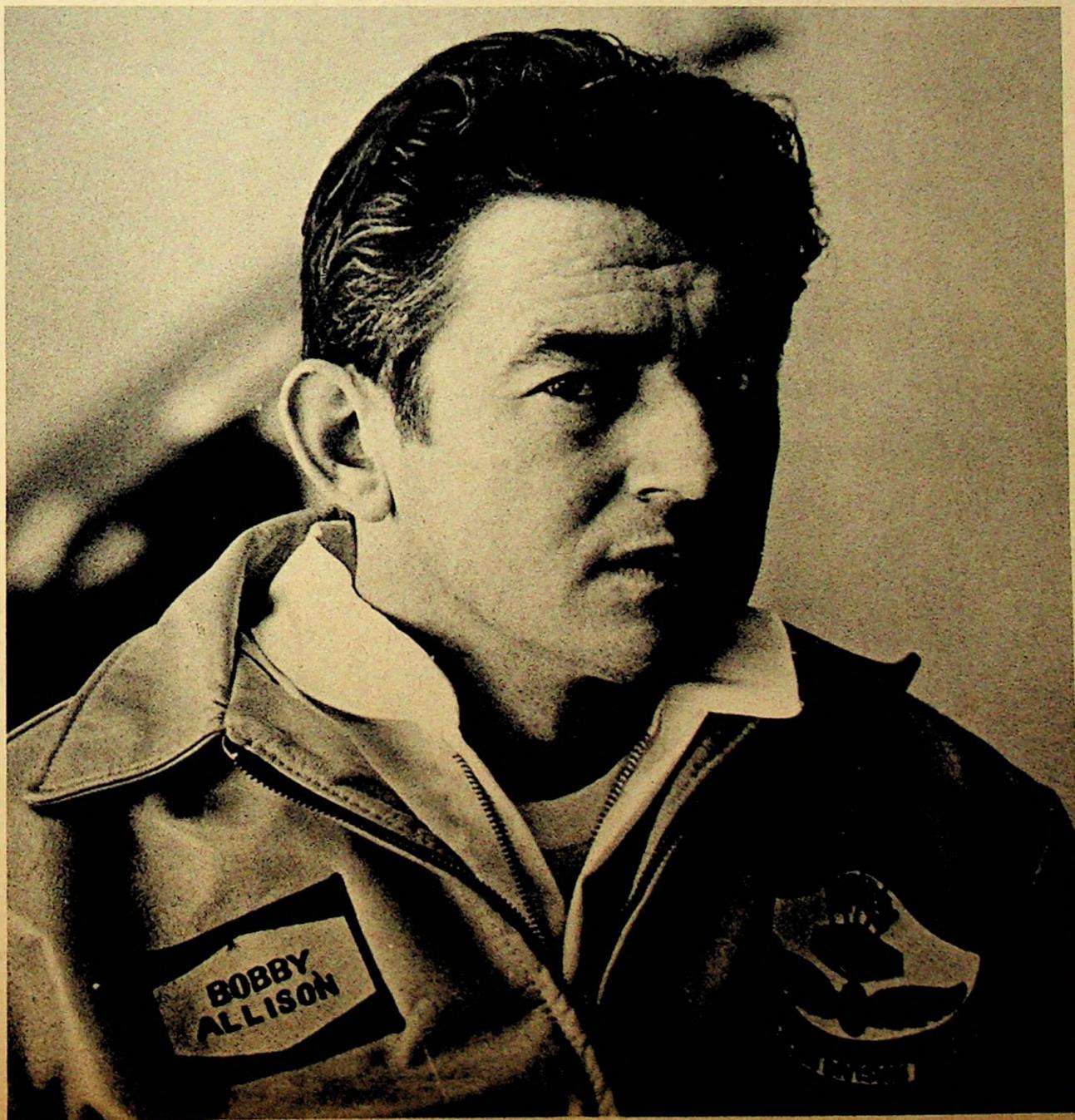
HEIGHT: 5 feet 11 inches

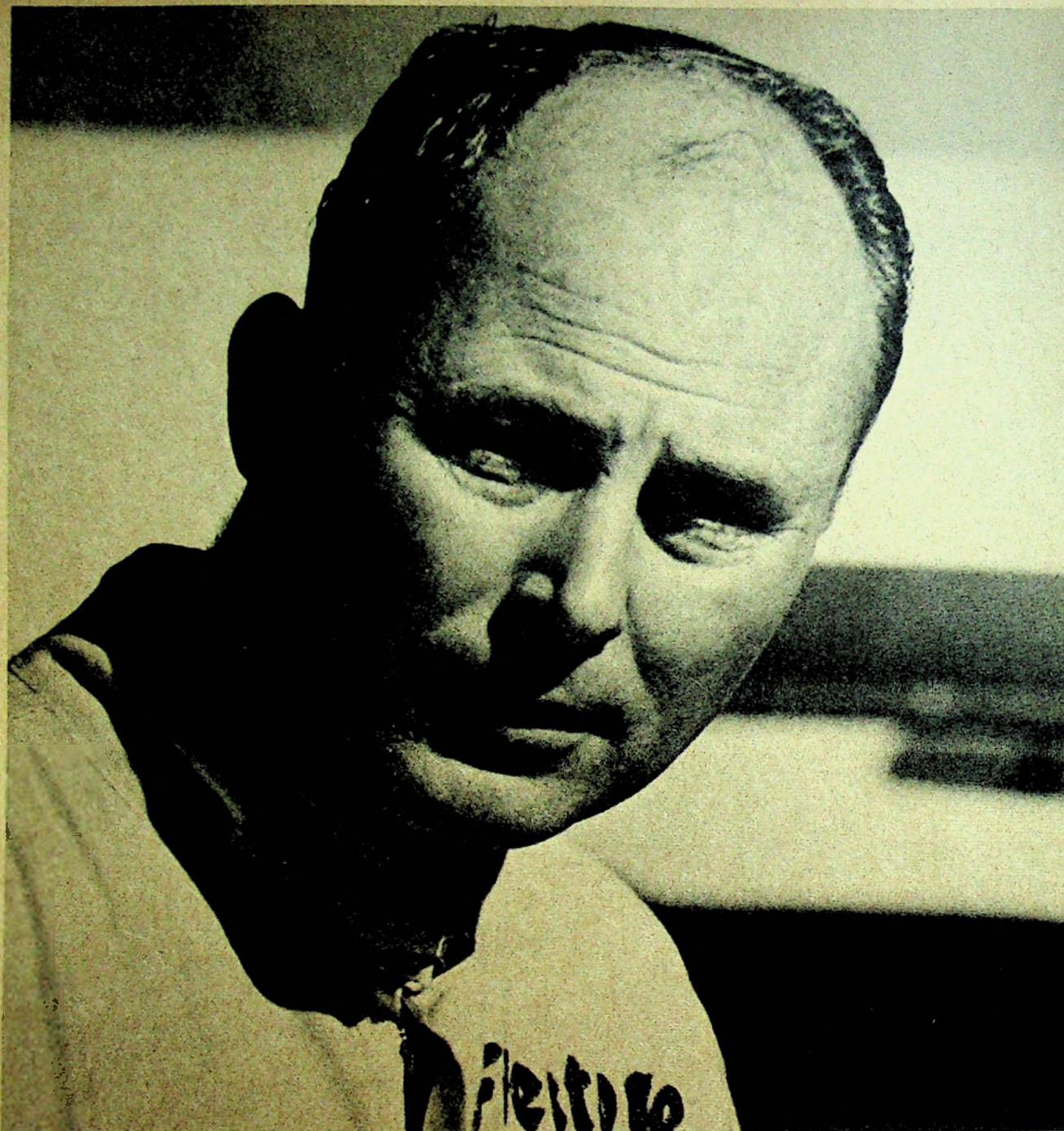
WEIGHT: 160 pounds

MARITAL STATUS: Married (Judy)

CHILDREN: Davey, Bonnie, Clifford, Carrie

Consistency was the name of the game for Bobby Allison in 1970. He came within 51 points of being NASCAR's Grand National Champion and did it with only three wins as compared to champion Bobby Isaac's 11. Allison finished in the top 10 in 35 of the 46 races he entered. His total prize money was \$131,965 for the year. He started racing Grand National stockers in 1961 at the Daytona 500. An avid hunter and fisherman, Allison is also very active in the religious and civic affairs of his community. Allison will be at the wheel of his own independent Dodge in the Miller High Life 500.





DONNIE ALLISON

HOMETOWN: Hueytown, Ala.

AGE: 31

BIRTHDATE: Sept. 7, 1939

HEIGHT: 5 feet 9 inches

WEIGHT: 175 pounds

MARITAL STATUS: Married (Pat)

CHILDREN: Pam, Kenny, Ronald, Donald

Winner of three races on the NASCAR circuit in 1970, including the July 4 Firecracker 400 at Daytona. Donnie was the NASCAR Rookie of the Year in 1967 and scored his first major victory in the 1968 Carolina 500 at Rockingham. He came into his own in 1969 and highlighted that year with a win in the National 500 at Charlotte, finishing just ahead of his older brother, Bobby. Now has a total of five Grand National wins to his credit.

BUDDY BAKER

HOMETOWN: Charlotte, N.C.

AGE: 30

BIRTHDATE: Jan. 25, 1941

HEIGHT: 6 feet 5 inches

WEIGHT: 215 pounds

MARITAL STATUS: Married (Coleen)

CHILDREN: Bryan, Brandon

Baker is one of two NASCAR drivers that has stock car racing experience on the Ontario oval. He and Richard Petty ran on the 2½-mile track during December tire tests, and both circulated quite comfortably in the 150 m.p.h. range. Baker, always known as a top qualifier and a hard charger, will be at the wheel of a factory Dodge this year. He pocketed in excess of \$62,000 last year although he competed in only 18 Grand National races. He grew up in the shadow of his famous racing father, Buck Baker, and began his racing career in 1959 at Columbia, S.C.





A. J. FOYT

HOMETOWN: Houston, Texas

AGE: 36

BIRTHDATE: Jan. 16, 1935

HEIGHT: 5 feet 11 inches

WEIGHT: 185 pounds

MARITAL STATUS: Married (Lucy)

CHILDREN: A.J. III, Terey Lynn, Jerry

Foyt's USAC championship car career is, of course, unparalleled. It includes five national championships and three Indy 500 victories. But he is a domineering figure in stock car racing as well. As testimony to that fact, he was the USAC stock car champ in 1968 and has twice been runner-up for that title ('63-'69). Foyt's major wins in NASCAR-sanctioned events have been the Firecracker 400 at Daytona twice (1964-'65), and the 1970 Riverside 500. Foyt was the winning car owner at the inaugural California 500 at Ontario Motor Speedway as Jim McElreath drove his Sheraton-Thompson I.T.T. Special to victory.

PETE HAMILTON

HOMETOWN: Dedham, Mass.

AGE: 28

BIRTHDATE: July 20, 1942

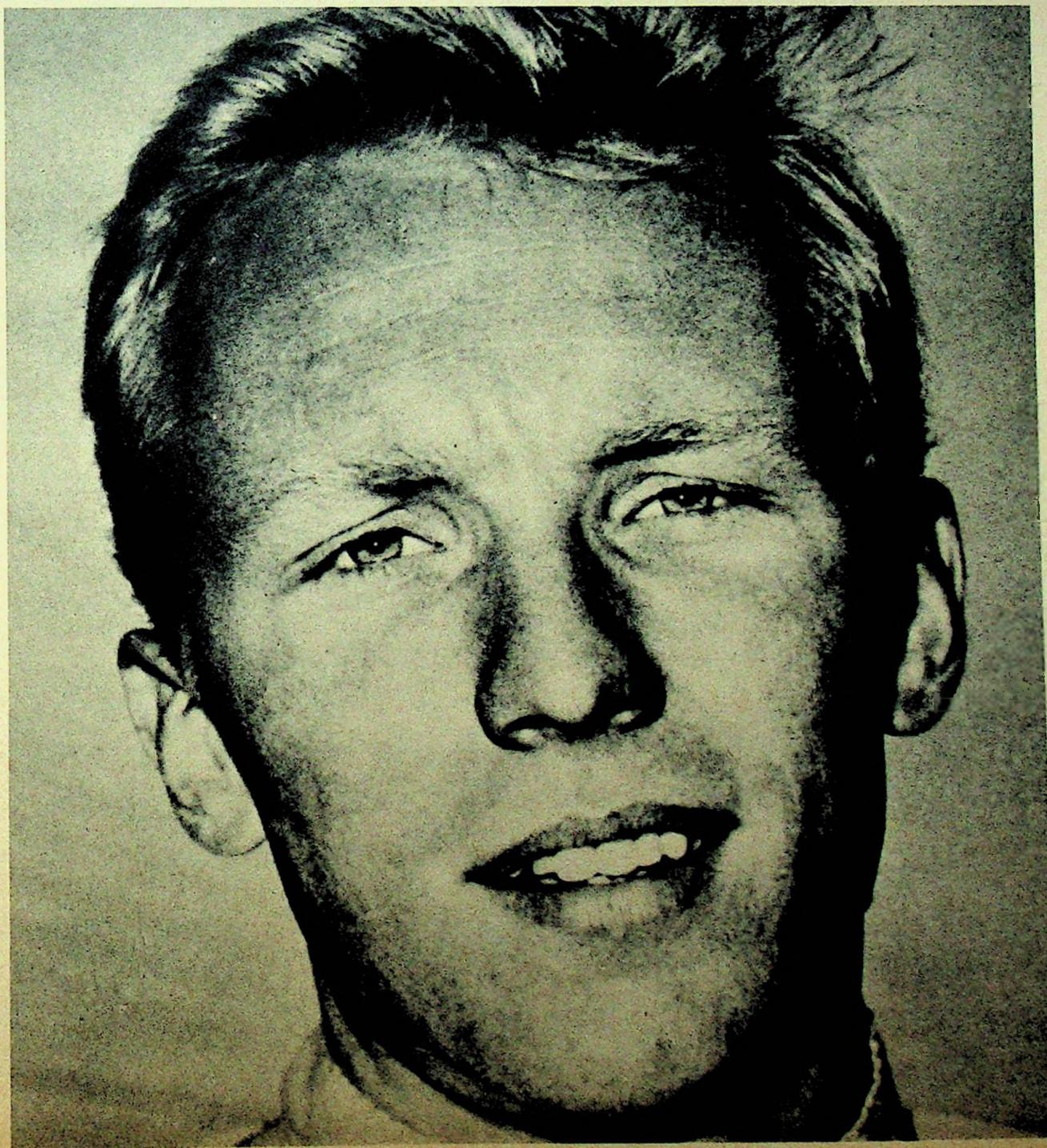
HEIGHT: 6 feet 2 inches

WEIGHT: 175 pounds

MARITAL STATUS: Married (Susan)

CHILDREN: None

Winner of the 1970 Daytona 500 and both 500-milers at Talladega last year driving a Petty Plymouth. For his efforts in just 16 races, Hamilton pocketed a whopping \$131,406. He was a top 10 finisher in 12 of his 16 races including the three superspeedway wins. In 1969 Hamilton won 12 of 26 races in the Grand Touring class enabling Chevrolet's Camaro to capture the manufacturers championship that year. A newlywed, he was married to his bride, Susan, on Jan. 30.



BOBBY ISAAC

HOMETOWN: Catawba, N.C.

AGE: 36

BIRTHDATE: Aug. 1, 1934

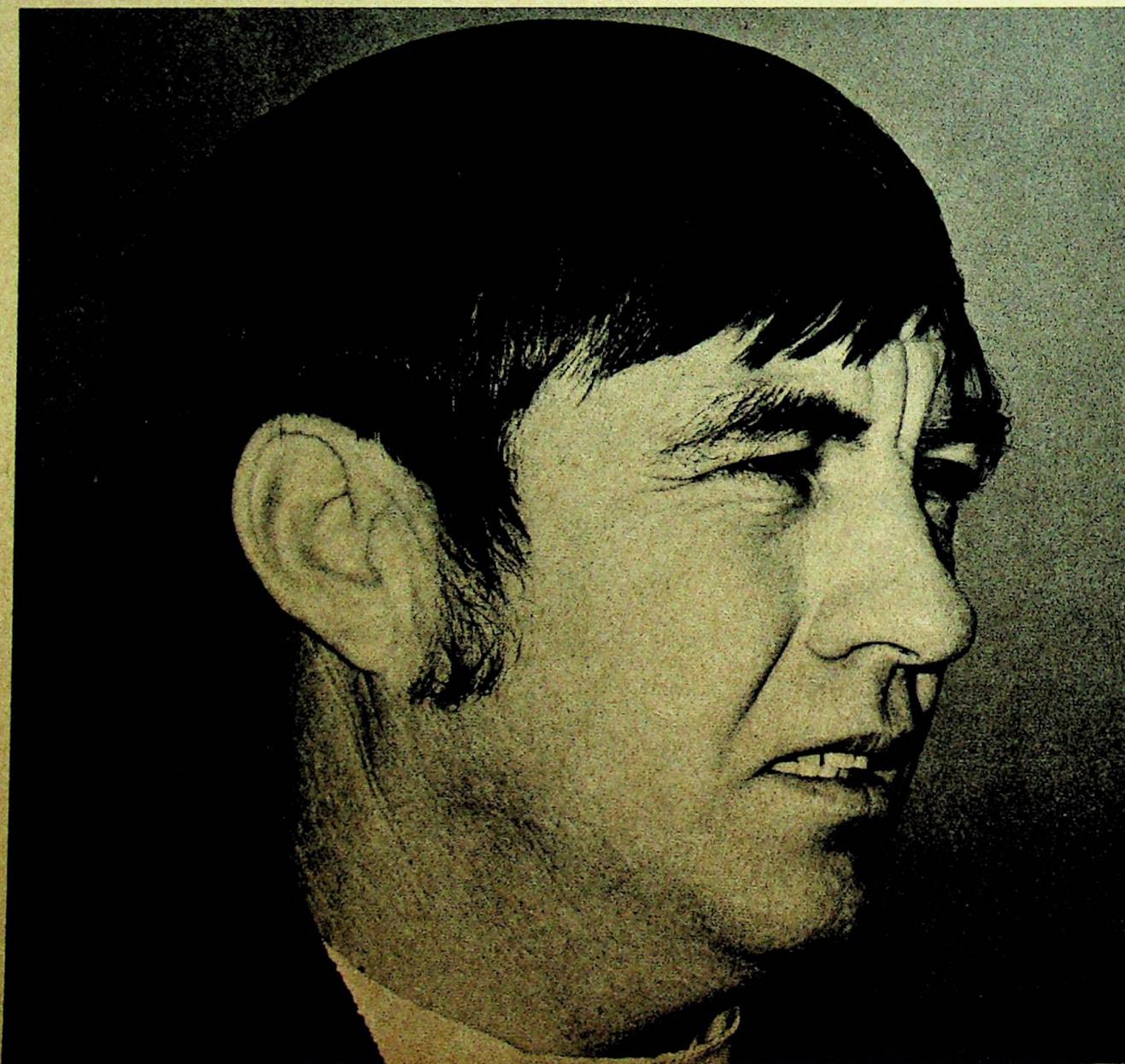
HEIGHT: 5 feet 10 inches

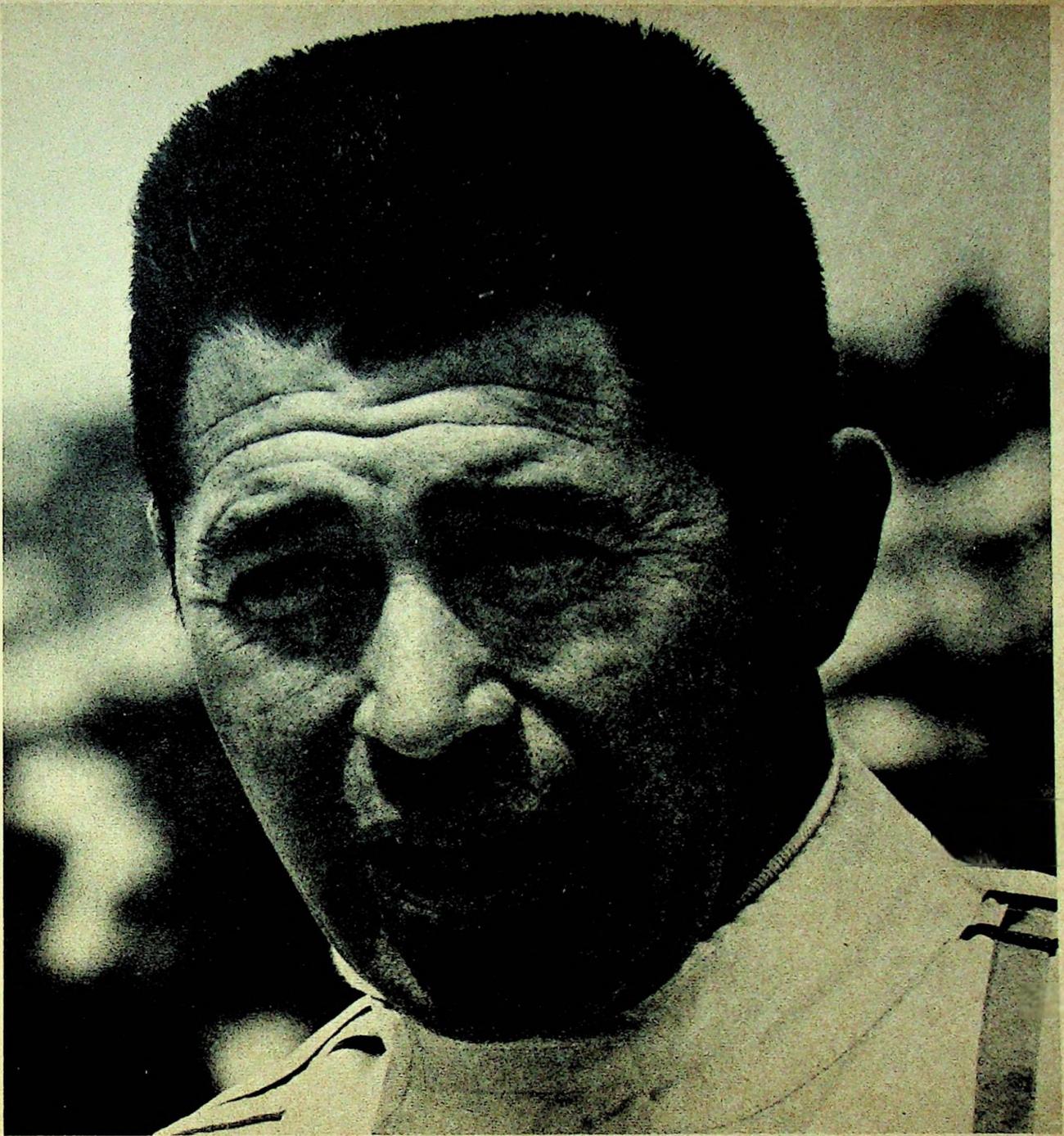
WEIGHT: 168 pounds

MARITAL STATUS: Married (Patsy)

CHILDREN: Randy, Robin, Rhonda

The 1970 NASCAR Grand National Champion. He did it with 11 wins and 38 top ten finishes out of 47 starts. Isaac amassed total earnings of \$121,470 in winning the title over Bobby Allison. He was a terror on the short tracks with all of his 11 victories coming on tracks of $\frac{5}{8}$ mile or less. Being involved in a tight scramble for the Grand National championship prevented Isaac from going all out to win every race last year for the sake of equipment conservation. This year, however, Bobby has publicly stated that due to the fact that he is now racing as an independent and will not be driving in all the races, he will go all out to win the ones he does enter. With only one superspeedway victory in his career (Texas 500 in December 1969), Isaac would like nothing better than chalking up a win in the inaugural Miller High Life 500 at OMS. Set the world's closed course speed record at Alabama International Speedway, Talladega, Ala. in Nov. 1970 at 201.140 m.p.h.





ROGER McCLUSKEY

HOMETOWN: Tucson, Ariz.
AGE: 40
BIRTHDATE: Aug. 24, 1930
HEIGHT: 5 feet 10 inches

WEIGHT: 155 pounds
MARITAL STATUS: Married (Evelyn)
CHILDREN: Sharon, Karen, Roger Jr.

McCluskey has been the top USAC stock car racer for the past two years, having taken the championship in both 1969 and '70. He was runner-up for the title in 1968 behind A. J. Foyt. Another highly diversified driver, McCluskey won the USAC sprint car championship in 1963 and '66. He began his racing career in 1949 at Tucson driving a stock car, and he's a graduate of the tough California Racing Association sprint car circuit.



DAVID PEARSON

HOMETOWN: Spartanburg, S.C.

AGE: 36

BIRTHDATE: Dec. 22, 1934

HEIGHT: 5 feet 11 inches

WEIGHT: 185 pounds

MARITAL STATUS: Married (Helen)

CHILDREN: Larry, Rick, Eddie

Three-time NASCAR Grand National champion (1966-68-69). Competed in just 19 races during the 1970 season but won nearly \$90,000 in purses. Out of the 19 starts, he finished in the top five on nine occasions and won the 400-miler at Darlington last May. In a remarkable display of consistency, Pearson finished in the top five a total of 42 times out of 51 races during his championship 1969 season. His consistent style of driving and his determination to excel earned him \$183,700 for that year. He has a career total of 58 victories, second only to Richard Petty in that category. In a Grand National career that spans 10 years, Pearson has averaged a \$1,700 paycheck every time he takes to the track.

RICHARD PETTY

HOMETOWN: Randleman, N.C.

AGE: 33

BIRTHDATE: July 2, 1937

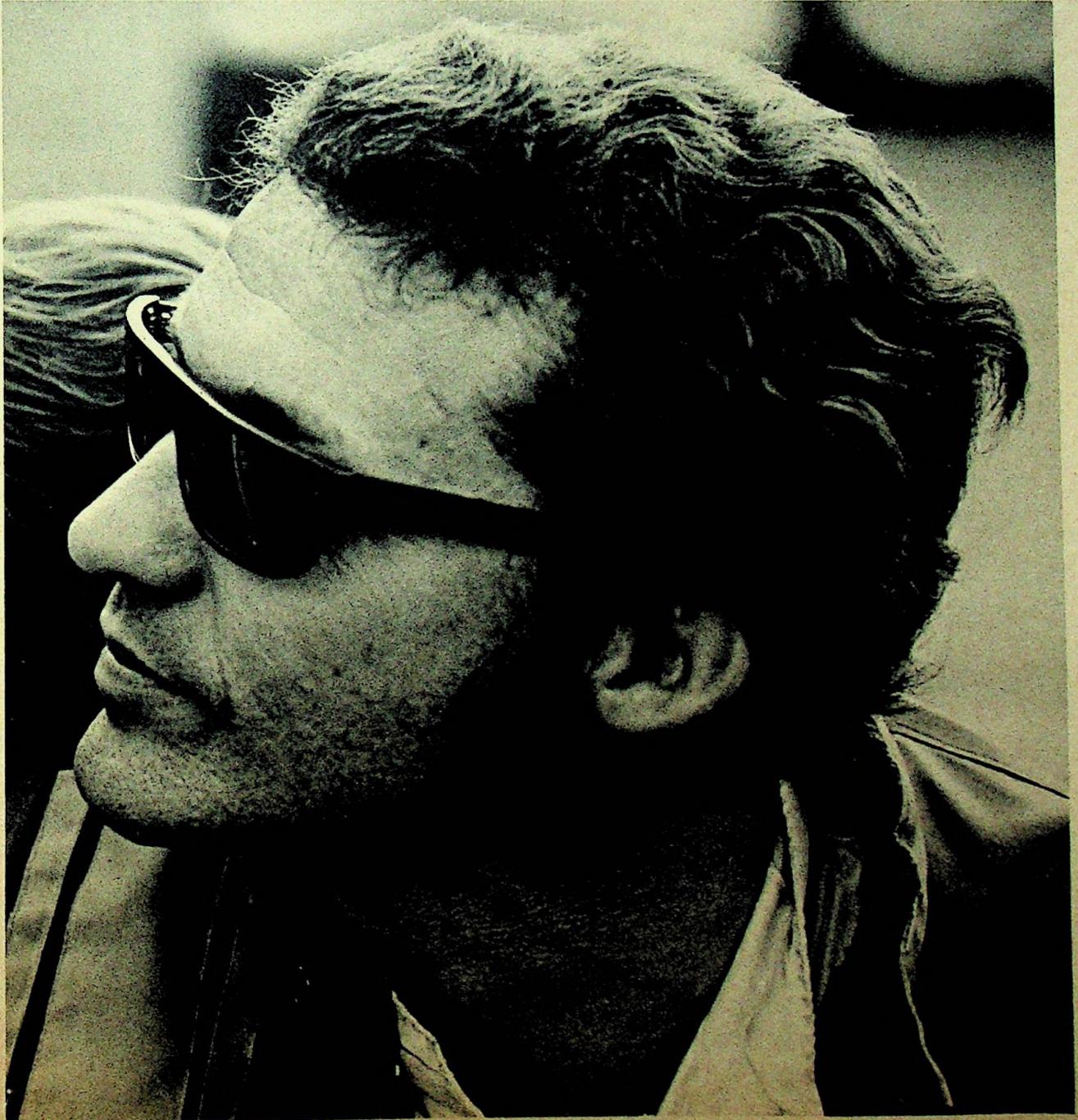
HEIGHT: 6 feet 2 inches

WEIGHT: 195 pounds

MARITAL STATUS: Married (Lynda)

CHILDREN: Kyle, Sharon, Lisa

The winningest stock car driver of all time, Petty has now captured 119 Grand National races. He has driven nearly 90,000 miles in competition and out of 519 career starts through 1970, he has finished in the top 10 on 361 occasions. Petty is approaching the \$1 million mark in purses won, with his prize money figure standing at \$828,908 at the conclusion of the 1970 Grand National circuit. He started his career in 1958 in a Grand National event at Columbia, S.C. The Petty team is a family affair with Richard doing the driving, brother Maurice as chief mechanic, and several cousins helping out in the pits. Father Lee Petty acts in an advisory capacity. Petty is the winner of the 1971 Daytona "500".

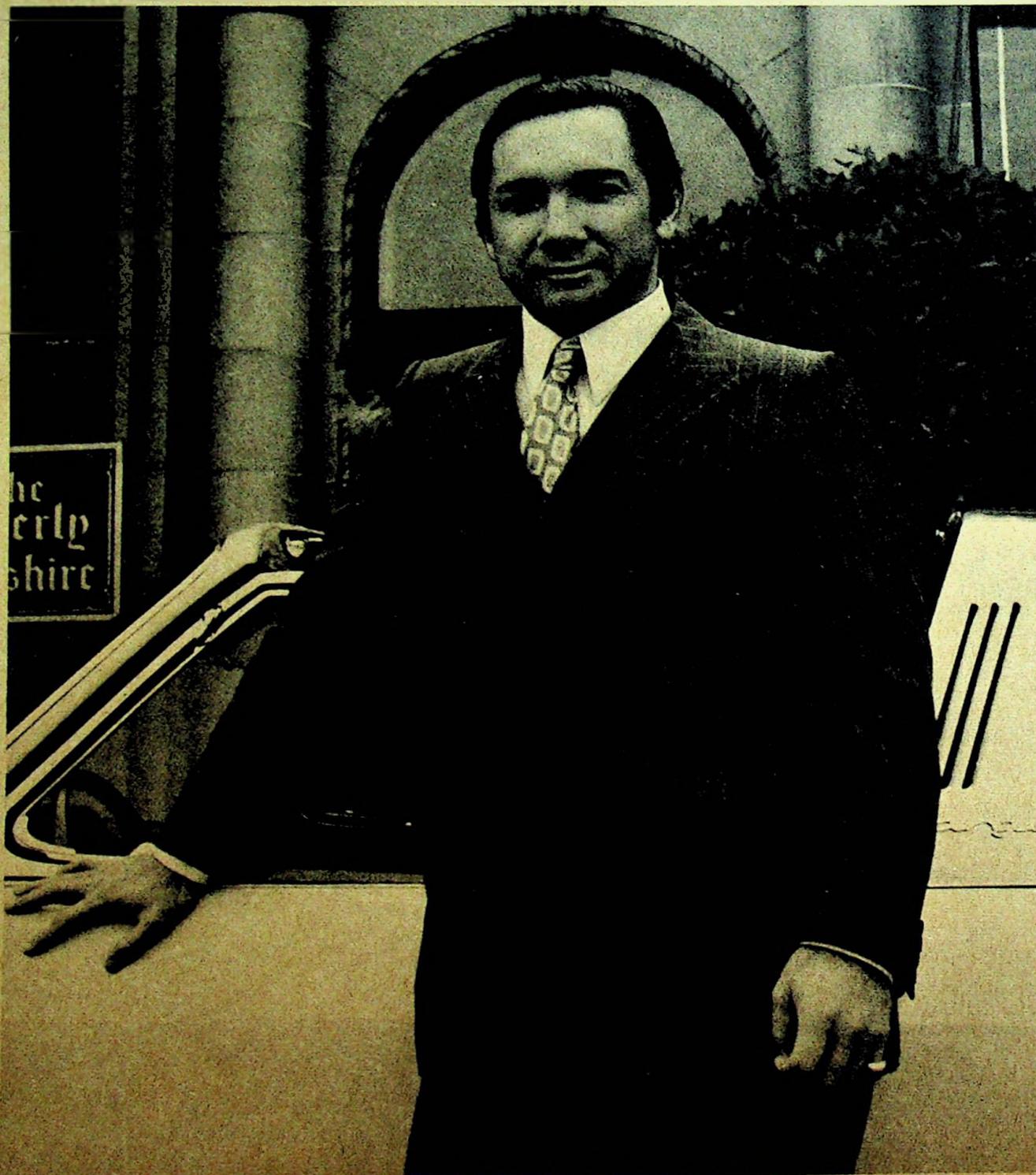


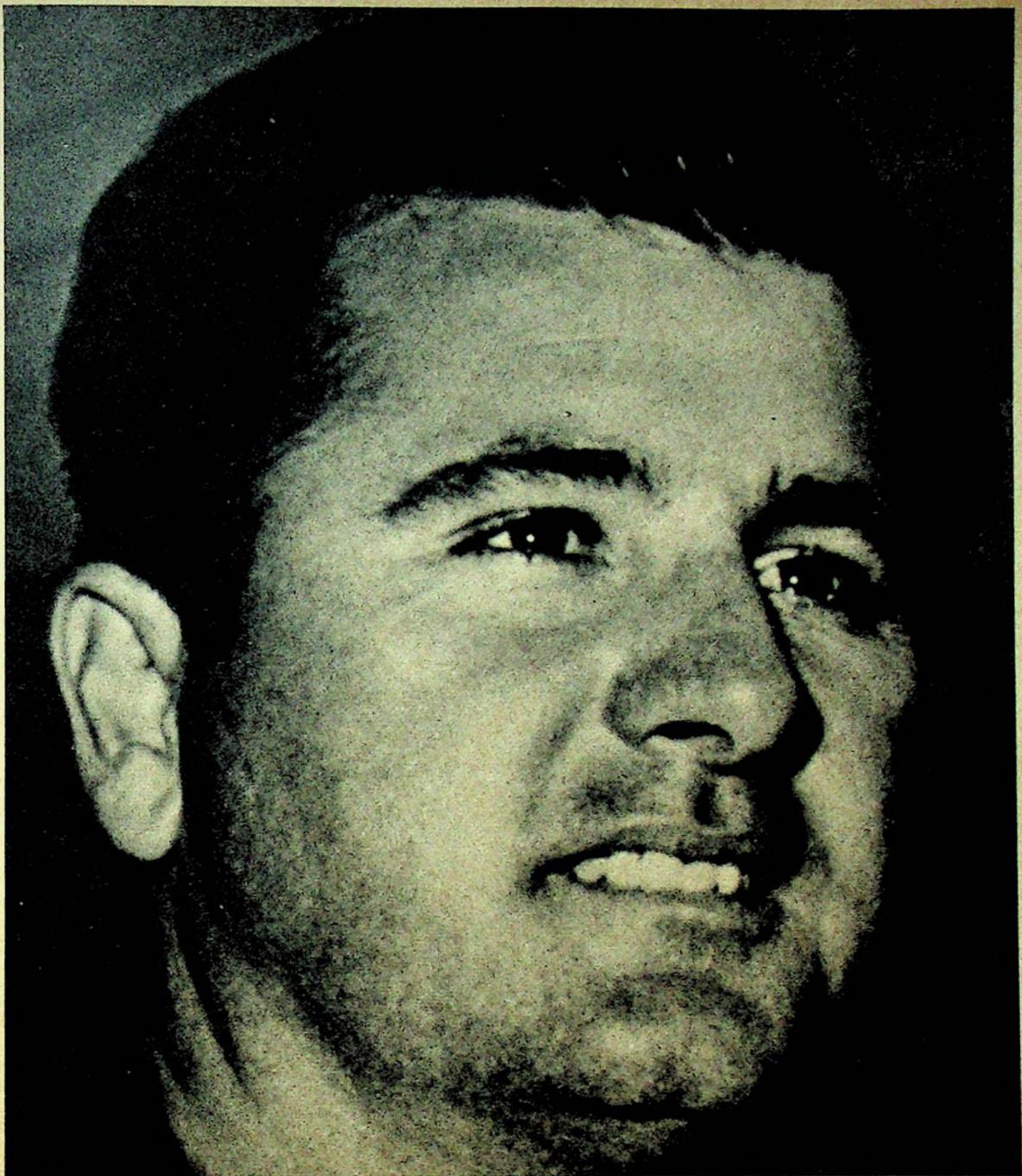
PEDRO RODRIGUEZ

HOMETOWN: Mexico City, Mexico

AGE: 30

A very well-known racing figure although he is just 30 years old, Rodriguez' specialty seems to be in long distance races. He and Lucien Bianchi won the 24-hours of Le Mans in a Ford GT-40 in 1968. He had made his international debut in that same race ten years before at the age of only 18. Most recently he has been driving Formula 1 machines for BRM, and won the Belgian Grand Prix at Spa Francorchamps last year. He is also a member of the BRM Can-Am effort.





LEE ROY YARBROUGH

HOMETOWN: Columbia, S.C.

AGE: 32

BIRTHDATE: Sept. 17, 1938

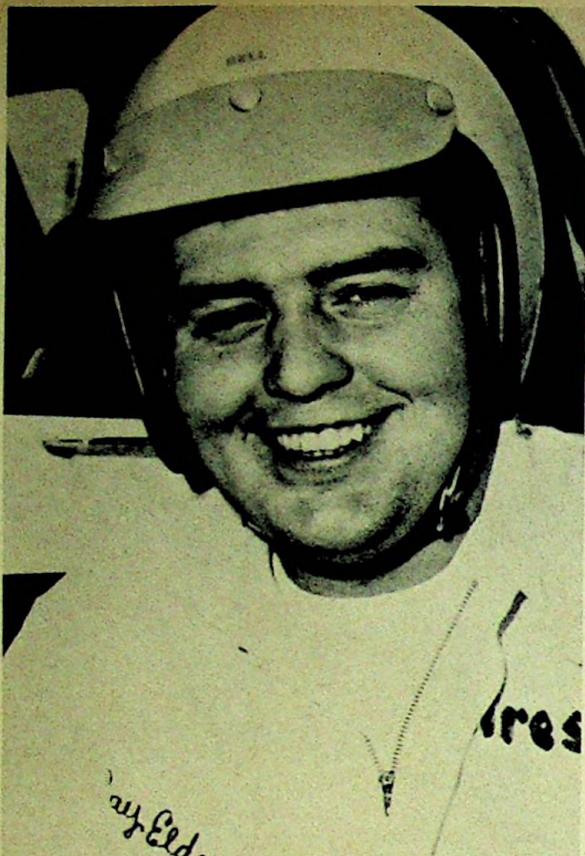
HEIGHT: 5 feet 10 inches

WEIGHT: 180 pounds

MARITAL STATUS: Married (Gloria)

CHILDREN: Lee Roy Jr.

No stranger to Ontario Motor Speedway, Yarbrough had the inaugural California 500 in his back pocket when his engine exploded on the 192nd lap of the 200-lap event. Lee Roy had only one Grand National win in 1970, capturing the October 500-miler at Charlotte in a flat-out race from wire to wire. He had a year in 1969 that is not likely to be equalled soon. He won seven superspeedway races and \$188,605 for the year. Both are records. He also won races on the original five major tracks, accomplishing in one year what took David Pearson and Fred Lorenzen almost a career to do. His career money earnings in Grand National competition alone are well over the \$400,000 mark.



VIC ELFORD

HOMETOWN: London, England

Elford was the driver of Jim Hall's radical ground-effects Chaparral 2J in the 1970 Can-Am series. He has been a Porsche factory driver since 1967. Elford won the 1968 Daytona 24-hour race, and was second in the 1969 Targa Floria. He also drove for the Chaparral team in Trans-Am events in a Camaro, and won the series race at Watkins Glen, N.Y.

RAY ELDER

HOMETOWN: Caruthers, Calif.

AGE: 28

BIRTHDATE: Aug. 19, 1942

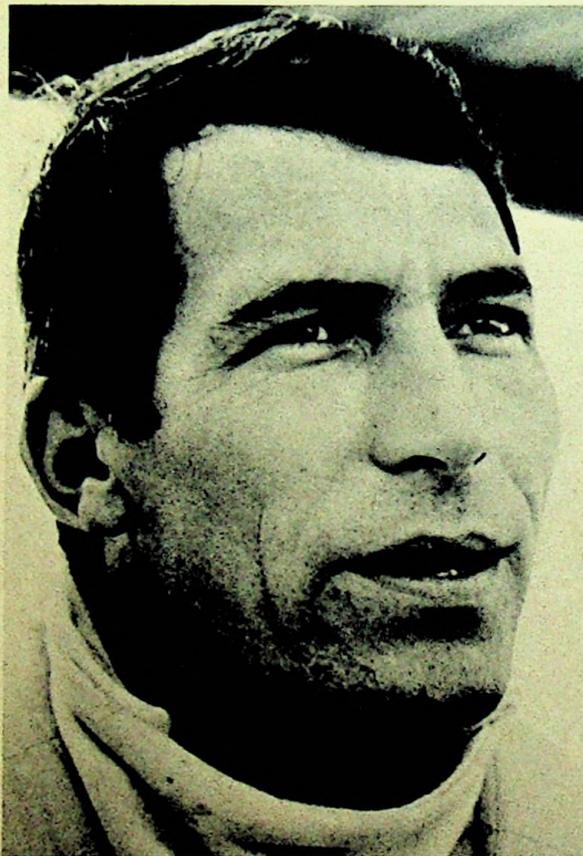
HEIGHT: 5 feet 11½ inches

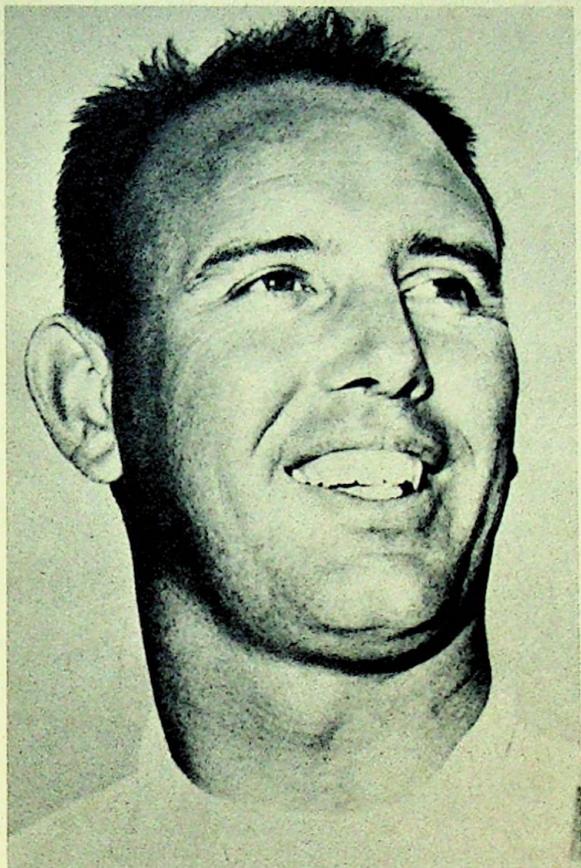
WEIGHT: 225 pounds

MARITAL STATUS: Married (Pat)

CHILDREN: Kendal, Peggy

The farmer from Caruthers scored the greatest victory of his career last month, beating the Southern NASCAR contingent at its own game and winning the Riverside 500. The victory was worth \$19,165 to Elder and his Racing Farmers Racing Team, composed entirely of family and neighbors. He is the Western Grand National defending champion for the second year in a row, having captured top honors in both 1969 and '70. He was also named the Stock Car Driver of the Year by the Motorsports Press Association for the second consecutive year. Elder's racing career began in 1962 after weighing a choice between auto racing or professional football.





CHARLIE GLOTZBACH

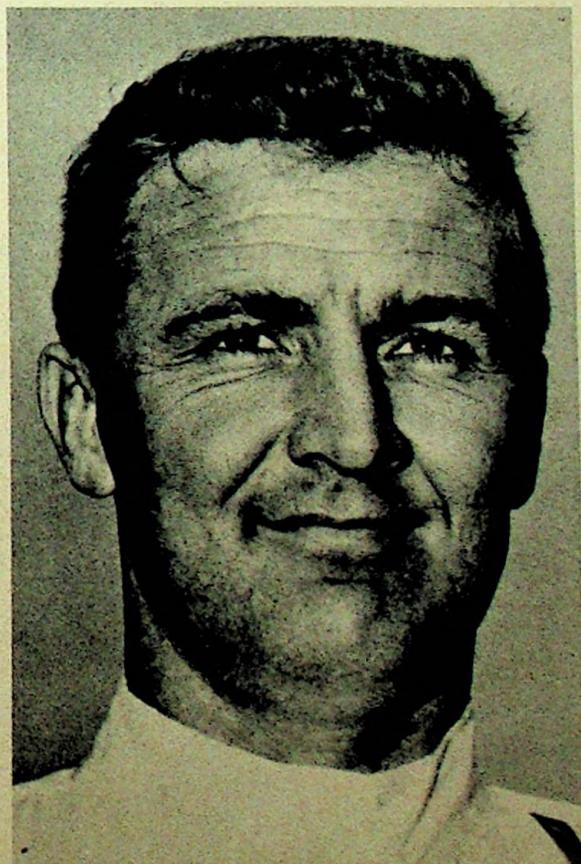
HOMETOWN: Edwardsville, Ind.
AGE: 32
BIRTHDATE: June 19, 1938
HEIGHT: 5 feet 11 inches
WEIGHT: 190 pounds
MARITAL STATUS: Married (Doris)
CHILDREN: Connie, Joy, Lana, Terry

Glotzbach entered just 19 Grand National events last year, but still managed to cart off over \$50,000 in prize money. He scored two wins, one in the 400-mile event at Michigan International Speedway in August, the other in a 125-mile qualifying race for the Daytona 500. The other major victory in his 14-year career was a win in the 1968 National 500 at Charlotte.

JAMES HYLTON

HOMETOWN: Inman, S.C.
AGE: 35
BIRTHDATE: Aug. 26, 1935
HEIGHT: 5 feet 9 inches
WEIGHT: 160 pounds
MARITAL STATUS: Married (Evelyn)
CHILDREN: James, Jr.

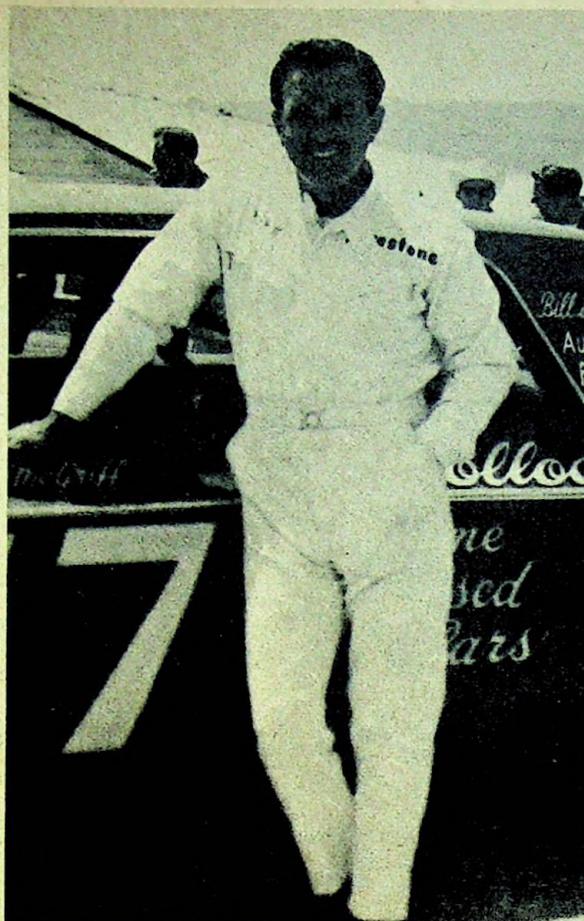
A very dedicated independent driver, Hylton finished third in the NASCAR point standings last year behind Bobby Isaac and Bobby Allison, and it was his most financially rewarding year. He pocketed just under \$60,000, competing in 47 races. Probably the most consistent driver on the circuit, Hylton finished in the top 10 in 39 of the 47 races he entered. He defeated Richard Petty to win a 262-mile event at Rockingham, N.C. last March. Hylton was runner-up in Grand National standings in 1966 and '67, and finished in third place in 1969.



JIM McELREATH

HOMETOWN: Arlington, Texas
AGE: 43
BIRTHDATE: Feb. 18, 1928
HEIGHT: 5 feet 11 inches
WEIGHT: 195 pounds
MARITAL STATUS: Married (Shirley)
CHILDREN: Vicky, Shirley, James

McElreath's name is firmly etched into the record books as the winner of the inaugural California 500 at Ontario Motor Speedway last September. The win was unquestionably the high point of his 25-year racing career and the year of 1970 was also his greatest ever. He finished third in the final USAC championship point standings, and second in total earnings for the year, winning a whopping \$212,892. McElreath will be a busy man in 1971 as he has planned a schedule of all three types of USAC championship racing (oval, dirt, and road course), along with a few selected stock car events.



HERSHEL McGRIFF

HOMETOWN: Bridal Veil, Ore.
AGE: 43
BIRTHDATE: Dec. 14, 1927
MARITAL STATUS: Single
CHILDREN: Doug, Marilyn, Debra, Hershel Jr.

McGriff is the owner of a lumber mill in northern Oregon. His racing career dates back to 1945, and among the many highlights of the career are a win in the stock car division of the 1950 Mexican Road Race, and three NASCAR Grand National wins over Lee Petty in 1954. He finished fifth in the final point tabulations that year. This year, McGriff will be driving a 1970 Plymouth purchased from Richard Petty. He finished 12th at last month's Riverside 500, blowing an engine after 156 laps of the 191 lap race.

DR. DON TARR

HOMETOWN: N. Miami Beach, Fla.

AGE: 41

BIRTHDATE: May 4, 1929

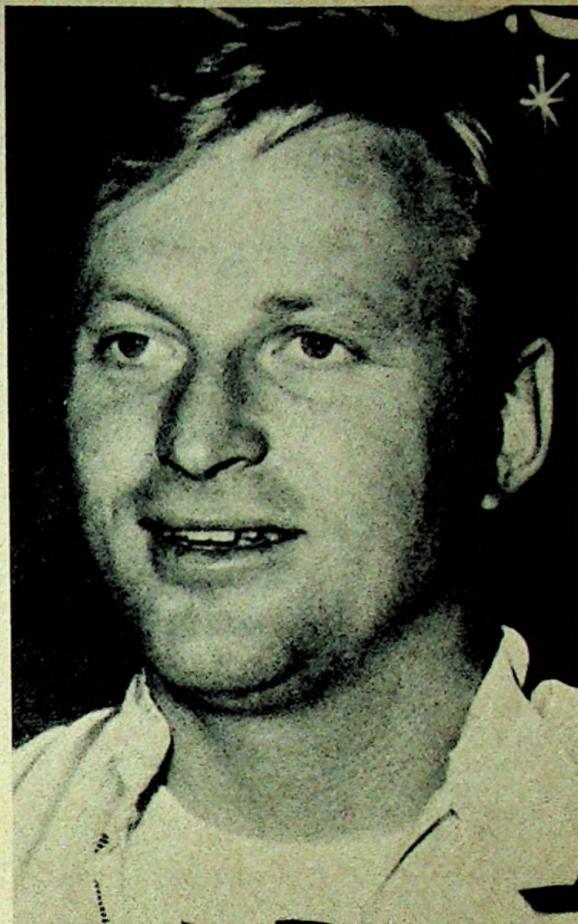
HEIGHT: 6 feet

WEIGHT: 200 pounds

MARITAL STATUS: Married (Barbara)

CHILDREN: None

The popular doctor from Miami had his best financial year in 1970 while driving the Grand National circuit primarily as a hobby. He entered just 17 races but still managed to cart off \$16,592 in prize money. He had five top ten finishes in 17 starts. For a living, the personable Tarr is a medical examiner for the Federal Aviation Agency and is a member of the Greater Miami Aviation Association, the National Aviation Association and the Aerospace Medical Association. He led the inaugural Talladega 500 in 1969 for more than a third of the race before being forced out by mechanical maladies.



KEVIN TERRIS

HOMETOWN: Hermosa Beach, Calif.

AGE: 26

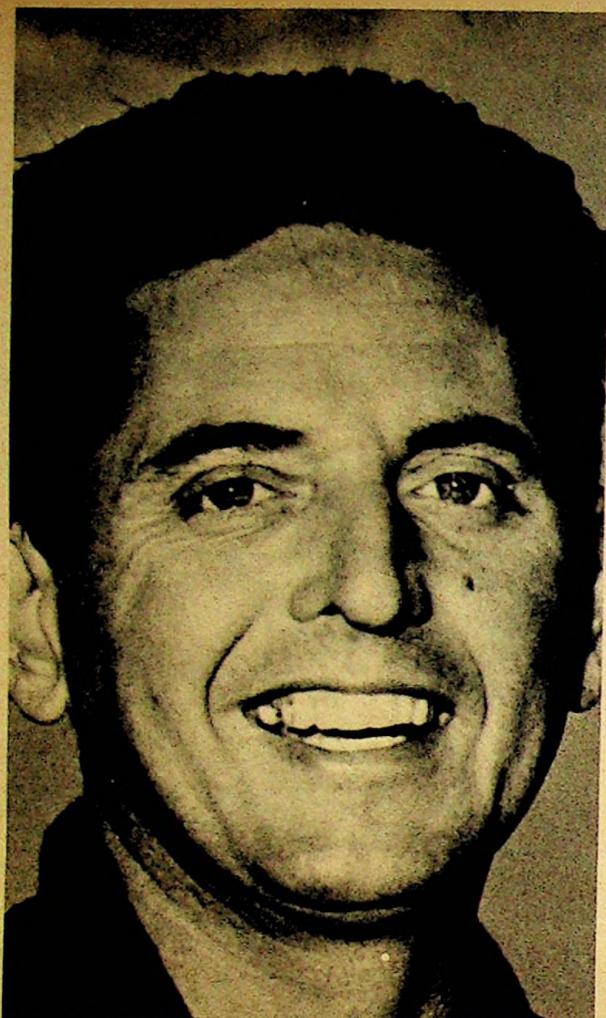
BIRTHDATE: Oct. 27, 1944

HEIGHT: 6 feet 1 inch

WEIGHT: 185 pounds

MARITAL STATUS: Single

Terris will debut a spanking new 1971 Plymouth Road Runner at the Miller High Life 500. He pushed his 1970 Plymouth to an impressive seventh place finish in last month's Riverside 500 after qualifying in 10th position. His best finish in a two-year old racing career was a third at Sears Point in 1969. He was the West Coast Rookie of the Year for NASCAR in 1969, and is considered one of the top up-and-coming drivers on the NASCAR circuit. His new Plymouth will be sponsored by Black and Decker Power Tools of Towson, Md.



ROY TYNER

HOMETOWN: Lake View, S.C.

AGE: 34

BIRTHDATE: Jan. 3, 1937

HEIGHT: 5 feet 10 inches

WEIGHT: 175 pounds

MARITAL STATUS: Married (Mary)

CHILDREN: Truitt, India Dawn

Starting his 14th year on the Grand National circuit, Tyner was one of the first entries for the inaugural Miller High Life 500 at Ontario Motor Speedway. A regular on the circuit since 1957, he has collected career earnings approaching the \$90,000 mark. His best year was 1968 when he finished in the top 10 in 14 races out of 48 starts and won \$18,360 for the year. Tyner is very active in the promotion of the Holy Angels Nursery in Belmont, N.C., and each year contributes a portion of his earnings to the home. Holy Angels is a home for crippled, deformed and retarded children.



FRED LORENZEN

HOMETOWN: Elmhurst, Illinois

AGE: 34

MARITAL STATUS: Single

Fred Lorenzen recently came out of a three-year retirement to team up with Anthony (Andy) Granatelli, president of STP corporation, to challenge the best of 'em on NASCAR's Grand National circuit.

The flame-red STP-Plymouth that Lorenzen will be tooling 'round the OMS oval is prepared by the Ray Nichols/Paul Goldsmith organization... who have a long reputation for carefully constructed and sturdy vehicles, that are frequent visitors to the winners' circles of auto racing.

Lorenzen, despite his three-year lay-off, has a bigger fistfull of records than any man in super-speedway stock car racing today. He has had 136 career Grand National races. Of these, he's finished in front 26 times; in the top five 65 times, and in the top ten a total of 71 times.

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Currently available in sizes E60-15, F60-15 and G60-15 only.

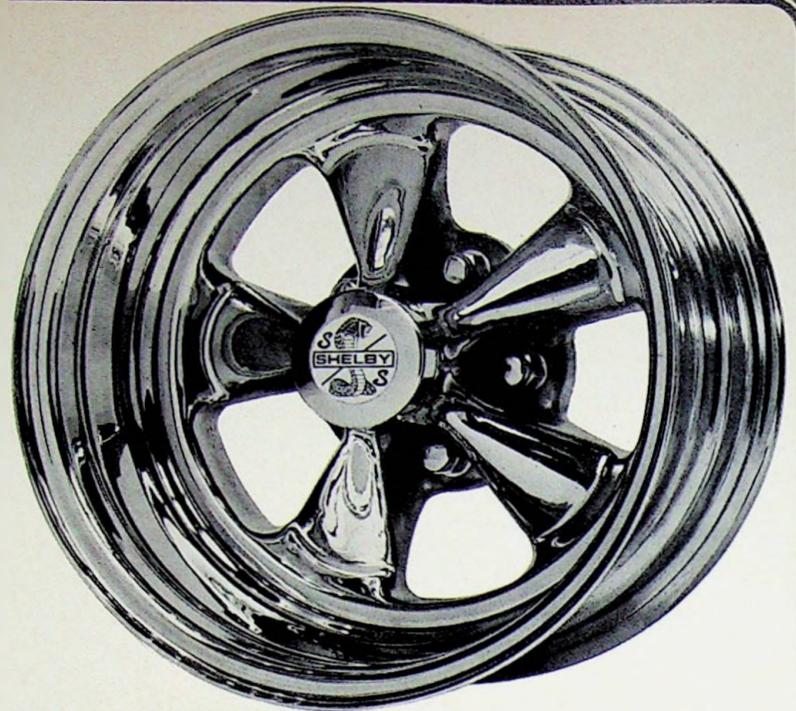
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OFFICIAL PACE CAR DODGE CHALLENGER R/T

David B. Lockton, president of OMS announced that Dodge was selected by the track as the official pace car for all events in the coming year.

Arrangements were completed with the Southern California Dodge Dealers Association to prepare Challenger R/T convertibles for the high performance assignment, according to Lockton.

R. W. (Dick) Wickes, executive vice president of the Dodge dealer organization, said 16 passenger cars and 16 trucks have been specially prepared for the track's use. The trucks are outfitted for heavy duty service and use as fire and emergency vehicles. Wickes and president Dick Arnold of Van Nuys represented the association, which embraces 50 Dodge dealers in Los Angeles, Orange, San Diego, San Bernardino and Riverside Counties, in drawing up the agreement with OMS.

"One only has to look at Dodge's impressive record of performance in automobile racing to see why we are delighted to have Challenger as the Official Pace Car,"

Lockton said. "In fact, Dodge will be more than a pace car . . . but a competitor as well at OMS."

Lockton was referring to the anticipated entries of Dodge products in the 1971 Supernationals for drag racing's top stars, and in the 500-mile NASCAR Grand National "Miller High Life 500."

"We're doubly honored," Wickes commented. "History is being made in auto racing at Ontario. Dodge is proud to be a part of it."

The specific model being used as a pace car for the 500 is the Dodge Challenger R/T (for Road and Track) 440 "Six Pack," definitely a high performance designation. This 440 cubic-inch displacement engine has three two-barrel carburetors and is designed to develop 390 horsepower at 4700 rpm. "It is tuned for optimum performance," Wickes said.

Throughout the 1971 racing season at Ontario Motor Speedway a Dodge Challenger R/T Pace Car will be displayed on the Victory Circle, at the Start-Finish line. ■

It's Been "Back To School"...

By JOHNNY McDONALD
Motor Sports Writer, The San Diego Union

Gather most of the qualities of auto racing and package them into a single bundle.

The bundle, then, bursts into excitement known as stock car racing.

Over simplification? Maybe.

But this is one way to describe the speed adventures in store for motoring aficionados at the first annual Miller High Life 500.

The men from the black-eyed peas country may be more experienced on the high-rolling super speedway saucers of the south, but they'll still be able to blend the close-quartered techniques of drafting or slip-streaming on the four corners here at Ontario.

Possibly you favor the quick pit stops of an Indianapolis or California 500 race. Well, you ain't seen nothin' until you have been thrilled by the action of one of these heavy stockers grinding into the inside apron for one of five or six stops for fuel and tires.

The busy fingers, arms and legs of a five-man crew can be as much of the show as the dicing on the corners, straights and chutes.

Acceleration and the charge to regain racing speeds have similar tones to a drag racer blasting away from the line.

Naturally, the stockers entered the big leagues of racing on the all-out

30-degree banks of Daytona, Atlanta, Darlington, and Talladega. A few dirt tracks and short asphalt ovals still add to the diversity of the Grand National campaign each year.

And, too, these drivers have learned to handle the right and lefthanders of a road course in several Motor Trend 500s at neighboring Riverside International Raceway.

But, beautiful Ontario offers something new. Lower banking, two short chutes, three abreast starts and four corners have forced some to "go back to school."

Buddy Baker, one of National Association of Stock Car Auto Racing's



Even For Some NASCAR Veterans

stars, looks for a "lot of fender bangin' going on" with the three-abreast start for a jammed-packed 51-car field.

Baker reasons that the guy in the "middle might get spooked" and will need confidence in the drivers on either side.

The Charlotte, N.C., veteran predicts the 500-miler will be as exciting as an automobile race can be due to the unique features here.

Baker and all-time NASCAR race winner Richard Petty have tire tested at Ontario and each has said he could drive into the corners at 170 miles per hour before letting off on the throttle and touching the brakes.

Petty, the incomparable Randleman, N.C. resident who has won 119 Grand National races in 13 seasons, feels the driver will take a more important role here than on the high banks.

"Here, you've got to manipulate in the corners," the shaggy-haired southerner said. "On the high banks you just go flat out all the time, even in the turns."

During a recent demonstration at Daytona Beach, the 33-year old son of a former NASCAR champion roared through the high banks at 100 miles per hour and took his hands off the wheel. The car continued around as if it were on a railroad track.

Although he missed six races last year with a broken shoulder, Petty came back to be the leading money winner and captured more features than champion Bobby Isaac of Catawaba, N.C.

The names of Petty, Baker and Isaac sound imposing enough but they only touch the surface. Competition runs deep.

Other leading performers from the south include former Driver of the Year Lee Roy Yarbrough of Columbia, S.C., Bobby and Donnie Allison of Hueytown, Ala., three-time Grand National king David Pearson of Spartanburg, S.C., Pete Hamilton of Dedham, Mass., and Tiny Lund of Cross, S.C.

An interesting challenge from across the Mason-Dixon line will be provid-

ed by two of the United States Auto Club's best stock car pilots — Roger McCluskey of Tucson and A. J. Foyt of Houston.

McCluskey is the reigning USAC stock car champ while Foyt, noted more for his three triumphs at Indianapolis and five national titles, is considered one of that circuit's finest late model performers.

Since Ray Elder's surprising and, yet, convincing triumph last month at Riverside, even the Far Western clan could be regarded as threats. The Caruthers, Calif. farmer will head a list which includes Pacific Coast champion Jack McCoy of Modesto, Dick Bown of Portland, Ore. and Herschel McGriff of Bridal Veil, Ore.

Driver alertness, a strong pit crew and, of course, a few breaks will be necessary to pull off a victory.

Because factory support will be considerably less, advantages will not be as great and there should be a wild scramble for the major shares of the \$207,675.

Possibly, the manner in which the first annual California 500 unfolded was a tip-off as to the drama that might build in the initial stock car run. With the need of two or three more pit stops, contenders could be hard-pressed all the way.

Unlike Indianapolis machinery, the beefed-up Dodge Chargers, Plymouth Roadrunners, Ford Torinos, Mercury Cyclones and Chevrolet Chevelles will take more punishment. A shunt with the wall or with another car could cause suspension problems for the open-wheelers, but a quick trip to the pits for crow-bar treatment can put a stocker back in the running.

The only cars with full factory support will be a 1971 Roadrunner handled by Petty and a '71 Charger with Baker at the controls.

Petty believes the winning drivers will make their chief moves in the short chutes — the slightly banked (four degrees) short straights between the first and second and third and fourth turns.

Although driving independent this year, a young man from Massachusetts could be the one to watch. He's Pete Hamilton, who tossed aside an engineering career and a part-time drummer role in a rock band to become one of NASCAR's surprises last year.

Hamilton won the money races as a teammate with Petty, taking the Daytona 500 and Talladega 500 events.

Baker predicts that fuel consumption will be about the same for these cars as in the south. "We'll get about three to five miles per gallon and have to stop every 80 to 85 miles for fuel," he said.

Foyt, too, has served many hours of "apprenticeship" on this track and he figures to be well prepared.

The 35-year old driver, known as "Super Tex," will pilot a 1970 Mercury for the fabulous Wood Brothers Racing team.

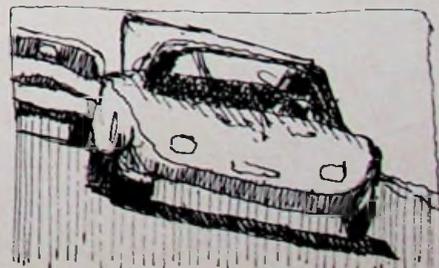
Those in the area might recall that the Wood Bros. crewed for five of the nine winners at the Motor Trend. Foyt won the Riverside road race a year ago and captured the 1968 USAC stock car crown.

Isaac is a unique champion in that he has won only one big oval event, that being the Texas 500 two years ago. Known as a terror on the short tracks and low banks, he could be a factor here, however.

He capped off his title-winning season by setting the world's closed course speed record of 201.140 mph at Talladega, Ala., last November.

That's why the first Miller High Life 500 offers so much more.

As for the final turn into the victory circle . . . well, let's say that will go to the driver who puts it all together. □



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Evel Knievel has been called everything from a hero to a terror on wheels — and he probably qualifies in both categories.

Knievel, 32, is a motor cycle daredevil driver — “King of Stuntmen,” if you will, — who started racing motorcycles at age 15 and got so proficient that he needed more of a challenge.

Today he tours the United States thrilling turn-away crowds at every stop with his spectacular feats. He has jumped over 18 automobiles, parked side by side, a distance which is the world record.

His longest jump was nearly 50 yards, over the fountains at Caesar's Palace, a gambling casino and resort hotel in Las Vegas. His landing was not as smooth as the takeoff and Knievel landed in a hospital for several weeks.

“Some people tell me that I fell on my head at six months and never recovered,” Knievel says. “But I rather consider myself an explorer, a pioneer in the art of stunt driving and motorcycling.”

Knievel started in the stunt business because he could not make enough money to suit himself in motorcycle racing.

“When I was racing in Great Falls, Montana, as a kid they would start me in the back row, facing the opposite direction, and I'd still win,” he says modestly. “I was a terror on wheels.”

Knievel started stunting at a modest pace. “I'd do wheelies, crash through fire walls, jump a box with 100 rattlesnakes, and zip down the last ramp past two mountain lions tied at the end,” he says.

He has attempted what is known as the “Longest Motorcycle Jump in the World” nearly 200 times. He has missed the jump 11 times, all resulting in serious injury. He has undergone nine major open reduction operations as a result of these injuries in the past five years.

Knievel was born (10/17/38) in Butte, Montana and his family still resides there. His wife Linda shepherds the three young Knievels, Kelly, 10, Robby, 8, and Tracey, 6.

Evel received national recognition for a jump he didn't make... The Grand Canyon.

In 1966 the Department of Interior granted permission for the jump but subsequently the permission was withdrawn. Working through San Francisco attorney Melvin Belli, Knievel offered the Navajo Indians (owners of the Grand Canyon land) \$100,000 if he



EVEL KNieVEL

could jump the canyon. His offer was first turned down, then reconsidered and finally the project dropped.

But Knievel was not through. He BOUGHT his own canyon... and bigger.

Evel Knievel purchased 300 acres at Snake River Canyon, near Twin Falls, Idaho. The canyon is approximately 1000 feet deep, three-quarters of a mile across and his total jump, when he makes it, will be just under one mile from the time he leaves the ramp until he parachutes earthward on the other side.

The canyon jump is scheduled to take place on Labor Day, 1972. For the jump he'll use a Harley-Davidson equipped X-2 Skycycle, capable of 350 miles per hour. The jet engine is driven by “the water” from which Olympia beer is brewed from the Tumwater River near Tumwater, Washington.

“If I can jump the Snake River Canyon who is to say I couldn't have made the Grand Canyon,” says Evel.

Knievel is currently working on two other major projects.

First, Fan Fare Films, Inc. of Hollywood is shooting “Evel Knievel,” the life story of the stuntman-supreme, starring George Hamilton. The film is being shot on location at MGM Studios, his Montana home, Las Vegas and other sites of Knievel's most-famous

stunts. Joe Solomon is the executive producer.

The movie is due for release in June, 1971.

Secondly, Evel is just putting the finishing touches on the longest tractor-trailer in the world, a vehicle which he will drive from coast-to-coast.

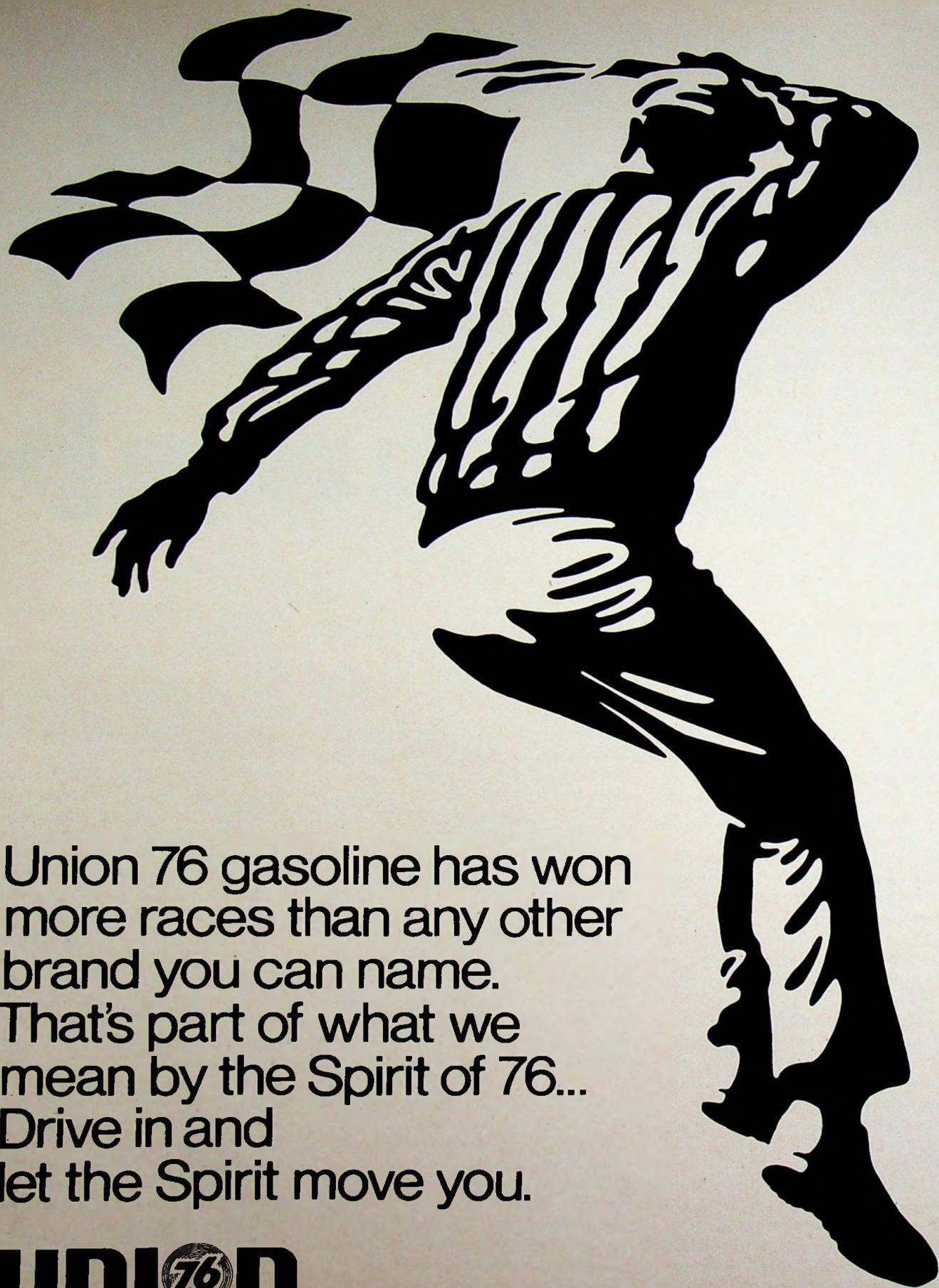
The tractor, custom built by Kenworth of Kansas City, Mo., has a 14-speed Allison automatic transmission and houses his office, dressing room, lounge and was constructed by Post-Coach, Inc. of Pennsylvania. It includes a color television, stereo, air-conditioning unit and heating system.

The trailer part of the unit carries Knievel's take-off and landing ramps (weighing eight tons) and his performing motorcycles (usually between three and six cycles) including the jet-bikes being prepared for the canyon assault.

Knievel has shattered attendance records east and west, he has sailed over 18 automobiles in Seattle, and shows no sign of slowing down.

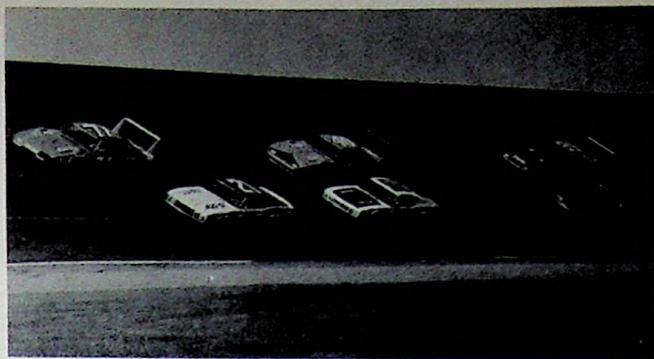
Books and songs have been written and published about him and he has been featured on major television shows on all networks.

For the one-time high school basketball player, hockey star and ski jumper the show is just beginning. □

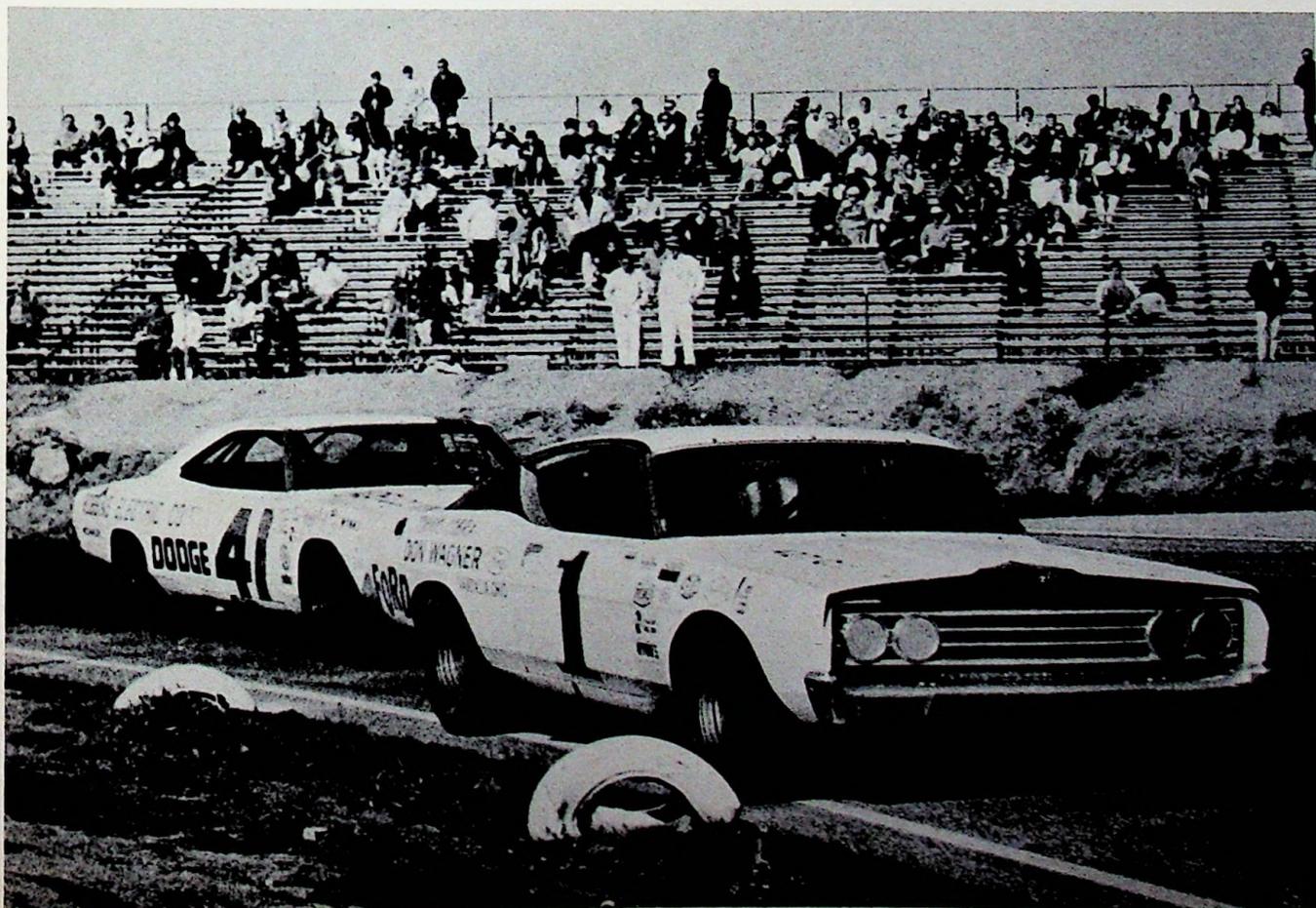


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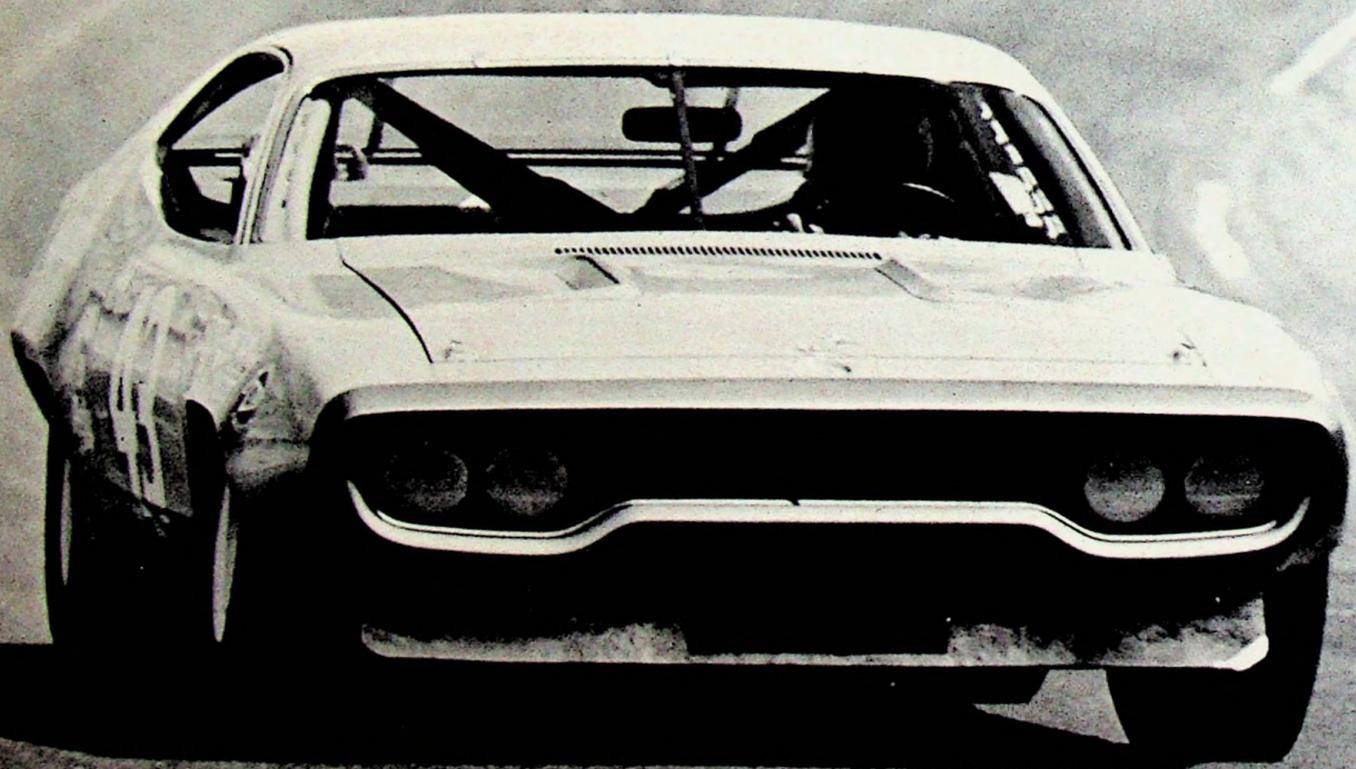


STOCK CARS IN ACTION



The Petty Dynasty

By SHAV GLICK
Motor Racing Editor, Los Angeles Times



Is there anything in sports as colorful as the cast of characters who make up stock car racing?

Where else could you find a bunch of guys who answer to Cotton, LeeRoy, Fireball, Cale and Banjo?

Or who come from such quaint communities as Catawba, Randleman, Yazoo, Cross, Hueytown and Spartanburg?

They are as flavored with Dixie as fried chicken and grits. As Southern as Spanish moss and magnolias.

Stock car racing, NASCAR style, was born on the backroads of North Carolina in the era of moonshine and rum runners. On Sundays, for laughs — and some substantial bets — the moonshiners raced their hopped-up cars on vacant lots in cities like Darlington, Talladega and Daytona.

Eventually Bill France got the idea of building a major race track, the Daytona International Speedway, to showcase the remarkable talents of these backroad racers. It marked the beginning of respectability for NASCAR (National Association for Stock Car Auto Racing), the beginning of an era which reaches its zenith today with the running of the \$207,000 Miller High Life 500 mile race at Ontario Motor Speedway.

For the past 20 years one family has dominated NASCAR racing, and they are all here, Lee, Maurice and Richard Petty.

Lee Arnold Petty grew up in rural North Carolina and from a backyard garage, first in Level Cross and later in Randleman, built a racing dynasty that has bridged the generation gap.

It all began back in 1949 when Lee took the family Buick to Charlotte, told promoters he was a race driver, and entered a stock car race. Before the race ended Lee had rolled the Buick four times, but he was hooked.

Lee was already 35 years old at the time, but before he retired he had driven Buicks, Dodges, Oldsmobiles and the famous No. 42 Petty-blue Plymouth to victory in 54 Grand National races in 13 years. Three times he won the Grand National driving championship.

The record of 54 Grand National victories remained untouched until 1967 — when his son, Richard, broke it. And for all of Richard's wins, the fellow turning the socket wrench was his brother, Maurice.

During the years from 1949 to 1961 Lee Petty was known as Mr. Consistency. He was voted "most popular

driver" in NASCAR so often that the rules were changed to prohibit repeat winners.

Lee is still head of Petty Engineering, the only stock car racing organization which is receiving direct factory support. Petty, in addition to maintaining son Richard's Plymouth, also keeps Buddy Baker's factory Dodge in running order for the Chrysler Corp.

Petty Engineering is a real family project. Of the 18 to 20 people who work there, most are cousins, relatives by marriage or neighbors and friends from Randleman, population 2,232.

This is Richard's 14th year on the NASCAR circuit, but at 33 he is still two years younger than his Dad was when he drove his first race. And Richard Lee has won 119 Grand National races, far outdistancing any other rival. David Pearson, in fact, is the only driver in NASCAR history other than Richard Petty to have more wins than Lee. Pearson has won 58.

Richard won his first race on a spring evening in 1960 on a half-mile dirt track at the Charlotte Fairgrounds. He was 22 then and the field included his father, Lee, defending Grand National champion at the time; Rex White, who became the champion in 1960; Joe Weatherly and Ned Jarrett.

"I guess we were running OK that night," recalled Richard recently, "but then everybody else broke and we won."

From the time he was a little boy, Richard Lee was destined to become a stock car driver. Like many youngsters, he wanted to follow in his father's footsteps, and his father was the best there was.

"I guess if Daddy had been a baseball player, I would have wanted to be one, too," says Richard, "but he was a racer, so here I am."

Richard started out as an apprentice on his father's crew and he, along with brother Maurice, helped to earn Lee Petty the Mr. Consistency label.

In February, 1960, while qualifying in a 100-mile race for the Daytona 500, Lee was seriously injured and hospitalized for four months with a punctured lung and a badly shattered left leg. His racing days were over and the duties of becoming the family breadwinner were inherited by Richard.

"The pressure was on me to make a living for all of us," recalls the 6-foot 2-inch, 195-pound Richard. "A situation like that makes you grow up all that much faster and I was determined to get the job done. Like Daddy used

to say, 'when it gets tough, you've got to get going.'"

Petty is king of the stockers and he knows it, but he wears the mantle well.

"I don't know what makes me so different," he says. "I feel like I'm just one of the crowd. Don't get me wrong. It's nice to be recognized and appreciated, but I'm not sure I deserve all the attention.

"I owe everything to race fans and supporters. I feel that any athlete must obligate himself to do the best job he can for people who pay to watch him perform."

Take a look at No. 43 today and when that pale blue Plymouth roars down the straightaway you'll be watching the greatest of all stock car drivers — better even than his Daddy.

And if you see a little boy, about 10 years old, running around with a model of Petty's No. 43, it'll probably be Kyle. He's the son of Richard, the all-conference guard in football at Randleman High School, and Lynda, the cheerleader at Randleman.

They also have two girls, Sharon and Lisa, but Kyle is the next racer in the Petty clan.

"Of course, he wants to go even faster than his Daddy," says Richard with a grin. "He wants to be an astronaut. But he'll probably wind up a racer, just like his Granddaddy and his Daddy."

It's the way things turn out in Randleman. □

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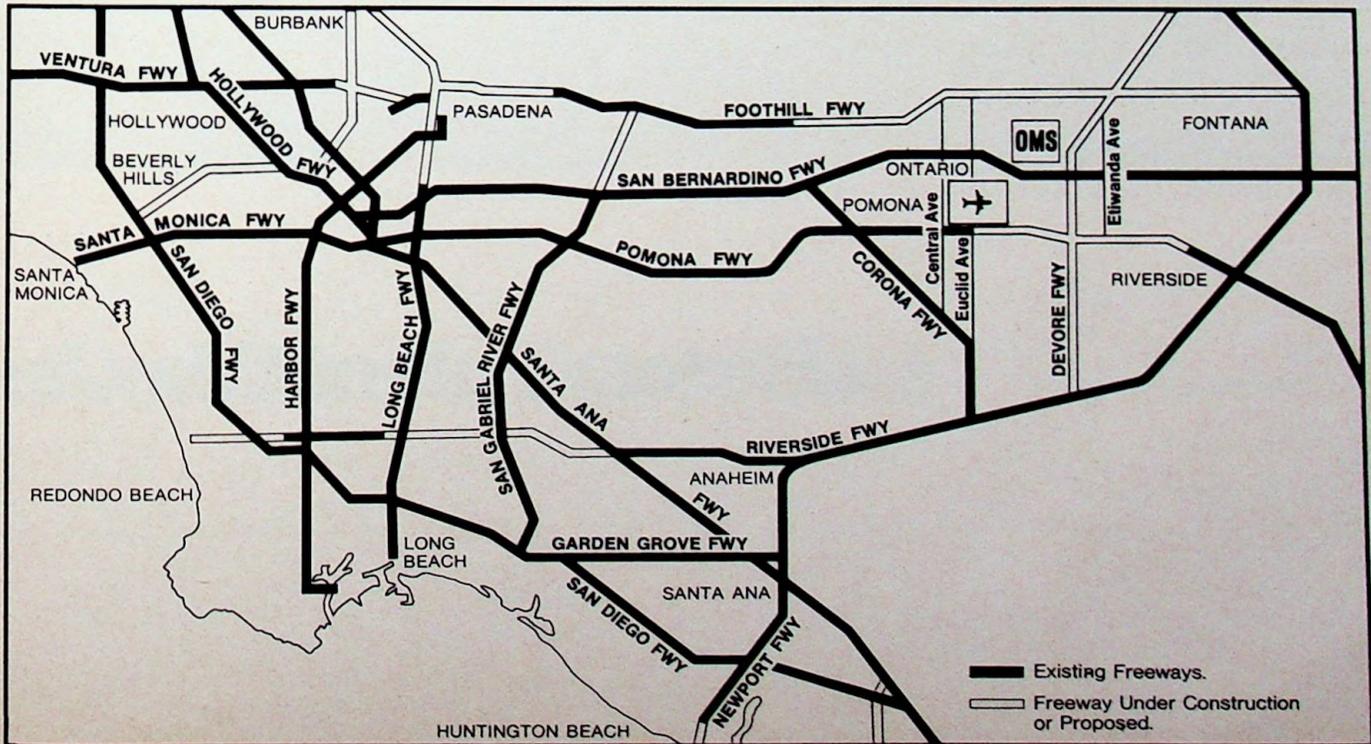
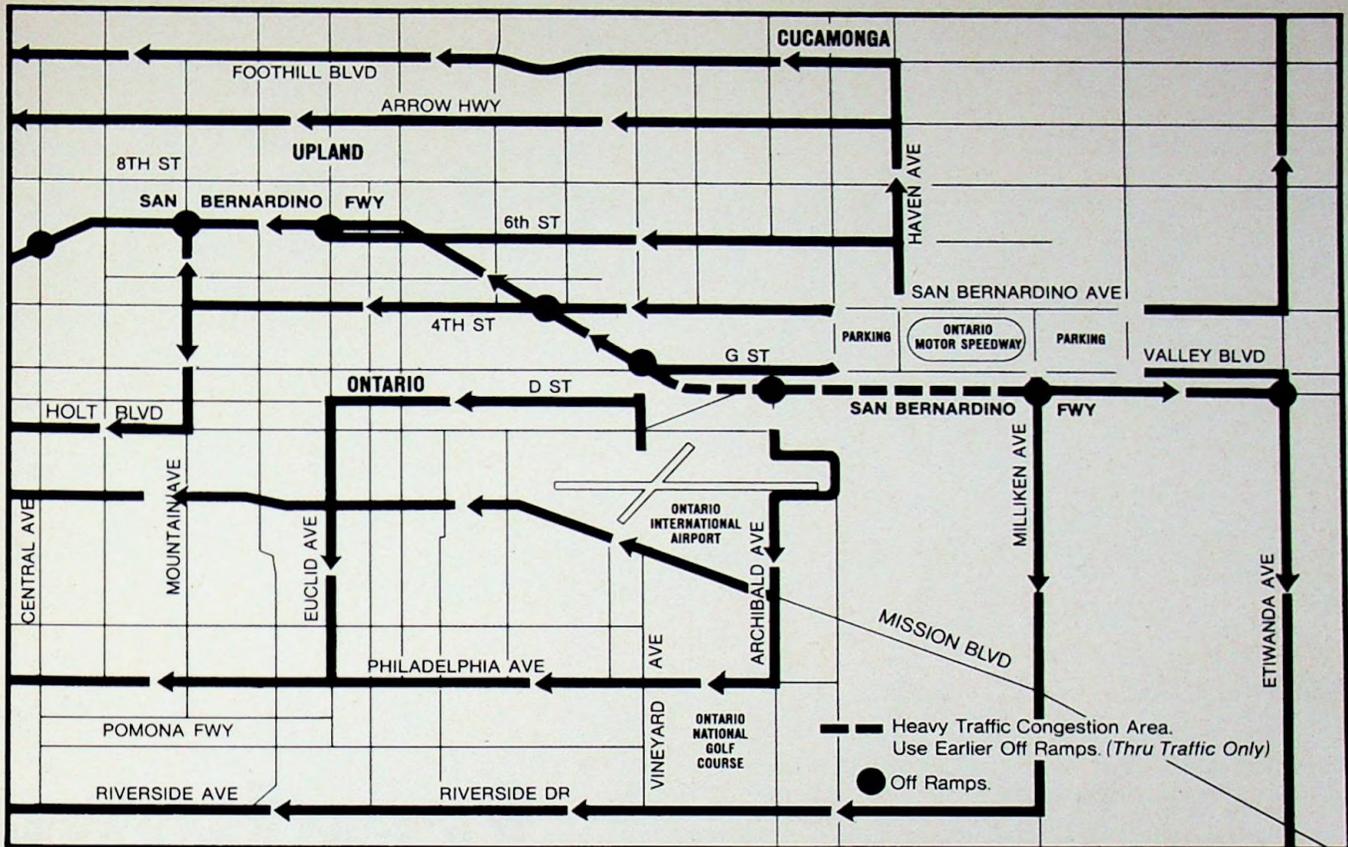
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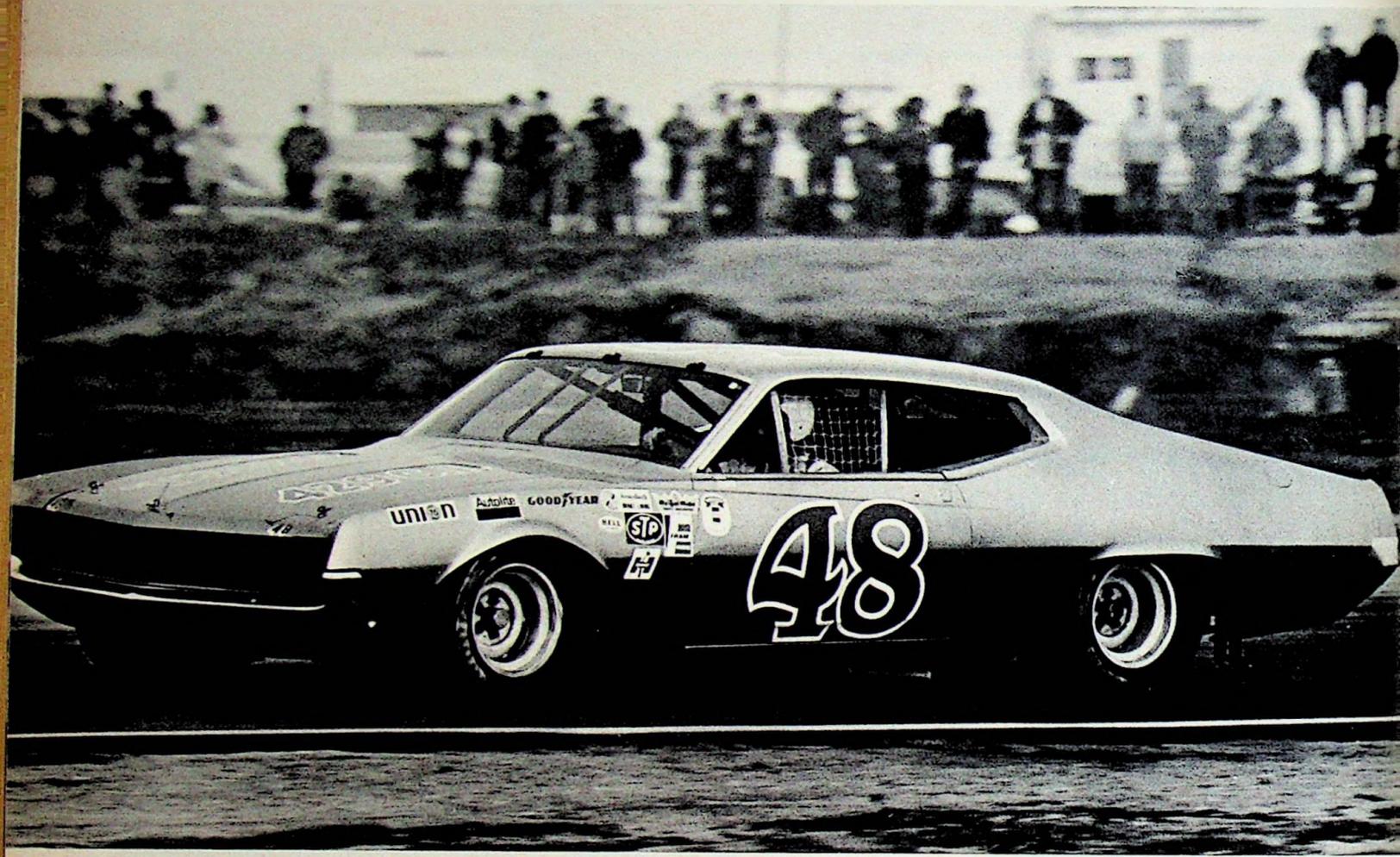


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Current NASCAR points leader JAMES HYLTON has been the most successful independent entry.

Factory Pull-out May Just

Real southern-style stock car competition in the land that's seen about every kind of auto racing but.

That's the lure of the Miller High Life 500 test here at Ontario.

And with one exception, the picture is accurate. The exception?

A whole batch of folks who have been as much a part of the southern circuit as magnolias and black-eyed peas are missing. These are the factory men — the guys who make the Detroit iron and have a vested interest in seeing that it does well on the track.

But these money men who have seemingly been in a spending race of their own for the last decade have now dropped out.

Ford Motor Co., which spent enough to win a potful of NASCAR events in the last decade and, according to some inflated estimates, maybe buy Florida and Georgia with the excess, is completely out. In a terse announcement last November, the company said: "Effective immediately, we are withdrawing from all forms of motorsports competition . . ."

Chrysler Corp. is just a smidgen short of a complete pull-out. Richard Petty's Plymouth Roadrunner will be the only factory backed entry in the race.

What happened to all that stuff about "race on Sunday; sell on Monday"? What about the "racing helps us build better cars" bit?

Sorry. The name of the game is still money. And when Washington has a bigger say in how you spend it than Detroit does, those pre-regulation budgets get a second look. Many — like the racing budget — have been proclaimed expendable.

The cost of regulation has been

high. For example, the number of engineers and researchers working on the whole pollution problem in Detroit has at least quadrupled in the past five years. Though many Southlanders still think the industry is uninterested in getting rid of smog, it isn't so. More than anything, Detroit would like to get the air pollution issue off its back.

It's going to cost a potful of money — and not all of it will be passed on to the consumer. But one way or another, those 1975 models are going to be clean enough to invite into your home.

Safety? After a slow start, the National Highway Safety Administration — Washington's watchdog over Detroit — has in the past year or so been turning out standards and proposed standards in "machine gun" fashion, as Ford president, Lee Iacocca, puts it.

More than 40 significant changes to automobiles are now on the docket, including things like air bags, speed limiting devices, flame proof upholstery, TV-like rear vision systems, and 10 mile an hour bumpers. Even if many fall by the wayside, the dough being spent just in case they don't is staggering.

Iacocca once quipped that some of the estimates he'd seen on the amount of money Ford spent to win at Le Mans looked more like the budget for Italy. His point is well taken, but whatever the amount spent on all kinds of racing, it's quick to be swept aside when the pressure shifts as dramatically as it has since Washington got into the automobile business.

Of course, if Detroit was looking forward to a seemingly unlimited period of sales growth, as it did through most of the 1960's, things might be

different.

High sales generate enough cash to cover a lot of sins.

But currently, the domestic industry seems to be in the middle of a sales plateau. Oddly enough, you don't hear talk in Detroit of the 13 million or 15 million car year as much as you did two or three years ago. There's some feeling now that the next boom — if there is to be one — won't get started until after 1975.

And a level sales rate matched against ever rising costs means something's got to give if you expect to stay in business. Irresistible forces and immovable objects, and all that stuff.

If Detroit still needed convincing that the racing budget was expendable, a strong shift in the types of cars people want has provided it. The larger, more expensive, typical "American type car — the one that's the backbone of NASCAR racing — is still popular, but the "action" is in the little, cheap, dependable cars." Muscle is out; virtue is in.

If NASCAR features muscle, and muscle sells, support NASCAR. If muscle represents a declining share of the market, forget it.

The Detroit pull-out makes it tougher on the men you'll see competing today, because racing is an expensive sport.

But it may also lead to even more excitement for the fan. Don't be surprised if the big Detroit iron runs in flocks of anyplace from a half dozen to 10 cars all through the race. With that kind of competition, a lot of fans probably won't even notice if Henry Ford II shows up or not. □

Produce Fiercer Competition

By DAN FISHER

Domestic vs. Imports

A racing controversy for the largest grand prize in history—over \$250,000!

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Ready to beat the Europeans at their own game will be champions like Mario Andretti, Swede Savage, Mark Donohue, Peter Revson and John Cannon. They'll compete with world reknown drivers like Jackie Stewart, Graham Hill, Jacky Ickx, Denis Hulme, Pedro Rodriguez and Emerson Fittipaldi.

The Questor Grand Prix will challenge the best of them on the tricky, new 3.2-mile road course of the beautiful Ontario Motor Speedway. But the grueling 200-mile contest through shifting terrain and tough turns will be worth while. The purse is the richest in road racing history. Over \$250,000!

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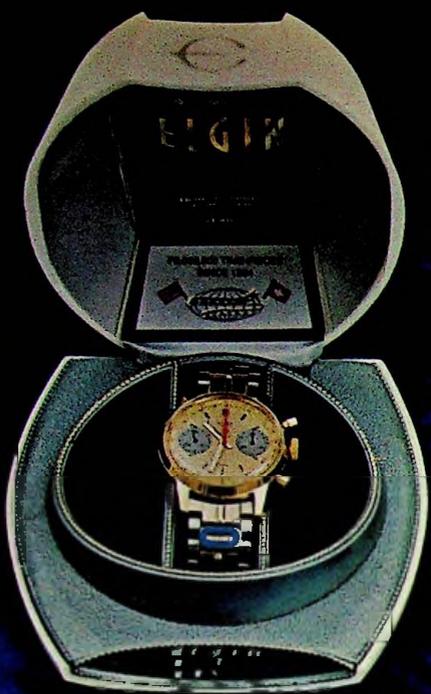
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| may 29 Indianapolis 500 Indianapolis Motor Speedway Indianapolis, Indiana | june 6 Rex Mays 150 Wis. State Fair Park Speedway Milwaukee, Wisconsin | july 3 Pocono 500 Pocono International Raceway Pocono, Pennsylvania | july 18 Mountaineer 150 Mountaineer Speedway Parkersburg, W. Virginia |
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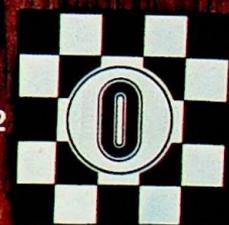


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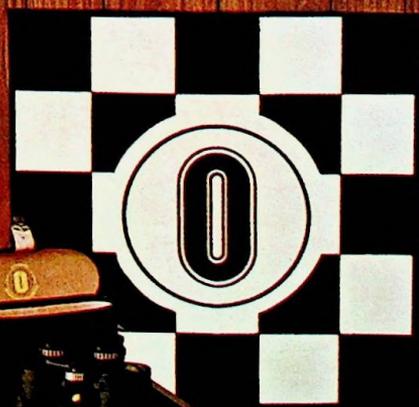


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The California 500

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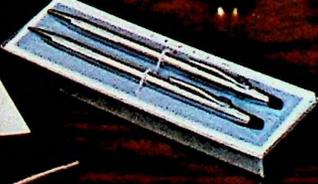
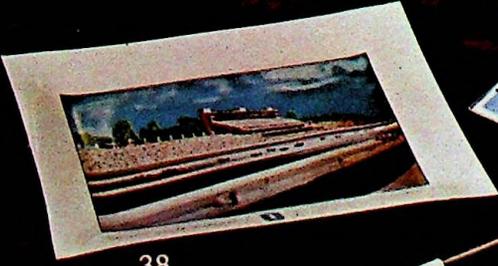
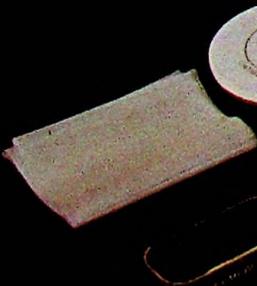
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Ontario Motor Speedway
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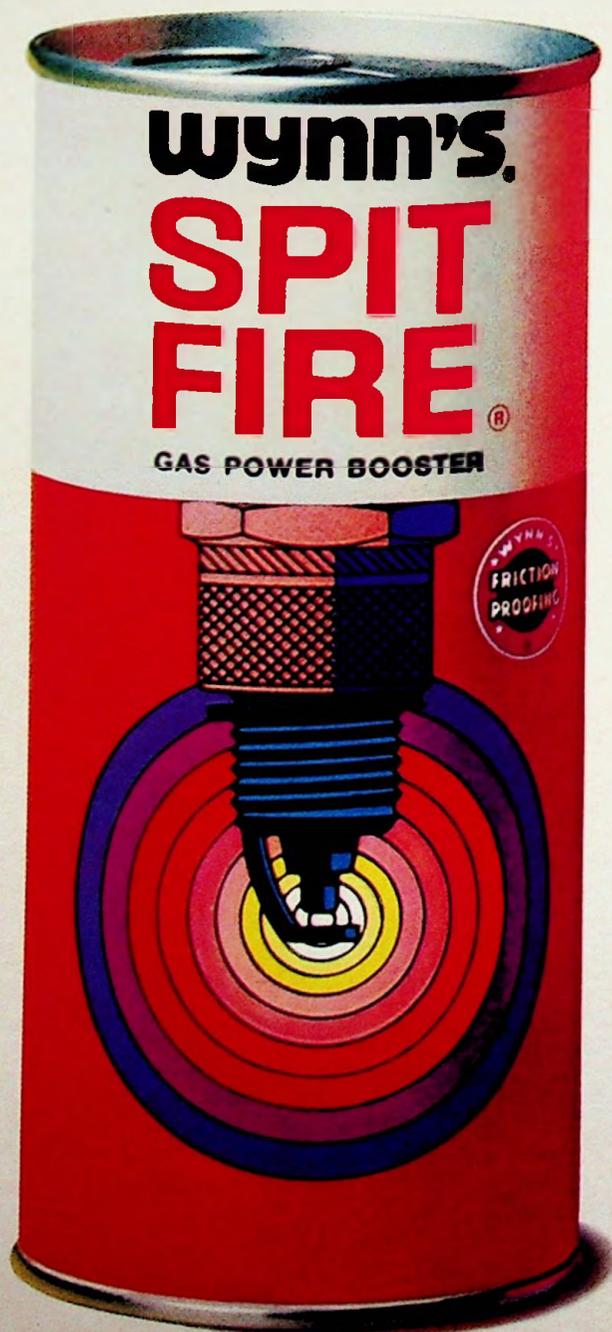
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Ontario's Super Sound System

By Nissen Davis

There's a group of men who go to sleep at night praying for the day when every race car in the country is propelled by electricity. They're not smog control officials. They're not battery salesmen. They're track announcers, who have had to suffer the indignity of talking for hours at a stretch to people who couldn't decipher a whole sentence without a script.

The sound system at the average track does a fantastic pre-race job. Nobody has any trouble learning about the race queen's wardrobe, next month's events or the site of the victory banquet.

But when they fire up the engines the last intelligible phrase wafted to the fans is "there they go" to be followed (some time later) by "and what a great race he ran today . . ."

Trouble is a race car at full throttle racks up a score on the decibel scale somewhere between a boiler shop at full clang and a pneumatic drill at five feet.

To physically overpower this cacophony, you'd have to have a public address system pouring out more sound than human hearing could stand without bursting the ear drums.

When Dave Lockton and his cohorts at the new Ontario Motor Speedway needed an outfit to design and build a sound system that could actually make sense with cars zooming by, they turned to the boys at Hannon Engineering. After all these were the guys who had successfully overcome the concerted shrieks of thousands of massed teenyboppers for many a major rock music group.

Given the assignment for the entire Ontario communications system, Hannon and Reim started out by surveying existing sound systems around the country.

Says Reim straightfacedly: "We found most existing tracks had a patchwork of equipment which worked only most of the time — and then did a mediocre job at best."

Because the Indianapolis Motor Speedway is a 2½ mile oval like OMS — and because IMS Superintendent Clarence Cagle is a good guy — Reim got to test his ideas at the Brickyard during 1968 time trials.

He spotted standard Altec Lansing multi-cellular horns — the sort that sit on top of poles in army camps or behind screens in movie houses — around the grounds. Then with some Altec amplifiers — plus Tony Hulman's war surplus sound system — Reim achieved a dramatic 25% improvement in intelligibility around the track. (This isn't meant to put down Tony's system, which has delivered sterling service since he removed it from an about to be demolished battleship after World War II.)

Following the Indiana tests, the Hannon crew huddled in the design lab, then came up with a simple proposal for OMS.

"To get good sound to 200,000 fans in the stands and the infield you need the world's most powerful sound system," they recommended.

"Okay," said OMS, "design and build it for us."

The statistics are staggering. The system will have an audio output of more than 30,000 watts. A super home system might put out 100 watts. Indianapolis, which has a pretty fair system, gives out with around 14,000. And the whole Cape Kennedy complex uses about 20,000.

The amount of sound cable buried in conduits around the track totals 100 miles more than the length of OMS' first race. That's about 600 miles, or 3-million feet!

Under the grandstand is a room filled with what look like giant file cabinets. They're the 84 Altec power amplifiers, in 21 four-high stacks. To keep them at a reasonable temperature an air-conditioner had to be installed with enough "cool" to take care of five weekend cottages in Palm Springs.

From this room the cables go underground to about 300 assemblies around the track, each designed so that two speakers can be plugged in, giving OMS a choice of some 600 locations for its 400 speakers.

Reason? OMS is three tracks in one. It's a 2.5 mile oval, a 3.2 mile road course and a quarter mile dragstrip. Each set-up needs differing speaker placements.

A good loudspeaker is like a good race car. The more complicated it is, the more it tends to go wrong. The OMS speaker systems are incredibly simple.

Picture a metal cradle of one inch galvanized pipe, standing 40 inches high, 31 inches wide, 50 inches deep. Fixed to this with two bolts and a piece of chain is an acoustically treated Altec 803B multi-cellular horn with a 290E driver on its back. And that's it. Plus 50 feet of cable and a military specification connector. Times 400, that is.

With a couple of minor exceptions, all the speakers will be set on the ground alongside the track, pointing up at the fans. The chain is there so the vertical angle can be altered if needed. Horizontal alterations are made by moving the whole cradle.

Those 400 speakers lying around could

be tempting to an enterprising character with a pickup truck. But science is there, ever watchful.

Explains Reim: "They lose 40 to 50 speakers at Indy every year. So what we've done is to monitor each circuit electrically. It will open 24 hours a day, seven days a week. If a cable is snipped, a red light flashes on the master enunciator board in the central security office and an alarm goes off. The guards would pick a thief up in minutes."

As a result the cradles can safely be left out in the open. Weather won't affect them. They're coated with an epoxy enamel that costs \$22 a gallon and should last 10 years.

Each amplifier powers five speakers but the system has been planned so that each set of five is interspersed with another fivesome. Thus if one amp goes out, in the short time it takes to replace it fans will still hear the announcer over the alternate speakers.

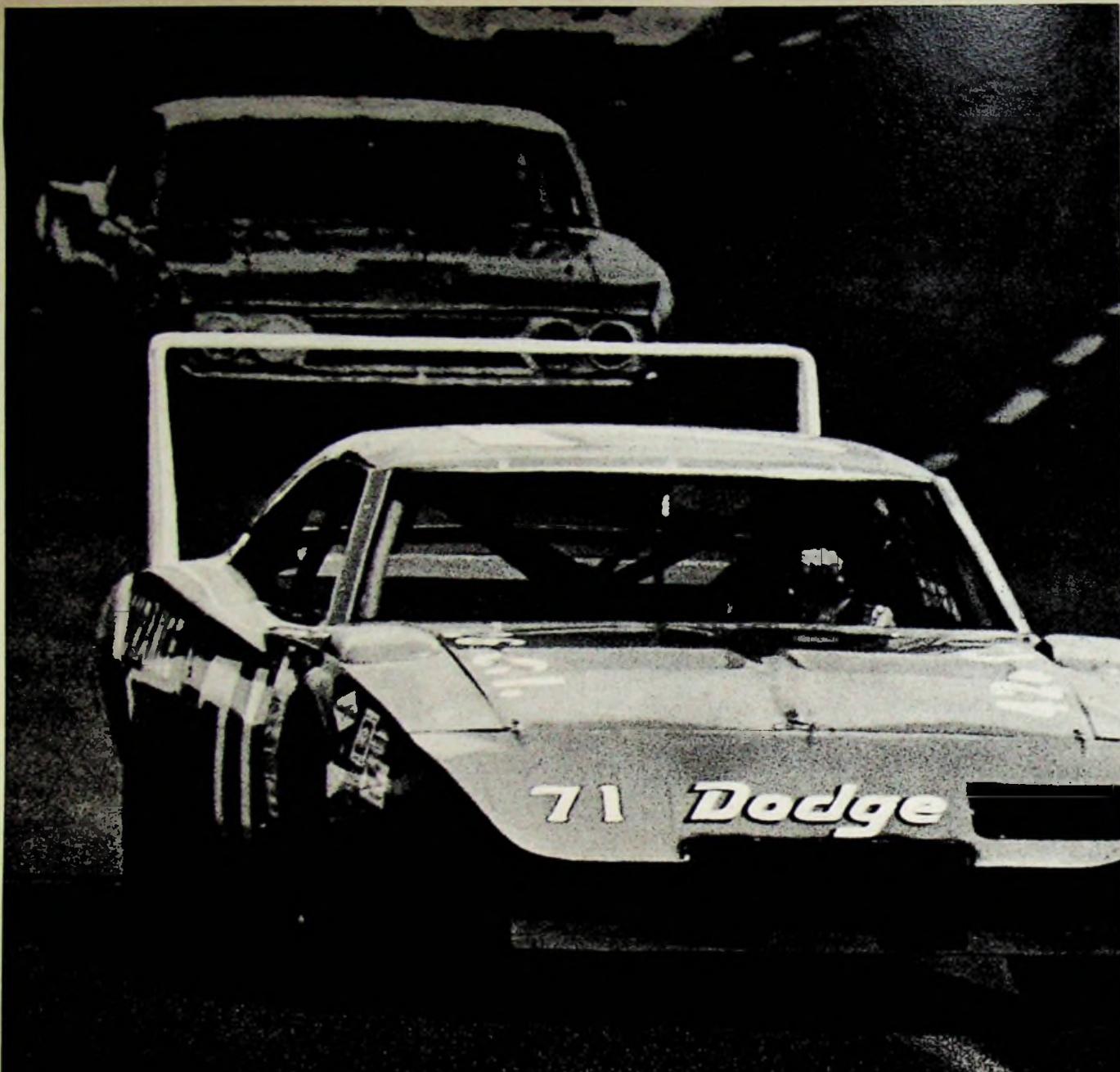
The 210 volts needed to transmit the sound from the central building to the far-flung outlets will be transformerized to less than 25 volts before going into the speakers. Thus in the unlikely event of a car hitting a speaker cradle, there would be virtually no danger of the driver getting an electric shock.

According to Reim the whole secret of communicating with fans lies in what he calls the intelligibility factor. "It doesn't matter how loud it is. If it isn't understandable, it's useless."

After a horde of tests, Hannon found a band of sound that makes the most sense, between 350 Hz and 4800 Hz. "It might sound a little tinny when there are no cars on the track, but it's the best frequency when they come roaring by."

Reim did concede that the "hi" would be made a little "fi" when national anthems and other songs are sung. (Instead of "Back Home In Indiana?" will they sing "California Here I Come"? Or "Route 66"?)

Back to Reim. "All the power amplifiers are checked electronically every 15 seconds to insure they're operating properly. Every component has a backup piece. "The philosophy is: "replace in the race—repair it later." □



Bobby's \$100,000 ride.

The 1970 Grand National Championship battle was the closest ever. And the season's champion would take home NASCAR's biggest purse.

Eleven-race-winner Bobby Isaac entered the next to the last race of the season at

Rockingham with an 85-point lead for the money.

The odds showed, if Bobby just finished the race, he'd cinch the championship.

And that's what he did. Bobby described his seventh-place Rockingham finish as

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Miller High Life 500 Pageantry



Al Hirt



Raymond Cox

Even if worms aren't your dish, it always pays to be an early bird for events at Ontario Motor Speedway.

Tommy Walker, Ontario's world famous director of pageantry, promises that the pre-race audience will be entertained before the Miller High Life 500 stock car race.

The "heartstopper" of course is Evel Knievel. His attempt for a world record motorcycle jump over 19 Dodge automobiles is hardly in the category of a "pre-race activity." Evel is a show in himself, a rare breed of stuntman (one-of-a-kind) indeed.

However, on the less tense side, Walker says the day will get under way at 8 a.m. with a square dance... but not the usual square dance.

No, the world's largest square dance — 4,000 square dancers — will form 500 squares and "do their thing" on the race track where a few hours later 51 stock cars will "do their thing" at 170 m.p.h. The square dance involves various Southern California associations under the coordination of Raymond Cox, one of the country's leading callers.

And, in keeping with the caliber of the day's events, Al Hirt, called the world's greatest trumpet, and his band will be on hand to entertain race fans.

In addition, the day's entertainment includes the Long Beach Junior Concert Band. This group, under the direction of Marvin Marker, is the California state champion among youth bands and has been for 12 years. Also performing on race day program are Ben Bollinger's Happy People Singers.

Walker typically has other special things planned for the day.

It almost makes one wonder if there will be time for the race. □



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So, now you can take Ontario home with you.

Some Facts About Ontario Motor Speedway

SEATING:

Approximately 140,000, including 85,000 permanent seats.

PARKING:

Total of 300 acres, accommodating 45,500 vehicles on paved and turf areas. Tram service designed to gates and infield from parking areas.

BUILDERS:

Stolte, Inc., of Oakland, California. Chief architect is Robert Kite of Benham-Kite, Beverly Hills, California.

INFIELD:

No spectator parking permitted. Totally landscaped, this area is large enough to hold Disneyland amusement park twice over. Two lakes, totaling eight surface acres, include two well systems each capable of pumping 1,200 gallons per minute to irrigate entire grounds.

COMMUNICATIONS:

Public address system comprising 450 speakers for world's most powerful sound system in terms of audio power. It turns out 28,000 watts as compared to 20,000 at Cape Kennedy and 14,000 at Indianapolis Motor Speedway. It utilizes 3.7 million feet of wiring.

FENCING:

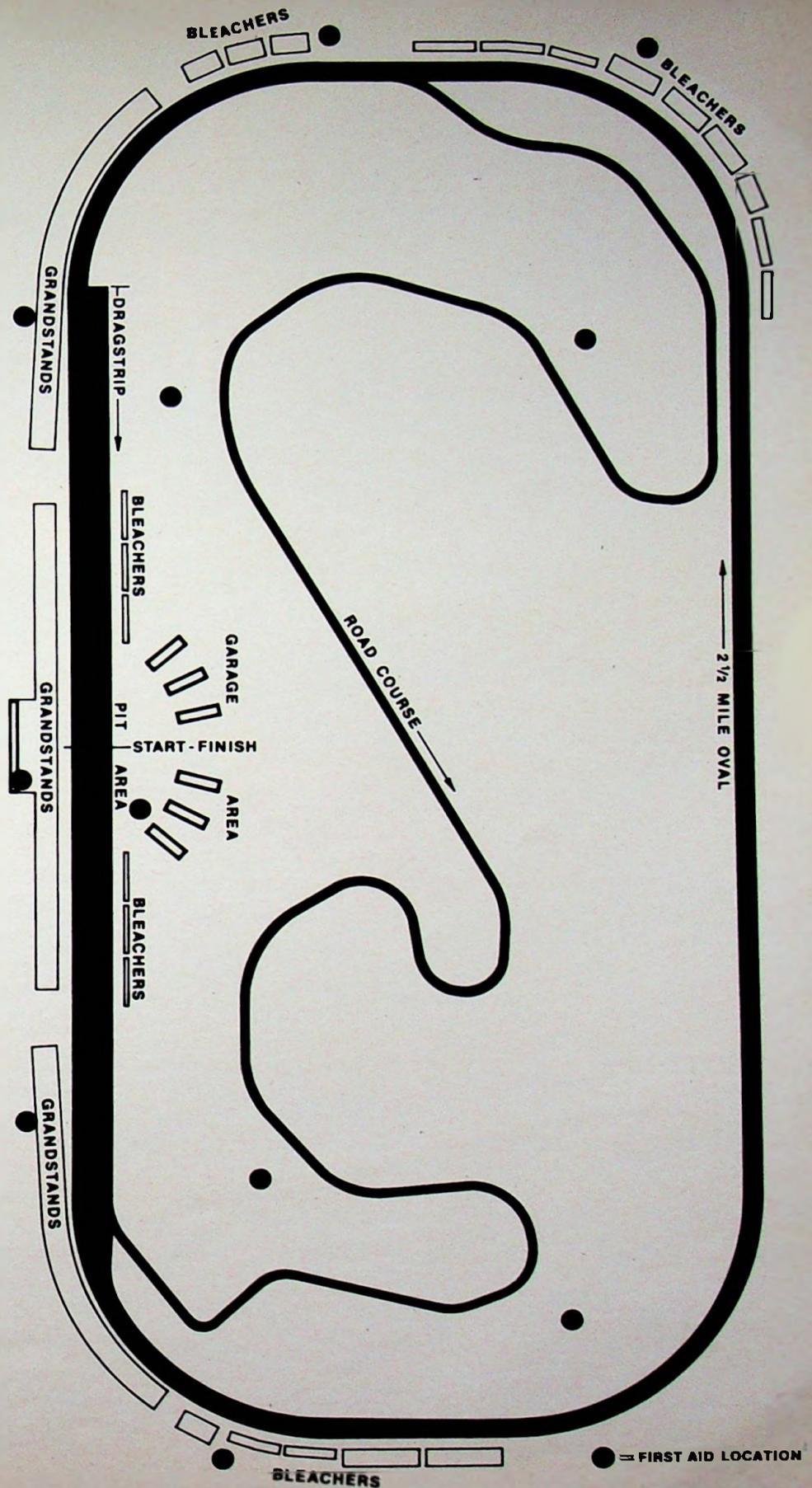
Pre-cast concrete crash walls surround oval track, topped with five miles of wheel-type 12-foot fencing ribbed with cables; another seven-to-eight miles of four-foot high spectator fencing rings road course.

ROAD COURSE:

Width varies from 32 to 40 feet on a course that can be run at four different distances. Full length is 3.19 miles; utilizing both short cuts is 2.7 miles; using the east short cut only, it totals 2.94 miles; and employing the west short cut only, it covers 2.98 miles.

OVAL COURSE:

2½ miles (long straightaways: 3,300 feet; short straightaways: 600 feet; curve lengths: 1,320 feet; slope of curve: 9 degrees; slope of long straights: 1 degree; slope of short straights: 4 degrees). Width: 55 feet (back straight) to 70 feet (front).





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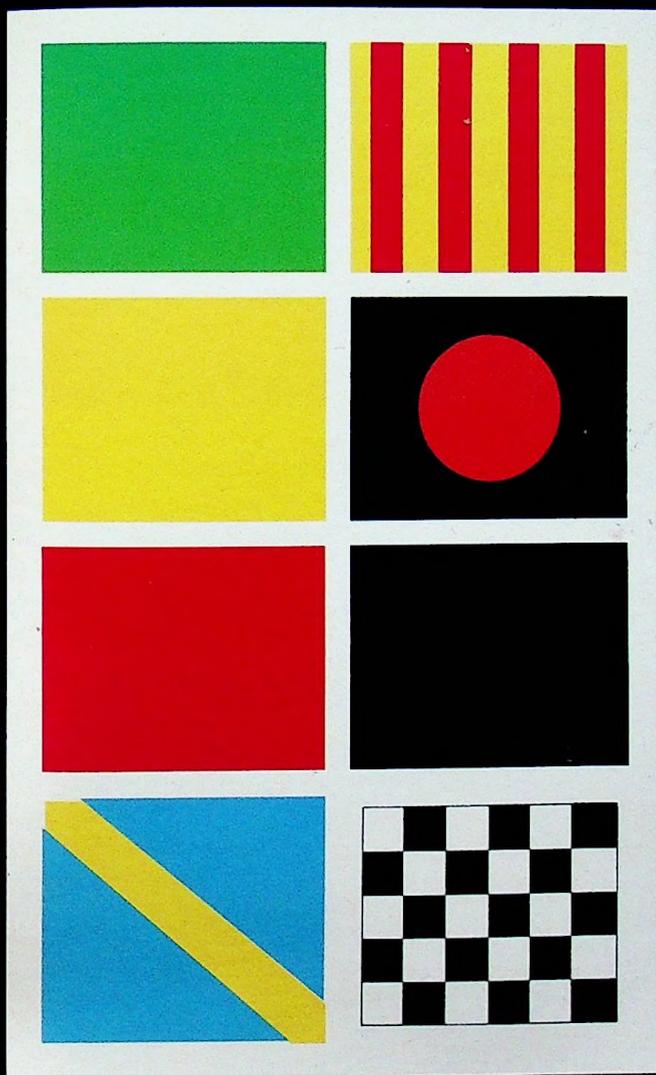
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Know The Flags



Flags — The following flag signals shall be obeyed **WITHOUT QUESTION**.

GREEN — A race is under way at the instant the green flag falls. This flag shall normally be in possession of the Chief Starter only, and will not ordinarily be shown at the flag stations around the course. When displayed, the green flag indicates that the course is clear.

YELLOW — Motionless — Take care, Danger, **NO PASSING**, until past emergency area.

RED — Stop **IMMEDIATELY**. Clear the circuit as well as circumstances permit. The race has been stopped.

BLUE WITH DIAGONAL YELLOW STRIPE — Motionless — Another competitor is following you very closely.

Waved — A faster competitor is trying to overtake you. Give way.

YELLOW WITH VERTICAL RED STRIPES — Take Care. Oil has been spilled or a slippery condition exists somewhere on the road.

WHITE — An ambulance or service vehicle is on the circuit. Take care.

BLACK — Complete the lap you are now on. Then stop for consultation at your pit, or at the location designated by the Chief Steward or the Supplementary Regulations for that event.

Furled — Warning — You are driving in an unsafe or improper manner — if continued, you will be given a black flag.

BLACK WITH ORANGE BALL IN CENTER — There is something mechanically wrong with your car. Proceed to your pit at reduced speed.

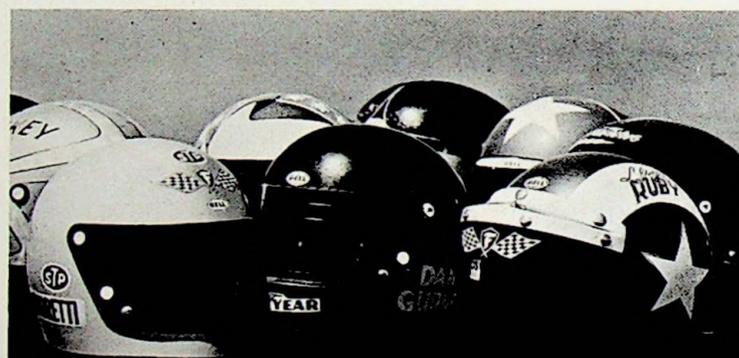
CHECKERED — You have finished the race (or practice session). Complete one more lap cautiously before stopping.

From "The General Competition Rules" of the Sports Car Club of America.

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