

THE FACT that Lyndon Baines Johnson and not Daniel Sexton Gurney was elected President was not precisely a surprise, although it did annoy some of Gurney's more ardent supporters. Dan gets more credit for having done less than almost anyone in the history of sports. Last year, he completed 10 years as a professional racing driver and five years as a Grand Prix driver, yet he has won only one major stock-car race, only three major sports car races, only three international Grand Prix races, and only one until well into last year. He has finished only one sports car race in his home state of California and has won only one race of any kind there, a stock car race. He is considered an Indianapolis driver, but he has finished only one 500, and that far behind.

For all of this failure, great racing drivers such as Juan Fangio, Stirling Moss and Parnelli Jones class him with the greats. He makes an excellent living and his face and name have become world famous through lucrative endorsements of various products. He is even something of a matinee idol among the feminine fans. His fans of all sorts are perhaps the most passionate of any in racing. It had reached the point last year where "Gurney for President" emblems, buttons and banners were sprouting up everywhere, even on the helmets of other racing drivers and on the covers of racing magazines. It was only a gag, of course, but it represented the prestige and popularity Gurney had gained.

The 33-year-old Californian admits to amazement over this phenomenon and he is properly appreciative of it. "It's remarkable, really," he grins. "I think racing people, the writers and the fans recognize the good driving I've done, the all-out effort I've always given and the bad breaks that have beaten me. I also think they recognize my devotion to the sport in spite of these bad breaks, and the things I have tried to do for racing. But, I wouldn't blame them if one of these days, they woke up and said, 'All right, I love the guy, but when the heck is he going to win something?'"

They keep saying that in sports, winning is all that matters, but Dan Gurney proves it is not. He was famous and

successful long before he picked up two big ones last season to go with his lonely one Grand Prix win for all the years before that, and it is probable that merely winning a couple has not added appreciably to his reputation. Indeed, if winning was all that mattered, he would be a poor unknown; he would probably long since have drifted out of racing to an anonymous job in an aluminum factory. It is true that he is an exception, that winning is usually all that matters, and that losers usually drift in anonymity, so one wonders how he has escaped this trap.

There are many reasons. Gurney has qualified fastest, or among the fastest, set lap records, led or been close to the lead in most of his races. He has almost always broken down and he has seldom won, but he has projected his name and face onto the sports pages and, aside from the serious fans, most persons assume he has won a great deal more than he actually has. He has proven himself to be a very fine driver, though his greatness surely must wait on his finding his way to the winner's circle a few more times. His hard luck has made him a dramatic figure, an underdog long-shot bucking heavy odds.

As one of only three Americans ever to win a Grand Prix race—Phil Hill and Jimmy Murphy are the others—as an American delegate to racing's U.N., racing against many great drivers in many countries of the world further makes him especially glamorous and dramatic, an underdog to his fellow Americans.

Then there is his versatility. No one, not even A. J. Foyt, drives in as many different kinds of machines in as many different kinds of competition against as many different drivers in as many different places as Gurney. And he is very democratic about it all. No one is any more qualified to discuss the differences within the world of racing, and he is not snobbish about any of it. He speaks respectfully of it all. He has done more than anyone else to lower the barriers between classes of racing competition and to bring drivers from around the world together. He helped remake the Indianapolis 500 into a truly international event, for example, and he introduced U.S. stock car racing overseas.

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Race driver Gurney could triple as a surfer or a young executive in stocks and bonds. He is tall, slender and strong, a blue-eyed blond with sharp, handsome features; a very impressive fellow, colored brightly by the glamour any man has who defies danger almost daily. He is a friendly and relaxed person and you are taken by the depth of his intelligence, the thoughtfulness of his comments and by his sincerity.

He was born April 13, 1931, in Port Jefferson, Long Island, raised in Manhasset, L.I., and moved to Riverside, Calif., when he was 17. He married the former Arleo June Bodie on Jan. 13, 1952, when he was 21, and they now have three sons and a daughter—John 9, Lyndee 7, Dan Jr. 3, and Jimmy 2. Dan's wife is a pretty blond and very domesticated, for she has no way of avoiding it. While Dan is always driving off or flying off to race in San Francisco or South Africa or some such place, and is gone at least half the time, she must mind the house and the kids and see that the bills get paid.

THE GURNEYS live in Costa Mesa, which is near the Pacific Ocean, halfway between Los Angeles and San Diego. They have a very comfortable home and Dan has a workshop-and-garage nearby. There are racing paintings and posters on the walls and racing helmets and trophies on the shelves of the Gurney home and garage. Look through their family album and there are more pictures of cars than people, and they keep saying, "This was our first car" and "This was our first sports car" and "This was our first race" and things like that, instead of "This was our first home" or "This was our first child." Clearly, racing is their life.

Dan's parents, John and Roma Gurney, met at Oberlin College. His father



The Racing Driver's Racing Driver **DAN GURNEY**

BY BILL LIBBY

68 CAR LIFE

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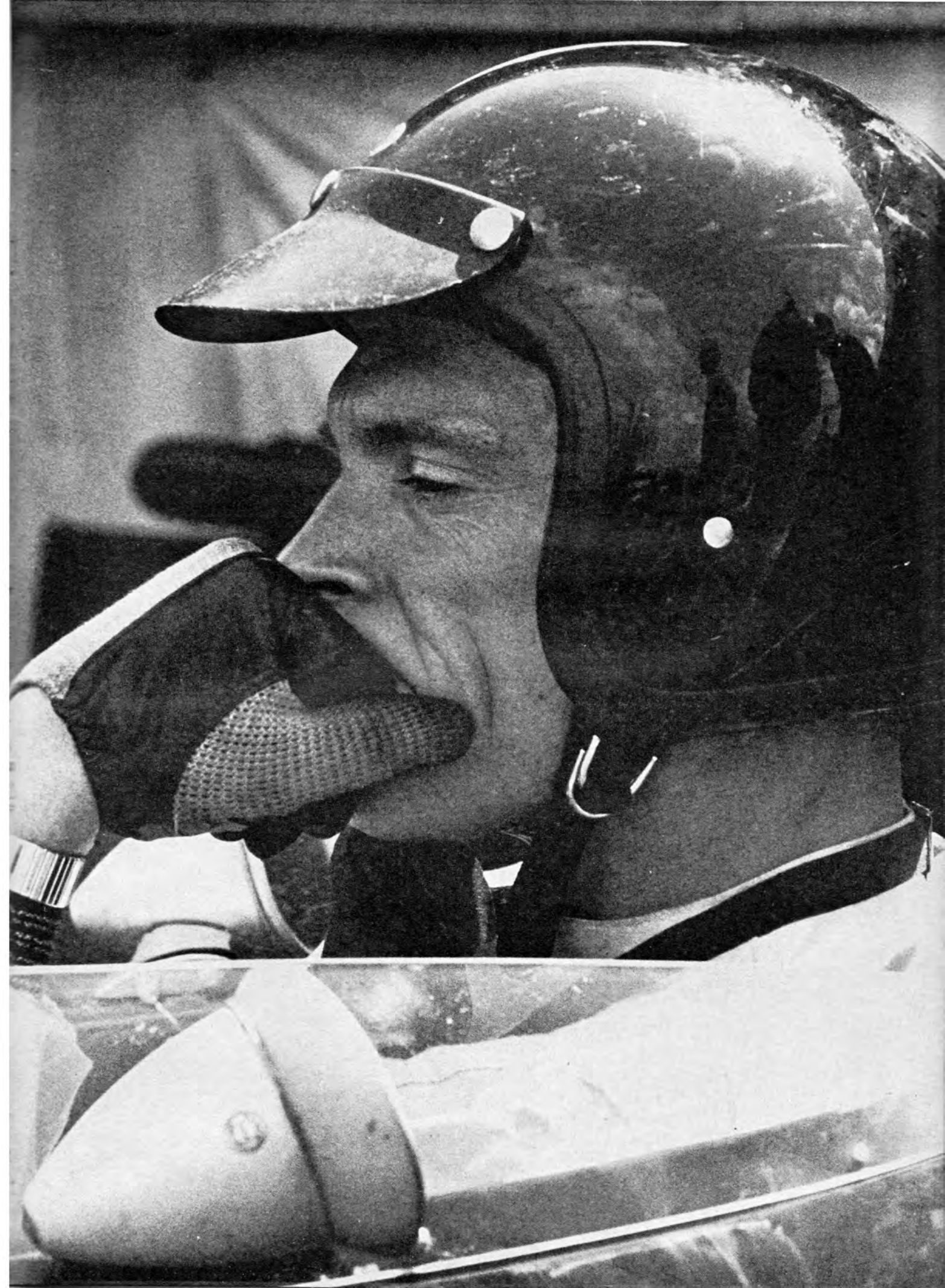
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BACK ROADS and Skip Hudson's '40 Ford served as Gurney training ground.



DAN AND bride honeymooned in his souped up and chopped '32 Ford.

CLOCKING consistently over 90 mph at the strips, Dan's Mercury-powered sedan was used for personal transportation.



HE FIRST appeared at Bonneville with this special roadster.

LIKE MOST young men, Dan spent time in one of Uncle Sam's jeeps, in Korea.



You Name It . . . Gurney's Driven or Ridden It!

studied voice in New York and Paris and was singing bass-baritone at the Metropolitan Opera in New York City when Dan was born and the family was living on Long Island. In 1948, the elder Gurney retired from the opera, bought an orange grove and moved his family to Riverside. Mr. and Mrs. Gurney have retired from the orange grove now, too, and live in nearby Corona del Mar. While they would have liked for Dan to study voice, he began to draw away from that and the society in which they moved, quite early, when he was first fascinated by midget and stock car racing on Long Island. "My parents like my racing—they've adjusted to it and are proud of me, I mean," Dan says, "though I don't think mothers and fathers are ever really sold on anything that is so dangerous for one of their children."

Dan's early interest in racing was intensified by his exposure to sports car racing in Southern California. He eased through Menlo Junior College without any great passion for studies or a business career. At that time, he wanted to be a jet pilot and passed his Air Force cadet exams, but was disqualified by his marriage. Instead, he was inducted into the Army in 1952 and served for 16 months as a mechanic with an anti-aircraft battery in Korea. After his discharge, he found a job with a small Riverside aluminum factory.

However, by then he was running around with people who liked auto-racing and was looking for ways to

break into the sport. "I had wanted to get an education first as something to fall back on in case I didn't do anything with my driving, and I had to work. I didn't have much money and I was already married," Dan recalls, "but I had leaned toward racing for a long time and I wanted badly to take a crack at it."

HE BEGAN to fool with motorcycles and hot rods, practicing on side streets and back roads. "As a teenager, I was pretty well known to the police. We were pretty wild. I can recall getting out of bed late one night and putting on a jacket over my pajamas to race a hot-dog from another town," Dan grins. After his marriage and service hitch, he graduated from running hot rods on homemade dragstrips and desert courses to dragsters at the Bonneville Salt Flats in the late 1940s and early 1950s. He was no Garlits or Breedlove, but he did well.

He has always been interested in anything that moves fast on wheels. He even raced go-karts on occasion, and in Nassau in 1959 he was pushing one when he was hit by another, which broke a toe and forced him out of the big sports car race there. That year he also drove a Triumph motorcycle to 21st place in a field of more than 200 in the 165-mile cross-country Big Bear meet. He is very proud of this. He has never entered motorcycle racing seriously, but he attends races regularly, is friends with many cyclists and im-

ports and sells motorcycles as a sideline.

He scraped up the money for his first sports car, a used Triumph, and entered it in his first real race, in October of 1955, at Torrey Pines, placing third in class. He raced it for a short time, then sold it, scraped up more money, and he and old school friend Skip Hudson both bought new Porsches and practiced wildly with them on deserted back roads. He entered races in places like Pomona, Santa Maria and San Diego, won some firsts in class and quickly began to gain a reputation as a promising driver. By 1957, he was ready to quit his factory job and go into racing full time, but first he had to find sponsors.

If a man has courage, desire and adequate physical ability he may become a competent race driver, but he must have much more to be a good one. Gurney has more courage, more desire and more physical ability than most. Handling a high-powered racing car in intense competition on difficult courses is a very high art. It is one thing to convince U.S. sports car owners that you might be able to master this art well enough so that they will entrust their expensive equipment to you, but quite another thing to convince international sports car and Formula One car owners and factory-team chiefs that you have mastered it. There was a natural mistrust of U.S. drivers, too, that Gurney had to overcome.

He made his breakthrough with remarkable dispatch, though there were some setbacks. Testing for Tony Parra-vano at Willow Springs in a Ferrari, he lost it on a turn, tore his gas tank on a rock and was given a bawling out instead of being rewarded with an assignment. However, Cal Bailey gave



HONING FINE edge to technique (and tires), Dan practiced in Porsche in the desert.

ONE OF Dan's most memorable moments came in 1959 when he placed 21st in a field of more than 200 during the Big Bear motorcycle meet.



KEN PARKER

DRIVING Cal Bailey's Corvette in 1957 at Riverside, Dan won race but lost overall.

IN FIRST modified sports car ride, Dan went 118 mph at Pomona in Ferrari.



LESTER NEHARKIN

him a ride in a Corvette at Riverside and he won two class trophies. He went back to Willow Springs to test another Ferrari for Frank Arciero and won a ride in a bigger Riverside race. There, he was beating the first quality international field he had ever faced until Carroll Shelby blew him down in the stretch. However, Dan came back to beat Shelby in Palm Springs.

Any young driver needs friends and the influence of friends, and Dan had them. Phil Hill, the only Grand Prix champion from the U.S. so far, took Dan with him to Sebring, Florida, and touted him to Luigi Chinetti. Chinetti declined to let him drive there, but arranged a ride for him with Bruce Kessler at Le Mans, and from that a ride with Andre Guelfi at Rouen developed. A nervous rookie, Dan flew to France and into his first major overseas tests, stayed near the lead in the first, and got into the lead in the second, then saw his partners crash him out of competition in each case. After this he was invited to Modena, Italy, where he test drove for Enzo Ferrari and won a berth on the Ferrari sports-car team. He ran well with partners in the classic endurance tests, challenging at Sebring until senior members of the team took over to win, leading at the Targa Florio in Sicily and at Nurburg Ring in Germany, until his car faltered each time.

In the years since then, Dan has been stricken with similar misfortune in most of his sports car efforts. For example, in the Tourist Trophy races at Goodwood, England, he killed his engine, started last, lost his brakes, blew a tire near the finish and limped across on a flat to finish fifth. In the 1960 Times Grand Prix at Riverside he was leading when he blew a head gasket, he had

come from far behind to lead when a throttle linkage broke in 1962, and in 1963 started far back and had passed 13 cars to take over sixth early in the race when his front-end suspension gave out. Within a month, in the Monterey Grand Prix at Laguna Seca, near San Francisco, he broke a valve spring and lost second gear from his transmission, yet limped into second place. "I would rather have won, but I'm just happy to finish," he grinned.

SOMETIMES HIS LUCK does not desert him. In a Daytona Three-Hour Enduro he was far ahead with time running out when his engine failed. He coasted to within inches of the finish line, waited long seconds for the three-hour deadline gun to sound, then burped across on his battery, barely ahead of the runner-up car. And there have been some glorious moments, too. He did win Nassau in the Bahamas consecutively in 1960 and 1961 and he did share the 1960 1,000 Kilometer of Nurburg Ring win in Germany with Stirling Moss in a Maserati. Last year, he and Bob Bondurant surprised everyone by gunning a Cobra into a strong fourth at Le Mans behind three Ferraris.

Once Dan had his start in sports car racing, he wanted a start in Grand Prix racing, too, of course. He tested a Formula One machine for Ferrari at Monza near the end of the 1959 season, surpassed lap records, wound up flipping, but was given a berth anyway. Ferrari must have liked his enthusiasm. "I was scared to death" admits Dan of his first Grand Prix start at Rouen, though he ran sixth before retiring. He finished second in his next start, third in his third and fourth in his fourth. While he had made a remarkable debut,

he grins, "I was going downhill fast. And I've never stopped."

Dan felt he would get more consideration and understanding from an English-speaking team, and left Ferrari and Italy to go to Britain and accept an offer from BRM for 1960. All he got was a headache: He didn't finish a Grand Prix race. He switched to Porsche in 1961 and settled for three second places, one an impressive try in which he lost by a tenth of a second to Giancarlo Baghetti in France.

Back in France in July of 1962, he broke through for his first Grand Prix victory and the first for Porsche. "If everyone had kept running, I would have finished no higher than fourth," he concedes. "I have run much, much better and lost. It was not one of my better races, but it was one of my luckier ones. Sometimes, it is more important to be lucky than good. Usually you need both. I could not get full horsepower out of my car and the leaders were getting away from me, but I held together, one by one they experienced troubles in front of me, broke down or slowed down, and I wound up a surprised leader and a very happy winner." In other races in 1962, he took a third and a fifth in the German and U.S. Grands Prix, but had mechanical problems in most of his starts.

In 1963, he joined Jack Brabham on the new Brabham team and he is still with him, and so are those ever-present mechanical problems. In 1963 he finished second in the Netherlands and South Africa, third in Mexico, but was forced from contention in six of the ten events. His cars suffered from broken rear-end suspension, cracked gearboxes, oil leaks and three cases of fuel feed failures. Last year, he won in

DAN GURNEY



BERNARD CAHIER

IN FIRST outing for BRM, Dan takes the wheel of front-engined car.

YOUNG AND nervous Gurney pulls on his gloves for first Grand Prix race at Reims, France, in 1959.



PROUD MOMENT was when Dan showed British stock car racing at Silverstone, 1961.



TRAGEDY STRUCK when the car Gurney was driving went off the course in Holland in 1960, struck and killed a spectator. Dan's arm was broken in crash.

"I will not take chances very much longer."

France and Mexico, but was forced from contention in eight of the ten events. His cars suffered from everything from blown cylinder sealing rings to a broken steering wheel.

At Spa in Belgium, which he considers the fastest, trickiest and toughest course, he was the fastest driver every day in practice, led the qualifiers, dominated the race from the start, pulled out to lead by 40 sec., then lost his fuel line pressure. He was able to nurse his lead for awhile, but finally stopped dead on the last lap as Jim Clark drifted by to win. At Zeltweg, Austria, he was almost a minute ahead when his front suspension broke down. At Brands Hatch in England, he was second when a valve spring broke and his transistor ignition caught fire. At Watkins Glen in the U.S., he was second when his oil filter collapsed.

BY NOW, GURNEY finds it hard to recall each race's exact flaw. "They begin to run into each other as though in some nightmare," he murmurs. "It has been a series of five-and-dime things. It has been freak things, nothing basic to indicate some flaw in the car or error on the part of the mechanics. On the Brabham team, we do not have the manpower or money most of the bigger factory teams have, but I am satisfied that I have excellent mechanics and a decent car. Obviously, the cars have not been perfect, but the

things that have happened to the cars for the most part could not have been anticipated. And the things that have happened to me have happened in all cars, with different mechanics."

Stirling Moss has said, "Gurney is one of the greatest race drivers in the world." Jim Clark has said, "Gurney is as good as the best." Yet a fellow who fails as often as Dan has is not going to be without his critics. One driver says, "He is a hotshot, who cannot run a tactical race, who does not recognize his own limitations or those of his car. He has talent, but he does not make the most of it or of his cars. If he had the best cars, he would seldom lose, but he seldom wins in lesser cars as others sometimes do. I would not mind your mentioning my name, except that I do not want him to run me off the road." It has been said that Dan eats gear shifts for breakfast. Gurney, who is neither shy, nor modest, is very proud of his ability and goes short-tempered for a rare moment when he is so challenged.

"It is simply not so," he says. "These cars are prepared to win. You have to lead if you are going to win. Any mechanic will agree. If the car can't take the punishment of leading and winning, that's not my fault. Except in Monte Carlo at the Grand Prix of Monaco, when I took a turn too shallow, scraped the side of the car and punctured my gas tank, I have not

crashed out or spun out of these races. If I abuse a car, I know it. I am not above making mistakes. If I would lie to anyone, I would not lie to myself. Most of my mechanical breakdowns haven't been my fault."

He smiled wistfully. "This is auto racing. I am not the first driver such a run of bad luck has happened to, not on the Grand Prix circuit, nor anywhere else. For instance, it has happened to Parnelli Jones on the U.S. championship circuit for two years now. When Jones finishes, he wins, but he seldom finishes. A. J. Foyt almost always finishes and almost always wins. Yet if I had to pick one to drive for me, I don't know which one I would pick. They are equally great, only one has been more fortunate than the other.

"One thing about luck, it can run the other way, too," Dan added. Just as was his first Grand Prix win in France in 1962, so his second and third such wins in France and Mexico last year were examples of this. On the Reims course in Rouen, France, Dan could not keep up with Jim Clark, who led by 15 sec. until a broken piston eliminated him. Dan rolled by, a full minute in the lead. "There was no pressure behind me, but it was all around me," he recalls. "I couldn't help wondering, 'Very well, when will I break down, and what will it be this time?' But, nothing happened except that I won, and could hardly believe it."

DR. BENNO MULLER-KIRCHHOFEN/ANSA



GÜNTHER MOLTER

RACING IN the rain, Dan accelerates from the pits in Formula 1 Porsche at Nurburg Ring (left). He finished third at Spa, the fastest, most frightening course he knows, during even harder rain. Still in Porsche (above), determined Dan was caught in action at Rouen in 1962.



EDWIN N. HORNE

TAMING THE Riverside course in NASCAR stockers, Dan won the long distance event two years in a row.

FOSTERING CHANGE at Indianapolis, Dan (93) ran ahead of Jim Clark in 1963.



In Mexico City, the circumstances were even more drastic. While Gurney was aiming at the win, Jim Clark, Graham Hill and John Surtees were 1-2-3 in the race for the seasonal title and had that in mind as well. Again, Dan could not keep up with Clark, who built another 15-sec. lead, and held it until the next-to-last lap when he lost his oil pressure and stopped. This was not his year for good fortune any more than it was Gurney's. Dan shot by to win the 201-mile race at an average speed of 93.6 mph. Surtees' teammate Lorenzo Bandini, who earlier bumped Hill from contention, dropped back to enable Surtees to pass him for second place and the points he needed to win the title.

IN THE 1965 season, Gurney will be looking for his first world title, while Clark, Hill, Surtees, Brabham and Phil Hill have each won one. By contrast with Gurney's three official Grand Prix wins, Clark has won twelve races, Graham Hill eight, all in recent years, while Brabham has won seven, though none in recent years. However, Surtees and Phil Hill have also won only three each in their careers. Jimmy Murphy, a 500 winner and two-time U.S. champion of the 1920s is the other American credited with a Grand Prix win, but that was long before the circuit had the official status it now enjoys. A Phil Hill, a Dan Gurney, a Richie Ginther (who is good and getting better) is a definite novelty. "When people are talking about me or to me, they refer to me as one of the 'European drivers,'" Dan grins. "They either do not know or keep forgetting that I am an American who drives the 'European' circuit."

He also drives American circuits,

not only in Grand Prix and sports cars, but also in U.S. stock and Indianapolis championship cars. His interest in stocks goes back to his youth, though he drives only a few of the major races each year. He won the \$13,000 Riverside 500 in 1962, but was disqualified for having removed some metal from his car to lighten it. He still smarts over this, but has the satisfaction of having gained revenge the following year, winning again, in a Ford, at 83 mph, over the grueling 5-hr., 53-min. run.

In 1958, when former 500 winner Troy Ruttman was in Europe, he and Gurney became friendly and Gurney's desire to break down the barriers between U.S. and Grand Prix racing was stimulated. He urged Lotus, Dunlop and Ford to consider developing a car chassis, tires and engines for Grand Prix-styled entries into the Indianapolis 500. He even went so far as to pay Colin Chapman's air fare from England to the race one year. And he says he has been repaid in full since, not only in hard cash, but in sweet satisfaction. Impressed by the super-speed competition, the huge crowds and fat payoffs, key members of the Grand Prix group have been revolutionary fixtures at Indianapolis ever since.

It all started when Brabham drove a Cooper-Climax smoothly, if conservatively into ninth place in 1961. Gurney then drove a Mickey Thompson Buick-powered rear-engine car into 20th place in 1962, breaking down at the halfway point. Chapman had Clark and Gurney in Lotus-Fords the last two years. In 1963, Clark finished a strong second, while Gurney, second at 200 miles, lost his clutch and dropped back to finish seventh. Everyone was impressed. Last year, there were rear-

engine lightweights all over the place. And Clark set the qualifying record at 158.8 mph and was leading the race until excessive tire wear vibrated his rear suspension out. Gurney ran strongly until he developed similar tire wear and was withdrawn.

IT IS CURIOUSLY IN keeping with the Gurney way that the Old Guard has been overthrown without a conclusive display of strength. Few Grand Prix-type cars have even finished the 500 and not a one has yet won. And there have been some smashing failures. Such a Grand Prix standout as Graham Hill challenged Indy, failed to cut it, and went home. Mickey Thompson has only a ninth place finish to show for a dozen entries. Dave MacDonald was killed in a Thompson entry last year. And the safety of these lightweights, running with gasoline in flanking tanks, is seriously questioned. Yet they have come so close to being dominant that even the Old Guard at Indianapolis is discarding the front-engine heavyweights now.

"These cars have been new to this type of racing, to this particular track and this particular race," Gurney says. "But, I have felt all along that in the long run, this was the only way to go. It has taken longer to prove it than I thought. I've lost the edge I had at first. But I still hope I can be the first man to win in a rear-engine car."

Many feel that Gurney might have won by now if he had not been forced to operate in Clark's shadow. Parnelli Jones said, "Gurney is every bit as good as Clark, only he doesn't get nearly as much help." Chapman concedes that as No. 1 man in the No. 1 car, Clark gets every first consideration. He has admitted that if Clark was

DAN GURNEY

*"When I do give it up,
I'll miss it very much"*



TRAILING WORLD champion Surtees, Dan corners at Zandvoort last year.

BRABHAM WAS Dan's car at 1964 Monte Carlo by-the-sea race.



leading late, he would not want Gurney to press him. Americans do not approve of this European type of team operation. They noted that when Gurney was pulled out on the heels of Clark's breakdown last year, Dan seemed to storm around the infield. Dan denies that he has been unhappy, but it may be significant that he is moving out of Clark's shadow this year.

"I have no hard feelings toward Chapman or Clark or anyone on the Lotus team," he says. "There may be cases where a driver is asked to sacrifice himself for the good of the team—where a world title is at stake, for example—but that is very rare, and it has not happened to me. What would I have done if Clark had been running just ahead of me?" he grinned. "I don't know. It didn't happen. But I can't picture myself not going for a win.

"In any event, I will be driving for Jack Brabham, probably in a Ford-powered Ted Halibrand car this year, though nothing is definite. There is a conflict with a Grand Prix race this year, but I've arranged to pass it up for the 500 and I believe Clark and others will do so, too. Once you've tried the 500, it's not a race you pass up very easily."

Clark and Gurney have also driven the paved tracks at Milwaukee and Trenton and placed 1-3 in the Milwaukee 200 in 1963. "I'd like to drive the U.S. championship races on paved tracks whenever I can fit them into my schedule," Gurney said. "I'd even like to try the dirt tracks, in sprint and midget cars, too. I just like to race. But this would be a new kind of racing for me. It would take awhile for me to learn to handle it to the degree where I could be competitive. And at this point

in my career, I can't afford the time."

GURNEY HAS TRIED nearly every form of racing but dirt tracks and he does not see a great deal of difference from one to the other. "In Grand Prix driving, you have to shift. In U.S. driving, you have to go faster. There are different things you have to think about and do in the different kinds of racing, but basically your techniques are similar and your problems are similar. I don't think one is any more challenging than another. If you're a good driver in one, you can be a good driver in the other. I think Clark and I have proven that, as have Jones and Foyt. It's nonsense to try and argue one over another.

"Nor do I think one is more dangerous than another. Oh, in stock car racing you feel more protected with metal all round you, you can afford to get up close behind the other fellow and draft him, you can afford to bump a bit, and that makes a point! The more you can afford to do, the more you try to do. Whatever the limits of a track or a car or a type of race, you try to reach that limit and go as fast as you can, so the danger comes down to the same thing in the end, doesn't it?"

Gurney has had his share of accidents. "In a sports car at Riverside in 1959, I stalled about 100 feet out from the start. I jabbed at the starter and woke up in the hospital. Someone hit me from behind at 65 mph and knocked my head back against my roll bar, giving me a concussion. In a car at Indianapolis in 1963, testing it out, I had new, smooth tires on, misjudged their slickness, and slammed into a guard rail.

"The first time I got into a Grand



THOUGH DAN was far ahead at Spa in 1964, he failed to win when his fuel ran out.

Prix car I got upside down. That was at Monza when I was trying out for Ferrari. I stood around all day while Jean Behra practiced. He was running better than the lap records. Toward the end of the day, they told me to get in and give it a try. I was very eager and turned some laps fast. Soon I was going even faster than Behra's lap records. But I didn't know how fast I was going because the Ferraris never tell you.

"They called me in and put new tires on. I didn't allow for their slickness. I went too deep into a turn before I started to back off. It amounted to going into a 60 mph turn at 80 mph. I couldn't hold it in, went off, flipped and landed right side up. I had grass stains on my helmet and I had to pick grass off my uniform.

"Now you see that at Indianapolis I was trying to get up to qualifying speed as soon as possible and at Monza I was trying to make a big impression. You should never force yourself to do something you feel you 'must do.' It is very dangerous. You have to feel your way to find out what you can do. I watch someone else going all out sometimes and I say, 'What a brave bastard,' and it scares hell out of me. Sometimes I catch myself getting too brave and I get scared.

"When a race driver walks away from an accident, he is very relieved and so are those around him. They kid him and he laughs it off. The young driver sees this and figures an accident is a joke, something to be taken for granted. This is dangerous. You can make light of it, so long as you, yourself, try to figure out what went wrong and make damned sure it doesn't happen again.

"When another driver is killed, it's



ALAIN PETITPIERRE

GARLAND NECKPIECE indicates win at 1964 Mexican Grand Prix, but Surtees (right) won Championship.



DISPLAYING ONE of the motorcycles which he imports, Dan spends a rare relaxed moment in his workshop.

a tough deal, I don't like it one bit. I try to find out what in the devil happened. Could better judgment have prevented it? I don't want to wait for the same thing to happen to me to figure out what should be done. But you have to expect death in this business. You have to expect death in life. Even a President gets shot down."

In Holland in 1960, as he was coming out of a 145 mph straight into a 180° turn, a brake hose burst on his BRM, he shot off the course and hit an 18-year-old youth, who had ducked under a police line to get a better vantage point in a prohibited area. The boy was killed, Dan's car flipped and his arm was broken. At that time, he said, "This is a cruel sport."

EARLY IN his career, he said, "The essence of racing is to go as fast as you can without killing yourself. I think about that all the time." Now, after 10 years, he says, "I'm a realist. You have to be, in this business. Anyone who thinks he can take chances forever and get away with it is a fool, and only fooling himself. I will not take chances very much longer."

If his is a glamorous and exciting life, it is also a hard life. Because he enjoys the challenge of driving as many different races as he can, he travels more than the average driver. He drives 30 to 40 races a year, flies across the Atlantic a dozen times a year, is away from home half of every year. "It is one of the handicaps I have," he admits. "I do not get the rest or practice time of most other drivers. The time differences louse up my schedule something awful. Sometimes I feel as though I can't catch my breath. It affects my concentration."

This was in his garage. His wife and their maid drove up and stopped to pick up money so the children could get haircuts. One of Dan's sons came bounding up to him, calling "Pa-pa, pa-pa." Dan wrestled with him gently in the shadow of his racing car. When his family was gone, Dan said, "People do not realize that racing drivers are like other people. They have families, children who are growing up, responsibilities, groceries to get from the market, bills to pay."

His wife has said, "A man must do what he truly wants to do." But, now Dan says, "As you get older, your values change, your ambitions change, you have to think of others more than of yourself. I couldn't say how much longer I'll be driving, but it won't be much longer now. I don't know what I'll do, but it will have something to do with racing. I want to stay in racing in some way. I don't ever want to leave it."

It has been suggested that since A. J. Foyt earned almost \$300,000 on the U.S. circuit last year, Gurney might be tempted to go over to it. "No," he said, "Foyt had an exceptional year. Usually, Grand Prix drivers do just as well. In 1963, when Jim Clark won the world championship, I'm sure he did not make a cent under \$150,000 and I don't think any U.S. drivers did much better. I have always done very well, from prize money, from team contracts, from appearance money, from endorsements and so forth. Anyway, I don't run primarily for money. I like the racing I do and it pays well enough."

Gurney leaned back and smiled. "When I was a kid on Long Island and used to go to the midget races with

some friends, Ted Tappit was our favorite driver. One day we made a banner for him and on race night waved it madly. I could see he got a kick out of it. And the next week, there were a lot of banners for him and we were proud to have started something. I would never have guessed it then, but when I first saw those 'Gurney for President' banners, I realized the wheel had come full circle, and I was very pleased. I was afraid it would turn sour, that people would take it wrong, but no one did."

He looked down at his long hands. "I have had so much frustration, so much failure, so little success, I perhaps should have given it up long ago. But, I love it so, I've never felt real bad about not having a lot of luck, never thought of quitting, never regretted it."

"Maybe my luck will turn. But I'm not particularly waiting. I'm not going to keep driving until I have that one big year. That's no part of it. I drive because I enjoy it, win or lose. The victories are wonderful when they come, but I've learned to accept the losses, too. And when I do give it up, I'll miss it very much. To me, racing is really a great sport."

"It really is," he said, shaking his head at the wonder of it. "I don't know why. It's hard to analyze. But there is so much that goes into it—the different drivers, the different kinds of cars, the different kinds of courses, the danger you meet head on, the various ways you're challenged, the various ways you have to keep improving, the excitement of it all."

"Not the greatest thing in life," he said, and a smile spread over his face, "but I've never found anything greater."