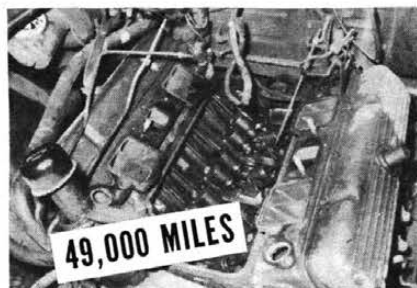
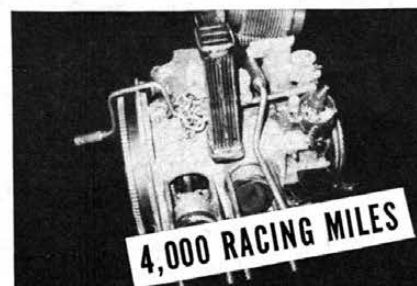


VEHICLE: 1964 Chevrolet CORVAN. **OWNER:** Jack Marchant, Clearwater, Florida. **OIL:** D-A Speed-Sport. **RESULTS:** Teardown showed engine to be very clean, no sludge anywhere, crankshaft and rod bearings had no measurable wear.



VEHICLE: 1957 Olds with 1961 Olds engine. **OWNER:** Louis Ligino, Homewood, Illinois. **OIL:** D-A Speed-Sport. **RESULTS:** Engine completely free from sludge, varnish and wear at teardown.



VEHICLE: Formula Vee with Volkswagen engine. **OWNER:** Roger Barr, Glastonbury, Connecticut. **OIL:** D-A Speed-Sport. **RESULTS:** In 4000 miles of racing, finished first 12 times, second 2 times, and sixth 1 time.

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NEWS & VIEWS

CHAPARRALS,

which virtually dominated American road racing competition last season, will go international in 1966. Under sponsorship of Shell Oil Co. the Chevrolet-powered, automatic-transmissioned and fiberglass chassised sports/racing cars will use the Sebring 12-Hour race, March 26, as their starting point and then travel to Europe for such events as the Nurburg Ring 1000-Km. and Le Mans 24-Hour. Chaparral builders Jim Hall and Hap Sharp are preparing special models to meet the FIA "Prototype Sportscars (Group 6)" rules and these will appear first at Sebring. The highly successful duo will compete in the Daytona Continental in January in their "old" model cars.

Shell is said to be picking up the major portion of expenses for the European jaunt and has already filmed its Chaparral TV commercials at Sebring. These clips follow the format of the Ford GT commercials Shell used last year. Incidentally, Shell also will fuel Ferrari and Ford team cars again, so doesn't figure to lose!
—Dennis Shattuck

LOOK for some fairly ambitious goals this year on the part of the All-American Racers headed by Dan Gurney. Last year's Indianapolis showing was mere prologue, if reports we get can be believed. Developments, which we originally tended to question, are now shaping up in this manner:

Gurney, with Carroll Shelby as a more-silent-than-usual partner, is preparing his own cars for the assault on international Formula I. They will be known as Eagles and will be the design handiwork of ex-Lotusman Len Terry. The engine, a 3-liter (183 cu. in.) V-12, is under development by Weslake Developments of England, where bench tests are expected to be underway within 60 days. It is to be known as a Gurney-Weslake.

Gurney is expected to baptize the first of four Formula I cars in the fire of the Monaco GP one day prior to the Indianapolis 500—assuming the engine is fully race ready in time. The domestic All-American team drivers then will field six other Eagles at the 500, though Ford engines will be used there, of course.

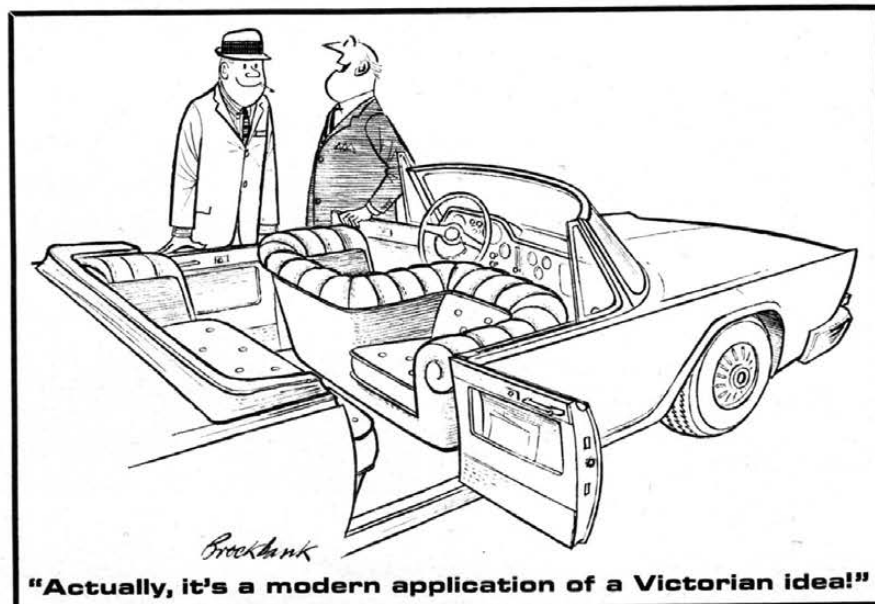
There is the additional possibility that the Indianapolis attempt will be with pushrod engines, enlarged to 305 cu. in. as permitted by a USAC rule change this year. Gurney, who used Weslake heads on his Ford-engined sports car at the Riverside GP last October, said well over 400 bhp is possible with such a setup.

Gurney ended the 1965 season holding fourth place in world championship driver standings, handling the No. 1 car for the Brabham team. His association with racer-turned-builder Jack Brabham apparently convinced him that this is the way to go for the laurel wreath.
—Gene Booth

DUESENBERG

unveiling will take place in Indianapolis about the time this issue arrives in subscribers' hands. Bodybuilder Ghia of Italy did all the assembly of the prototype and shipped the finished car to the new/old Indiana firm. It later will be shown in selected metropolitan areas, but, for sentimental reasons, its first showing will be in the hometown of the former Duesenberg plant. It will not be exhibited in the auto show circuit.

Power for the new Big D will be the



Next month in Car Life



SUPERCHARGED OFFENHAUSER

Can the Offy Come Back?

Next step: Supersonic

What's Left For Craig and Art?

AMERICANS ABROAD

U.S. Horsepower in Saville Suiting

And Road Tests of Ford's Bronco



Plymouth's Satellite

Plus All The Regular

INTELLIGENCE

In March CAR LIFE



on Newsstands
February 18



SUPER/SNIFFER All Rover 2000s now are fitted with an electronic sensing probe mounted on the front bumper to signal the advent of atmospheric conditions which lead to formation of ice. At 36° F a dashboard lamp glows fitfully. At 32° F the lamp takes on a steady, baleful warning gleam. This is nice for ice, but what if Rover Motor Co. engineers advanced several steps? A suitable sensor, appropriately calibrated, could alert the driver to parking spaces in crowded metropolitan areas, or to motorcycle police lurking behind billboards. An owner might tune his super/sniffer to his favorite food—chicken chow mein, catfish sandwiches or corned beef and cabbage, though the sensor might not be absolutely necessary for the latter. And what a boon to the playboy it would be if Rover could create a detector for Arpege or Nuit d'Amour!

NEWS & VIEWS *continued*

426-cu. in. "Street Hemi" from Chrysler, although Duesenberg planners are eyeing the possibility of Hemi heads on the 440-cu. in. Chrysler block. Brakes are Airheart discs at all four wheels and among the other novelties to appear on the car are Firestone fuel cell gas tanks and a lifetime titanium exhaust system.

Preliminary price for the Duesenberg 4-door sedan is \$19,500 and the planners already foresee a convertible version selling for \$29,500. Think big!

SLICK magazines for owners are by now staple items from the automobile manufacturers. Most lean heavily on travel stories liberally larded with product plugs.

It's all done a bit differently in England: Advertising (for fuels, tires and accessories) is accepted and the publications are sold by subscription and on newsstands. The effect is one of greater independence from the mother corporation's dominance, thus insuring greater reader interest despite the fact that a single brand of car is the constant bench mark.

One of the best examples extant of what a captive house organ can be is in

the English *Ford Times*. It is a lively, colorful, thoroughly delightful and slightly irreverent journal of interest to anyone, owner of an English Ford or not. Travel pieces are a minor portion, and done to *Holiday* standards. Technical articles abound, but are done with a deft, light touch.

Editor Bill Patten and Art Director Don Gilburn have produced something a lot of Americans would enjoy each month. It sells for a shilling the copy (14¢) or 15 shillings (\$2.10) for an annual subscription. Write *Ford Times* Monthly, Ford Motor Company Ltd., Warley, Brentwood, Essex, to subscribe. It might pay to ask about airmail postage.

Recent issues have featured a cheerfully frothy piece of misunderstanding involving Jim Clark and model Jean Shrimpton as an introduction to the new Corsair V-4, and a hilarious centerspread photograph of the necessary accoutrements for a racing driver displayed around a skivvie-clad Jackie Stewart.

GTO, LTD, VIP, DPL, GTA, GAD! A variety of such designations are stamped upon many 1966 American automobiles. There is, at present, little reason to this lettering system, hence it might be well to stan-

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andardize, bring some order to automotive alphabetization. For example, the designation FAT could be applied to all automobiles over 5000 lb. gross. ZOO might apply to cars for curators of animal establishments. Swingers' cars could be simply designated CAT. DOG might be stamped on pre-World War II automobiles which have been allowed to run down.

HIM or HER would adequately designate the machinery of supreme egoists, i.e., motion picture stars, rock 'n' roll singers, etc., or would apply to happily married couples with matching automobiles in a two-car garage. GOT for the rich, HAD for those who have seen better days, HIT for the accident-prone, ILL for the sickly, GAM for leggy blondes, DIG for hipsters and surfers, BUY for salesmen, SAY for conversationalists, AIM for those who dislike pedestrians, BYE for street racers.

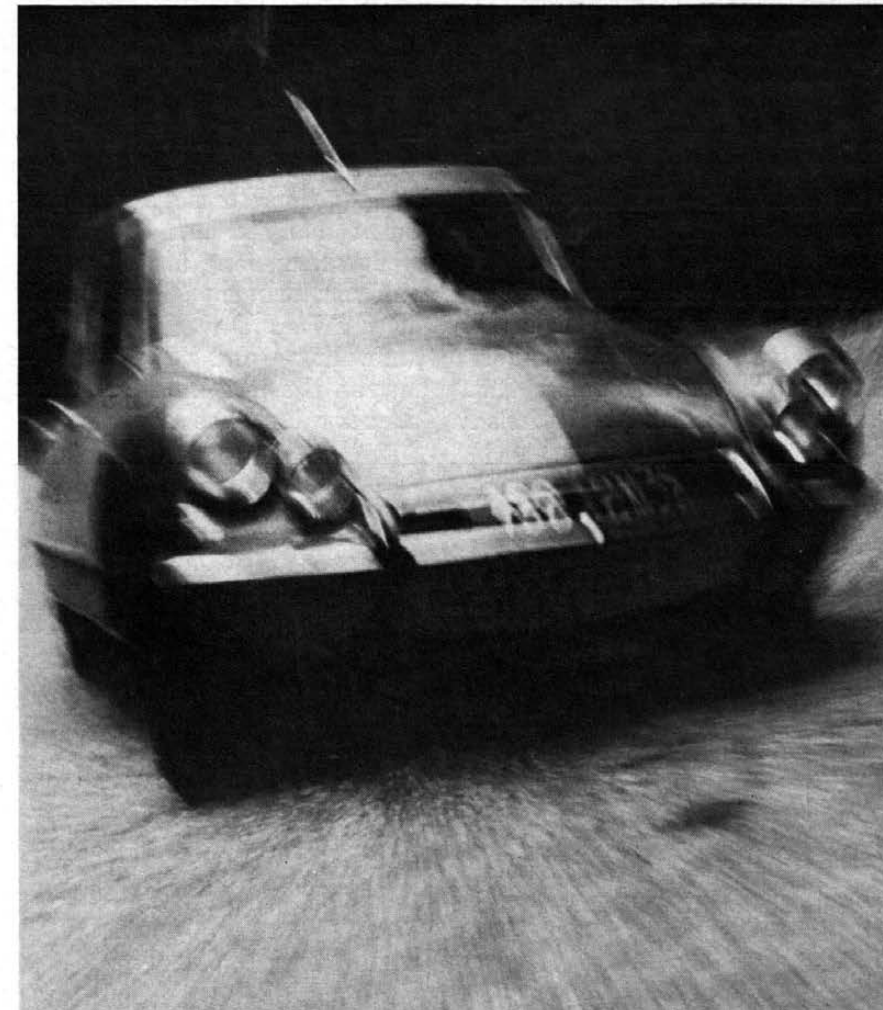
The possibilities are unlimited. HOT could designate blown engines of over 400 cubic inches. And, COP for patrol cars, MAP for those who wish to be reminded not to get lost, SOD for undertakers, NIP for drinkers, NUT for drivers who drink, TEX for all owners of gold Cadillacs east of the Panhandle, and WET for station wagons full of children under 2 years of age, would be fitting.

—Dave Epperson

CALENDAR

- JAN. 12-23 45th Brussels International Auto Show, Brussels, Belgium.
 JAN. 22-26 Pure Oil Performance Trials, Daytona Beach, Fla.
 JAN. 23 NASCAR Riverside 500, Riverside, Calif.
 FEB. 3-13 Amsterdam International Auto Show, Amsterdam, The Netherlands.
 FEB. 5-6 SCCA Daytona Continental, Daytona Beach, Fla.
 FEB. 10-12 AHRA Winter National Championships, Irwindale Raceway, Irwindale, Calif.
 FEB. 18-20 NHRA Winternationals, Pomona Drag Strip, Pomona, Calif.
 FEB. 19-27 Chicago Auto Show, McCormick Place, Chicago, Ill.
 FEB. 27 NASCAR Daytona 500, Daytona Beach, Fla.
 MARCH 10-20 36th Geneva International Auto Show, Geneva, Switzerland.
 MARCH 11-13 16th Annual National Autorama, State Armory, Hartford, Conn.
 MARCH 20 NASCAR Bristol SE 500, Bristol, Tenn.
 MARCH 26 SCCA Sebring 12-Hour, Sebring, Fla.
 MARCH 27 NASCAR Atlanta 500, Atlanta, Ga.
 APRIL 9-17 10th International Automobile Show, Coliseum, New York, N.Y.
 APRIL 30-MAY 1 USRRC SCCA Riverside National Open, Riverside, Calif.
 MAY 1 NASCAR Darlington Rebel 400, Darlington, S.C.
 MAY 7-8 SCCA USRRC Laguna Seca, Laguna Seca, Calif.
 MAY 22 NASCAR World 600, Charlotte, N.C.
 MAY 30 USAC Indianapolis 500, Indianapolis Speedway, Ind.

Dates appear to be firm unless otherwise indicated, but Car Life cannot be responsible for changes. A last minute local check is always advisable.



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