

# SPORT

Car and Driver's monthly round-up of news from the world of auto sport.

## As we go to press . . .

- Beginning with the coming racing season, Firestone will have an all-new support system. Instead of contracting race drivers and buying teams, Firestone has offered \$750,000 in contingency awards. Money will go only to NASCAR races.
- Mario Andretti will join Graham Hill and Jochen Rindt to form a 3-car Lotus assault on Indianapolis in May.
- Ontario Motor Speedway, the stormy \$25-million racing complex, shook the auto racing world, when it announced a \$500,000 purse for a 500-mile Indy-type race to be held in the Fall of 1970.
- Colin Chapman is contemplating a Can-Am car for 1969. If it goes through, a turbocharged Indy Ford is the likely power plant.

## Smooth Look Hits Superspeedways



Chrysler was first on the scene with its low-drag racer, the Charger 500.



Once the Dodge Charger broke the ice, Ford was quick to bring out its Torino Talladega.



Not wanting to be left behind by the special Torinos, Mercury came up with the Cyclone Spoiler.

DETROIT, Mich.—Both Ford and Chrysler have decided that this is to be their year on the ultra fast NASCAR Superspeedways.

Daytona and Atlanta and Charlotte are important to Detroit, but the speeds have skyrocketed to the point that present body shapes are lacking. There is too much aerodynamic drag, horsepower is hard to come by, but everyone wants more. The only choice was to change the cars to cut drag.

All the manufacturers had to do was build 500 of them, and they could make all the changes that they could afford. First, Chrysler unveiled a modified version of its Dodge Charger, called the 500. The differences between the regular Chargers and the Superspeedway cars are a new rear window which is now flush with the roof, and a new simple grille, which has been brought out so that it, too, is a flush fit. The smoothing up gave the Dodge Boys another 5 miles per hour at Daytona. Considering that once you reach 190 you need about 17 horsepower for every mile per hour you want to gain, that's a giant step.

Ford, too, has a smooth version based on its fastback Torino, called the Talladega, after the new Superspeedway that Bill France is constructing in Talladega, Alabama. The Ford has a rounded and reshaped hood and fenders, which make its grille a wind-cheating clean fit.

Sister division Mercury will have a model identical to the Ford. The Mercury, known as the Cyclone Spoiler, will have the added feature of an airfoil on the rear deck, in its street form. Though the race cars aren't graced with the "wing" in the rear, FoMoCo engineers have been experimenting with duck-tail spoilers to break up some of the lift inherent in the fastback design shared by the Torinos and Cyclones.