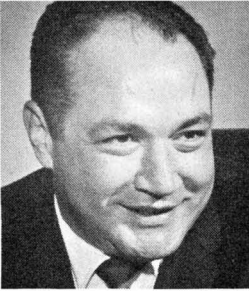


**Here comes "that man"
again! Down but not out
many
in the
Andy Granatelli
forces with a
manufacturer**



**times
past,
and STP join
major car
in a new
stock-block attack
on the "brickyard."**

STP-PLYMOUTH "STOCKERS" AT INDY

ANDY GRANATELLI, who disquieted both his competition and USAC officials for the past two years with the eerie whir of his turbine powered cars, before being set back by arbitrary rulings that emasculated his efforts along those lines, is returning to the "Indianapolis 500" in 1969 with yet another new sound — the *beep-beep* of Plymouth power!

After the turbines were in effect legislated out of racing by the United States Auto Club, many thought that Andy would give up his racing efforts for good. But those who know Granatelli also know that any talk of his retirement is, at best, the voices of wishful thinking of his competitors. So, in his newest effort, "Mr. STP" has joined forces with the Plymouth Division of Chrysler Corporation to again challenge the "brickyard" and the USAC Championship Circuit.

Sound like the Granatelli you know? You bet, but hang on, there's more to this story.

Plymouth has contracted CAR CRAFT All-Star Drag Team Engine Builder Keith Black to do the preliminary engine assembly and dyno testing on

these Indy engines. Built around the highly successful 340-CID Plymouth engine, the Indy versions will be de-stroked to 318 inches. The complexities involved in this task are almost insurmountable when you consider the short amount of time left between now and race day, May 30th. Andy, Plymouth, and Keith realize this, but they have been known to do the impossible in the past.

The reason for the late start is that Granatelli waited until after the rules committee met in January to see what the latest trends in thinking would be. Sensing that USAC favored a return to passenger car type engines, Andy selected the Plymouth, as he feels it is one of the best small block engines around. In addition, the rules governing these engines will be in effect for three years, during which time substantial development work can be completed.

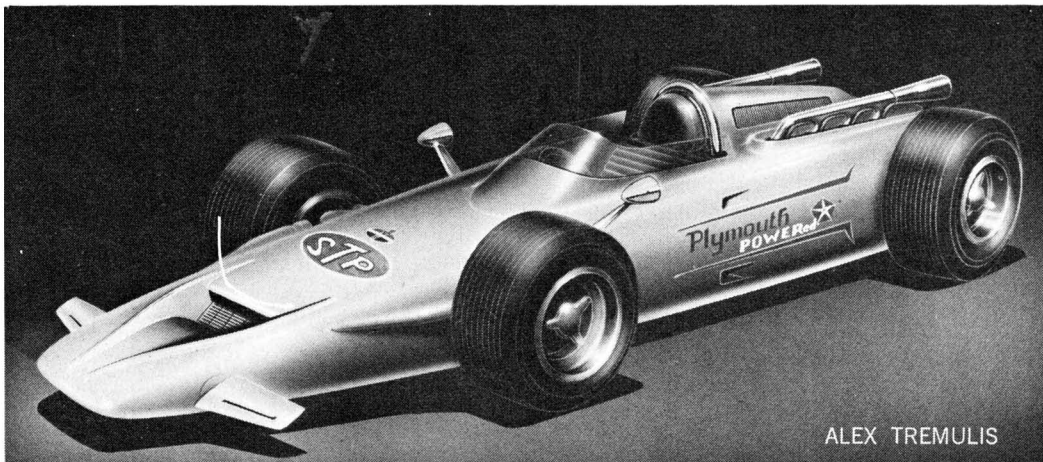
Plymouth Engineering will be directing the initial development of the engines, based on their own studies, and will be evaluating component parts and pieces supplied by outside vendors. At the same time Keith will have his dyno

working overtime to set up test programs on injection systems, ignition components, and header design, to name a few.

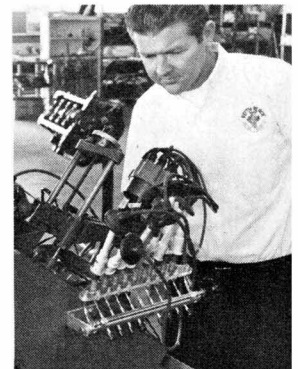
The Plymouth engines will be installed in the four-wheel drive STP-Lotus cars that Granatelli campaigned last year. The four-wheel-drive setup which Granatelli pioneered into U.S. racing several years ago will be built into the 1969 cars as a safety feature, even though USAC has seen fit to outlaw four-wheel-drive after this year.

Power requirements for the 318 Plymouths will be around 525 hp, which, combined with the superior handling of the carefully developed chassis, should make the cars highly competitive.

The initial goal for these cars is to garner a qualifying spot at the '69 "500," but by the end of the year the engines should be developed to the point where they will be potential winners at the 1970 Indy 500. In the next few months CAR CRAFT will be closely following the development of these engines and will keep you up to date on the latest from the team of STP, Plymouth, and Keith Black Racing Engines. ☻



ALEX TREMULIS



Drawing at left depicts new car as it will appear at Indy. Keith Black, above, will handle the major engine work.