

track. A. J. Foyt, two laps behind, finished second in a more or less production Sting Ray.

In third place, six laps back, was Bill Krause. He took over a Mickey Thompson 421-cu-in. Sting Ray Special when stock car type Junior Johnson got out muttering, "I don't like the way the rear end handles."

Sunday came in dry and with it a nasty wind. Ferrari's U.S. operative, Luigi Chinetti, Rodriguez in the immaculately prepared Modena-red GTO, and its owner, 20-year-old Mamie Spears Reynolds, all showed up early. It was rumored Modena had let Mamie buy the car only if she would let Pedro drive in the Continental race—the factory wanted the FIA constructor's championship points.

Gurney is almost as famous for his last-minute appearances with an assembled car as he is for driving. So even when he commenced an engine change after a freeze plug blew in practice two hours before the start of the race, somebody in the Mecom pit said, "I bet it's part of the plan."

Sure enough, it was announced via the P.A. that Gurney would drive another Cobra, replacing Dave McDonald. A third was entrusted to Skip Hudson. But when the pace lap started it was McDonald and Hudson. No Gurney. Some plan.

The grid formed up by engine size behind Moss (driving the pace car) with Goldsmith leading the competitors, followed by many Corvette SRs and GTs piloted by Art Hutter, Bill Krause, Dick Thompson, Jerry Grant, Don Yenko, Johnny Allen and others. Among them were the two operational Cobras, after which came Rodriguez, Ireland, Penske, Fireball and Piper, all in Ferraris.

There was more: a pair of Briggs Cunningham's Jaguar XK-Es, with Walt Hansgen and Augie Pabst driving. Then the Porsches (2 liters) piloted by Bonnier, Holbert and two independents, Chuck Cassel and Bill Bencker. After which

trailed a potpourri of TR-3s, TVRs, local Carreras, a couple of Simca-Abarths (Hans Herrmann and Mauro Bianchi) and a lonesome MG-A. Forty-two cars in all.

Goldsmith led the rolling start in a thundering 2-column herd on the first turn round the embankment. Then came the twisty 1.31 miles of road course infield. One lap, and the shiftless Tempest retired with a broken fuel pump.

This left the Sting Rays temporarily in the lead, more or less because there were so many in each other's way that nobody else could get by. Bill Krause and Dick Thompson headed the stampede. Moving up as fast as traffic would permit were both Cobras, and, a little way back, Ireland and Rodriguez came on hard, obviously headed for a grab at the lead.

At the end of lap two Gurney motored out into the race, and a flag steward was heard to grunt "that's carrying this last-minute stuff too far." It was. Dan drove around with the pack for two thirds of the distance, suffering throttle trouble and unable to gain on the leaders. Then he and the Cobra's ignition simultaneously decided to retire on lap 48, and he spent the rest of the race operating Cobra pit signal boards. "I might as well be useful," said Dan.

Hudson pushed out in front of the Corvettes at about the time Gurney appeared, and held the lead for almost a lap. Then the Rosebud Ferrari with Innes Ireland left the track, and race, in the infield with a blown tire and a few bruises. Pedro moved on, got by Hudson on the embankment, and powered into the lead. Skip slipstreamed and re-passed in the tight infield corners, but Pedro took over again on the bank, and the Cobra began to fade.

Rodriguez literally romped around the embankment, upping the lap time to 104 mph, clocking 160 mph on the long back straight. Roger Penske had flown through the gap left by the now-absent Ireland and was running second, with Hudson third, Krause fourth, and both continuing to drop back. Fireball and McDonald appeared and motored into fragile grips on fourth and fifth when Krause vanished into the pack and Hudson coasted into the pits with a broken fuel line. A few minutes later Fireball slowed down, so then it was Rodriguez, Penske, McDonald and David Piper, up

2nd Daytona Continental

Paul Goldsmith rumbles on, virtually unopposed, in the Tempest during the Challenge Cup Race on Saturday.

