



READY FOR ACTION . . . Dan Gurney, one of the nation's great auto drivers, will be in Row 4 in the Indianapolis 500 Mile Race and will compete in his Olsonite Eagle-Gurney Weslake car in tomorrow's Memorial Day spectacle.

... Parnelli

(Continued from page 3) things looked pretty appealing to me once they did . . . but the fact is I had already made my decision not to drive and I thought I'd better stick with it."

Does that mean, in effect, you've retired, the 1963 winner of the 500 was asked.

"No! and the first guy who says I have retired I may have to make a liar out of," Jones said.

Jones actually is busier now than if he had decided to drive again.

"I would be playing golf right this minute if I was a driver," he remarked.

"Now all I can think about is getting my cars qualified," he said.

It's tougher since he lost driver Joe Leonard who, in fact, replaced Jones on the turbine team. Why did he let Joe go?

"Why, I would be stupid to hold him down. There's no way I can make my cars go as fast as the jet cars," Jones explained. "I just know

chances like that don't come along for a driver that often."

And Leonard, who is still under contract to Parnelli, is making the best of it so far. He's sitting on the pole for the race with a record qualifying speed of 171.550 m.p.h.

Jones actually is working with five cars. He helped set up the Lotus chassis (that delicate chore of making the cars handle well) in coaching the two turbine rookie drivers—Leonard and 41-year-old Art Pollard.

"I just told them they have to outguess the throttle," Parnelli said, referring to the inherent acceleration lag of turbine power plants. "You've got to get into the throttle extremely early."

Leonard appreciates Jones' help in getting him the turbine ride. "But for him I'd be out there scaring myself at 164 miles per hour in the piston car," Leonard said openly. "It's easier to handle the four-wheel-drive turbine at 170," he added.

Jones had a problem getting his No. 1 team car to qualifying speed . . . even though he has the same driver George Salder, who put the identical car in last year's race at 164.5 m.p.h.

"He's having a little problem getting goin'," Jones said.

After running a "tired" engine, a new one was used for Saturday's qualifications.

The engine is a conventional four-cam, 255 cubic inch Ford V-8.

Jones' second car is driven by 44-year-old Al Miller, racing's "Mr. Clean." This car has a turbocharged Ford engine, one of the new high-powered 1968 developments of Ford Motor Company.

The main thing on Parnelli's mind has been to get his cars in the race.

Jones said. "I personally don't think the turbo engine has a chance of finishing

Harry Miller Founded Firm

The fact the Los Angeles area is the manufacturing center for auto racing equipment, it had its beginning as early as the 1920s.

It was a noted racing engineer, the late Harry Miller, who built the famous Miller Specials.

In the depression year of 1931, Miller built a four-cylinder, 220 cu. in. engine following the traditional design. This engine was such a success, another model was made, enlarged to 255 cu. in., and is gascally used today. Many improvements and modifications have been made through the years, resulting in a remarkable performance history.

Sportcycling Is Growing

Sportcycling has become a favorite family outdoor recreation since the advent of lightweight cycles in this country.

Yamahass have become one of the most popular sportcycles and T&O Yamaha Sales & Service have played an important part in serving the area.

T&O brought Yamaha and other cycles into the area in 1964, starting in San Pedro. The growth of their business made it necessary to move into larger quarters at 24020 Narbonne Ave. in Lomita, right at the Torrance-Lomita line. They have a fully equipped service department with highly experienced and trained mechanics, a fully stocked parts and accessory department, and a large stock of the full line of Yamahas and also offer Hodakas and Montests and Nortons.

Exhaust System Has Ring to It

There will be a new sound in the air at Indianapolis as Dan Gurney turns on the engine of his Olsonite Eagle.

A quite unusual bell-like ring will emanate from the Eagle's titanium tail pipes. The resounding sounds from Gurney's race car at Indy will introduce for the first time an exhaust system fabricated completely out of titanium.

Last year Gurney ran second for more than 400 miles before engine trouble took him out of the biggest race of them all. In 1966 Gurney's Eagle race cars qualified for the Indianapolis "500" at speeds of 150 to 162 miles per hour.

In 1967 Gurney's qualifying time was over 166 miles per hour. This year, with an

exhaust system completely made of titanium, thus reducing the weight considerably, it will be interesting to see what Gurney's qualifying time will be.

For some time the Titanium Division of Harvey Aluminum has been working with Dan Gurney on the development of the Formula I, Grand Prix Car. The basic objective of the research and development was to reduce weight without sacrificing strength and reliability.

In 1967, armed with the new Formula I trimmed off almost 100 pounds by the use of titanium, Dan Gurney captured the rugged Belgian Grand Prix for F-1 cars. The Spa victory catapulted the California driver and his car into world-wide prominence.

Hilborn Supplies Engine Injector

The 1967 Indianapolis 500-mile race was won by A. J. Foyt with a record-breaking average of 151.207 m. p. h.

For more than three hours his Hilborn injected Ford engine ran flawlessly at speeds never attained in previous races. His victory was worth \$171,000 in prize money.

With so much at stake, it is not hard to understand why Ford Motor Co. chose Hilborn injectors to furnish the power and reliability needed for 24 Ford engines in the race.

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