

6 EXTRA COLOR PAGES

SUPER STOCK
MAGAZINE'S
2ND ANNUAL

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100 NATIONALS

SUPER STOCK

& DRAG ILLUSTRATED



COLOR FEATURES:

DOUG NASH'S
BRONCO BUSTER

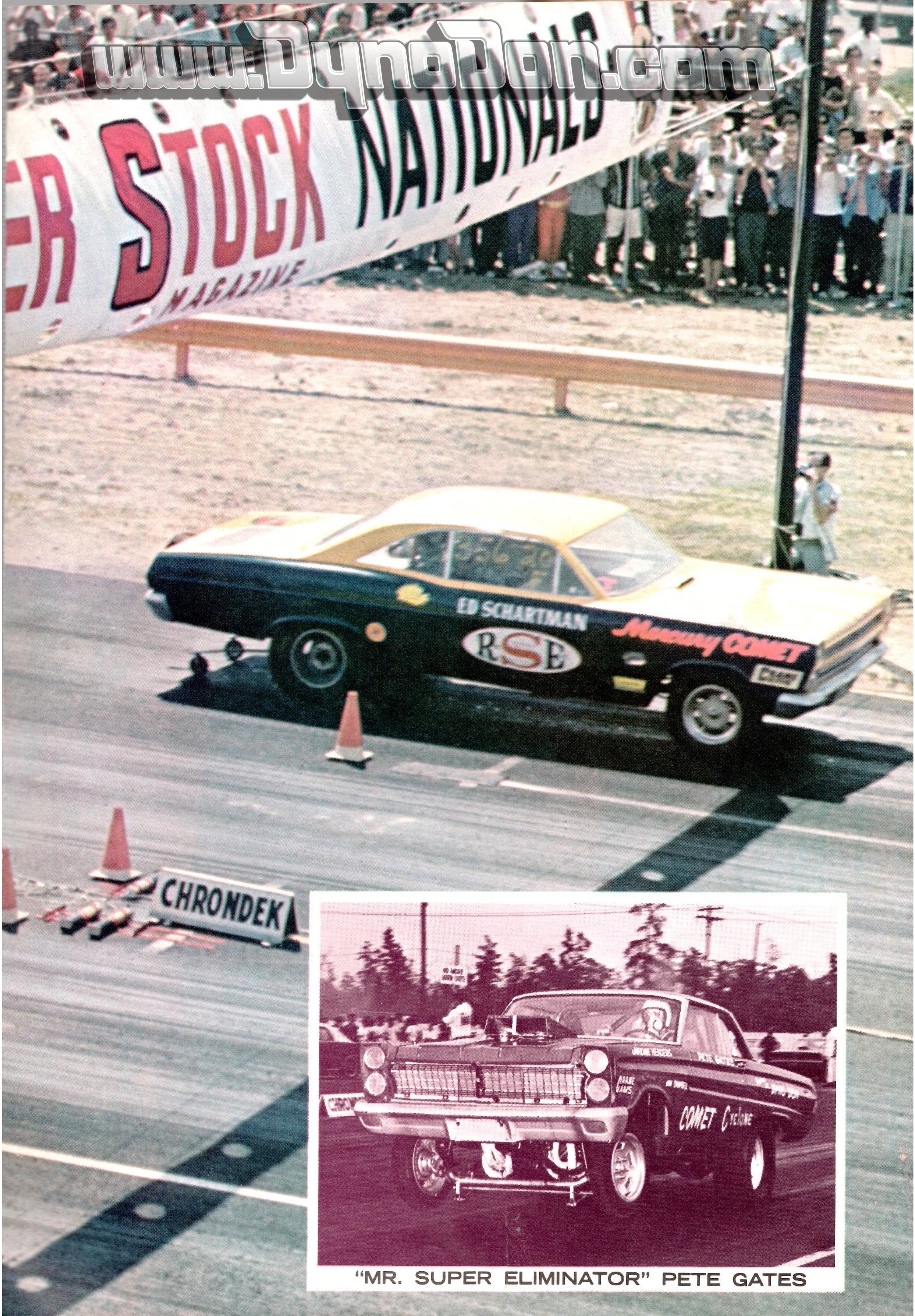
BOB LARIMORE'S
MATCHMAKER

NOVEMBER 50c
CANADA 60c

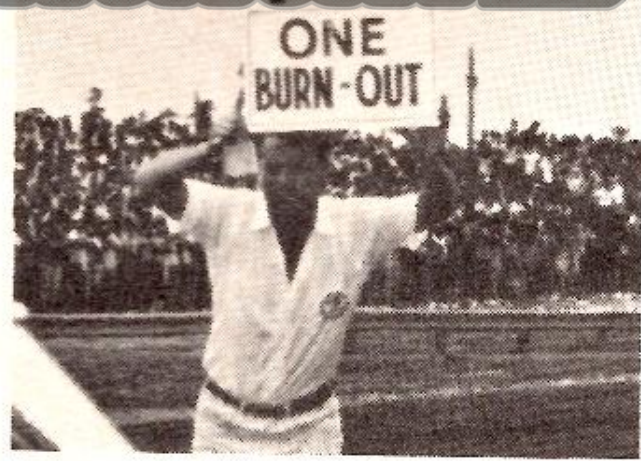
SPECIAL!
FOLD-OUT
COVER



COMPETITION:
SUPERCHARGED
INVITATIONAL



"MR. SUPER ELIMINATOR" PETE GATES



SUPER STOCK

NATIONALS

A newcomer in the funny car ranks pulled the upset of the season by downing the top match race field in the nation with a 1965 Comet. Pete Gates, from Wayne, Michigan, did the trick in Don Nicholson's car of last year.

by Jim Edmunds • It had to happen! When more than 50 top rated funny cars, over 39,000 spectators, and three days of eliminations are thrown into one big championship meet, something wild had to come out. Result—one of the most successful S/S and funny car meets ever held.

The meet was the Second Annual Super Stock Nationals, sponsored by *Super Stock & Drag Illustrated Magazine*. The site of this year's meet was the all-new New York National Speedway, and the dates were August 5th, 6th, and 7th.

After last year's meet drew 21,650 fans for one night, it was decided that this year's S/S Nationals would be a three-day affair to satisfy the racers and spectators alike.

To guarantee a fine show all three days, class eliminations were held each day to allow everyone a better chance to earn some bucks. This called for some "engine life" tactics by those that ran all three days of class runoffs. It also had the crowd betting on their choice in each class every day.

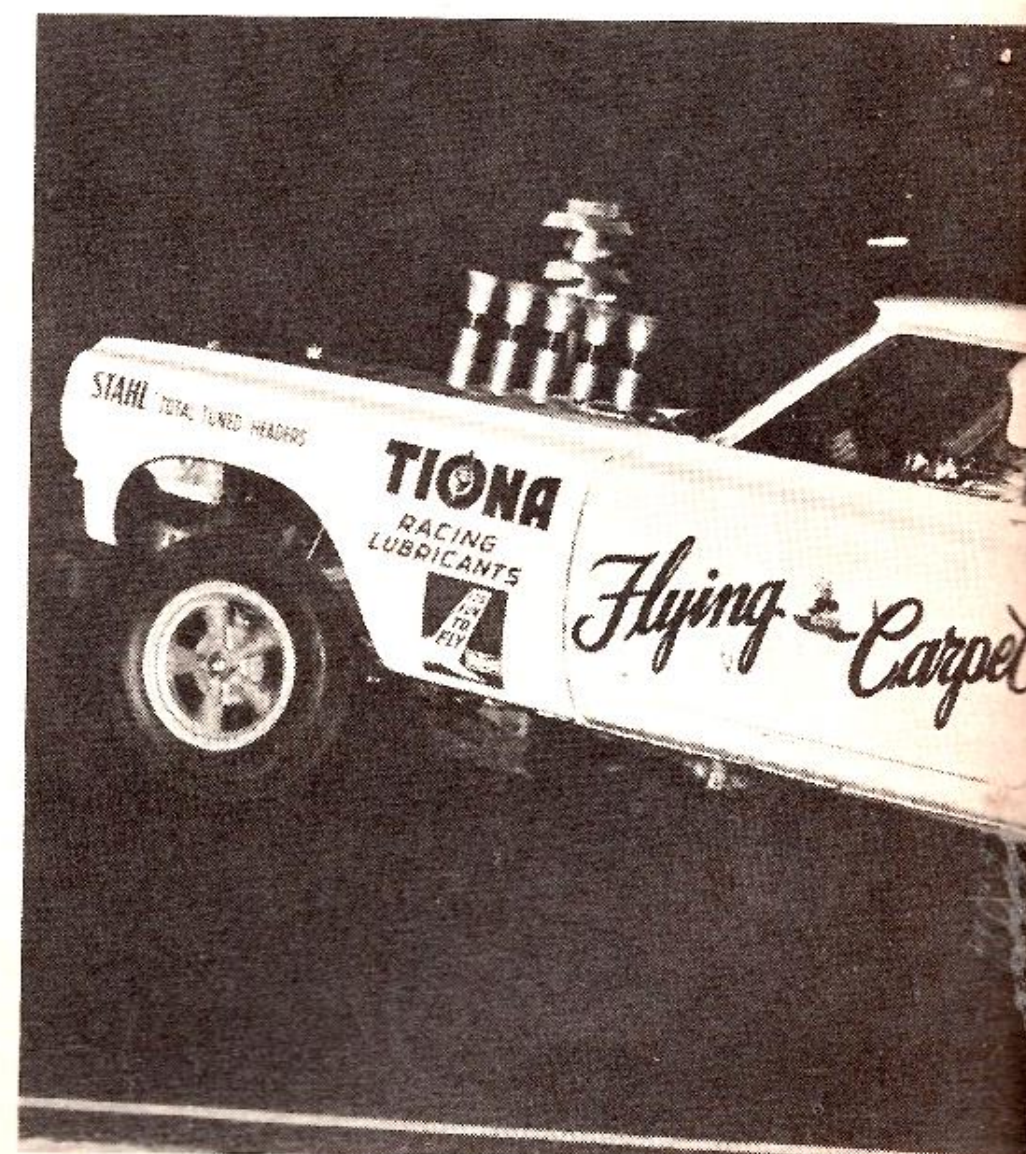
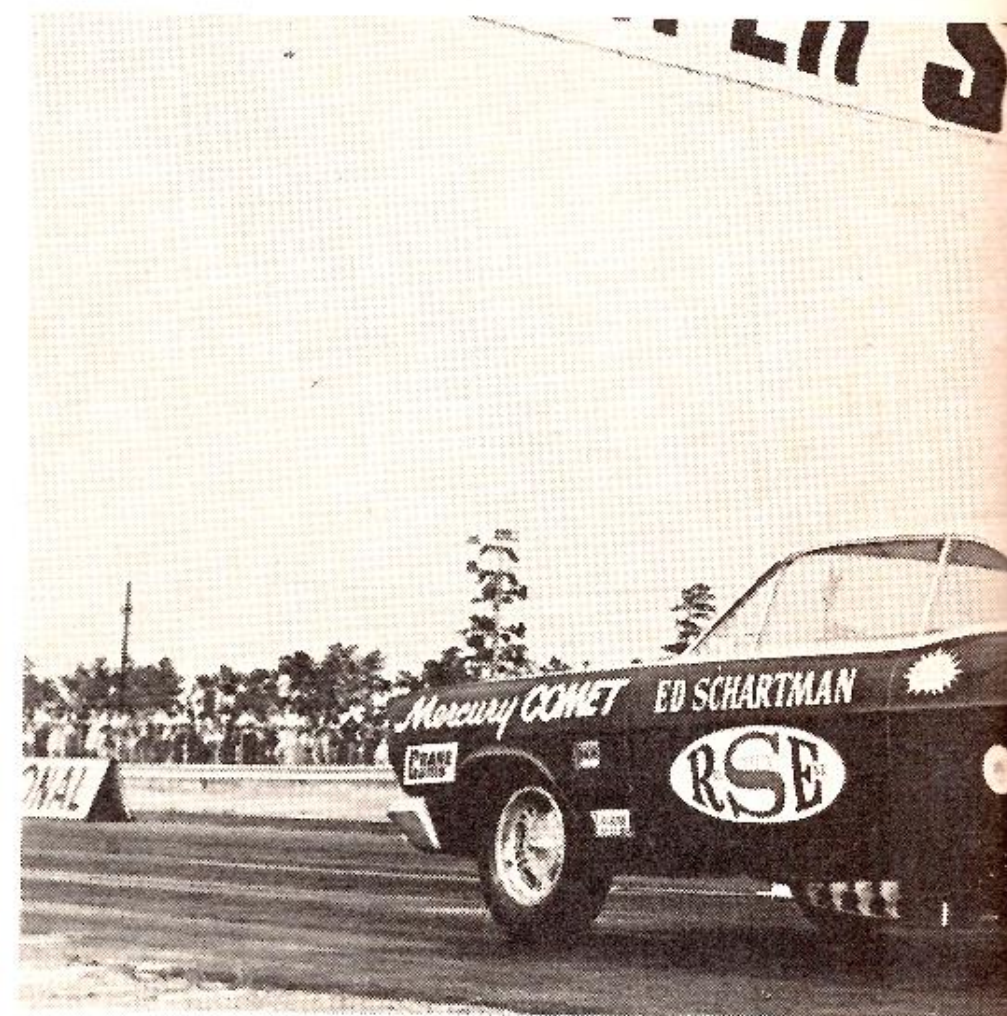
In order to cope with the current differences in funny cars, the staff

at Super Stock Magazine came up with six classes to be used at this meet according to weight, type of fuel, and whether a car is blown, injected, or carbureted.

The classes ranged from the Unlimited cars, (UL), where weights dipped below 2000 lbs. and blowers were used, to the 3000 Gas Class, (30G), for carbureted gas-burning cars weighing 3000-lbs. up. In-between classes included; 2000-lb. fuel, 2400-lb. fuel, 2700-lb. fuel and 2700-lb. gas. These classes were established so that the majority of today's funny cars could run just as they are, without changing weight, fuel, etc. The classes met with instant approval by all competitors at the meet.

Friday's class run-offs were a sample of things to come the two following days, as not all the competitors had arrived, but action was still of championship caliber.

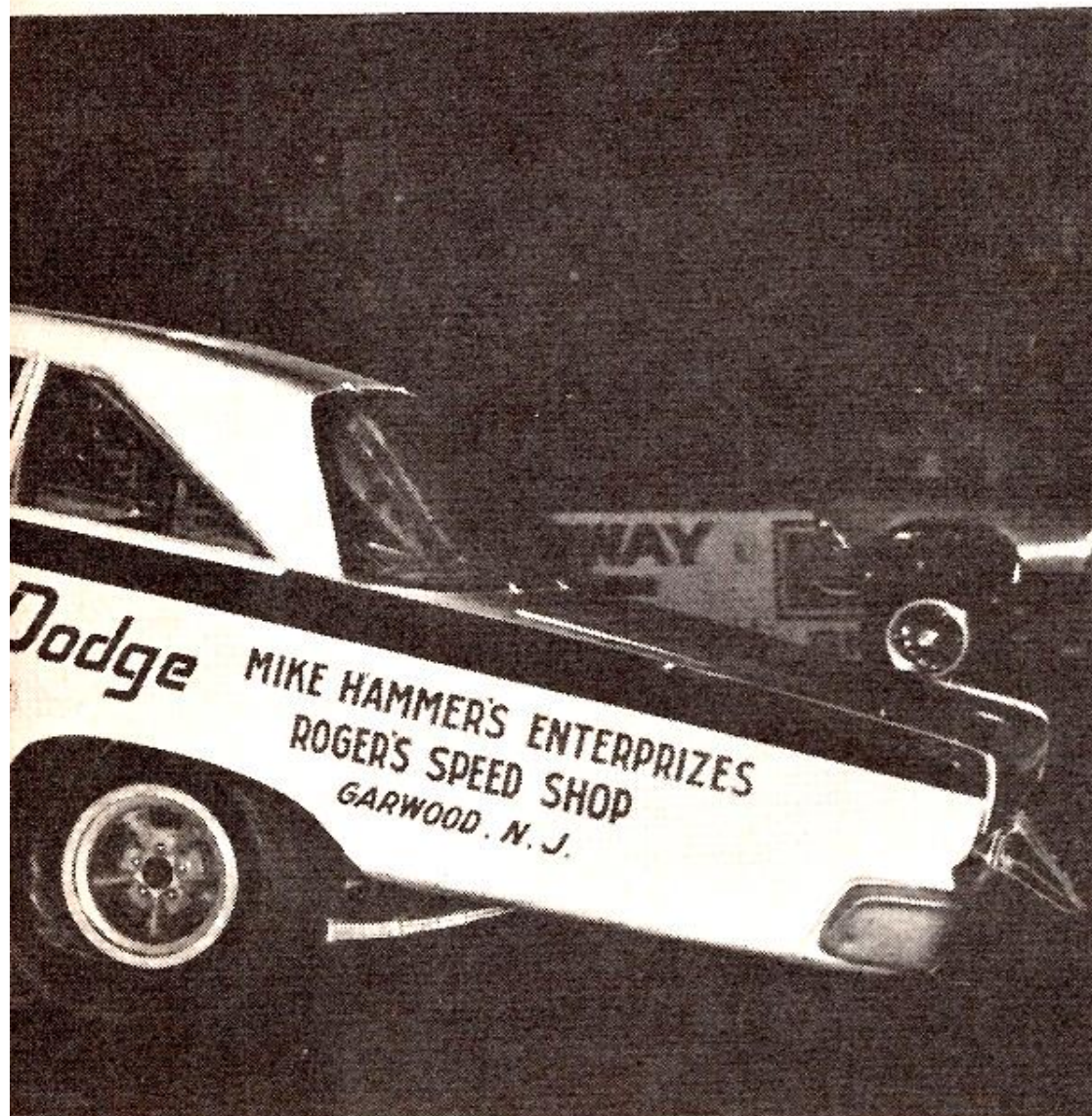
There were only two cars in the UL class so it was a money run between Doug Nash's "Bronco" and Bob Larimore's "Matchmaker." Nash grabbed a wheels-up lead out of the gate, lifted slightly to bring the wheels back to earth, and went





by Jim Kelly, Nick Bilowick, Chuck Altizer
ektachromes by Jim Kelly, Nick Bilowick

ABOVE—Pete Gates, from Wayne, Michigan, took over the reins of the recently acquired, ex-Nicholson, '65 Comet and proceeded to blast away the cream of the nation's funny car crop. Pete eliminated Seaton's Shaker, Arnie Beswick, Don Nicholson, Melvin Yow, and Ed Schartman in his quest for the pot of gold at the end of the Super Stock Nationals rainbow. LEFT—Ed Schartman had low et of the meet and also recorded the top time for an unblown car. Ed went 8.41-172.74 with his '66 Comet. He lost on the final run to Gates for the "Mr. Super Eliminator" title. BELOW LEFT—Last year's Heads Up winner, Bob Harrop, returned with the ex-Ramchargers car, competed in the tough 27F class, lost to Gates.



Behind the Scenes at the Super Stock Nationals...

by Jim Davis

Friday, August 5th . . . With many of the top racers still trying to patch their engines together from the previous week's two big funny car events, (Cars Magazine meet at Cecil County the previous Saturday and the Drag News event at Atco on Wednesday, August 3rd) competition was not as keen on Friday night as it was to become later in the weekend.

But a strong field turned out, including three of the four factory Mercury Comets. Only Chrisman was absent, trying to make blower repairs in time for Sunday's action.

Hard-luck man for Friday night was Billy Lawton, driver of the Tasca Ford Mustang, competing in the 24F class. Billy had the best et in the class, turning 9.02-157.61 on his first-round run. The next best time in the class was Len Hughes' 9.36-147.34 in Jake's Speed Shop Plymouth.

Unfortunately, Bill experienced some problems and stopped to make repairs in the pits. He didn't make it back to the staging lanes in time for the second round and was disqualified. Len Hughes won the class over Shirl Greer's "Tension."

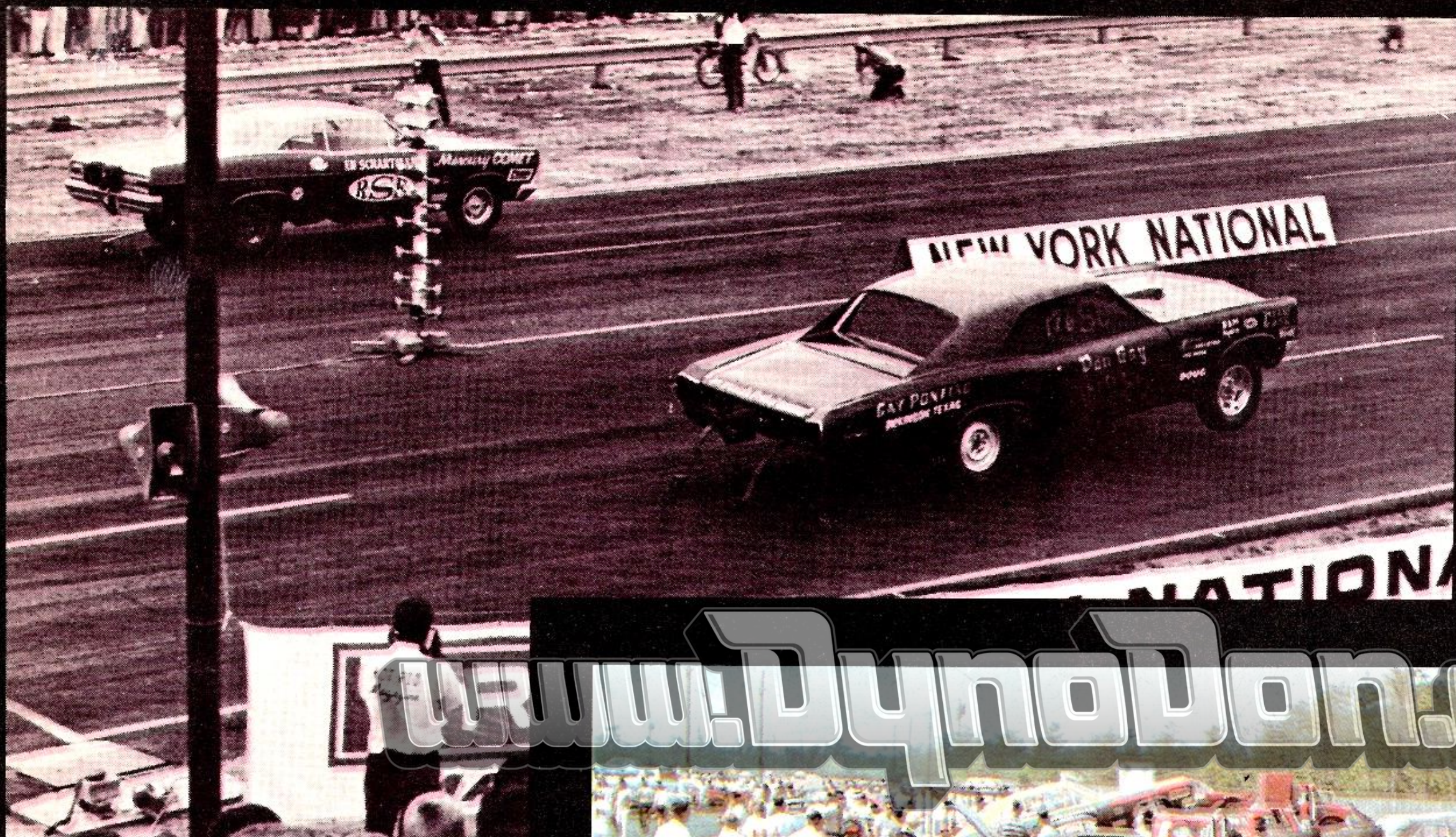
Tom Sturm also showed up for class runs on both Friday and Saturday. He

was unable to return on Sunday because of a previously arranged match race. Tom ran well, setting the second best et by a Chevy on his losing run to Tasca Ford. Tom went 9.44-146.34, bested only by Pete Seaton's 9.36-151.25.

Pete Gates gave notice on Friday night that he would be one of the men to beat in Sunday's "Mr. Super Eliminator" runoff. Pete went 9.07-150.25 in his '65 Comet. Pete's car is the same Comet that "Dyno" Don Nicholson campaigned so successfully last season. Pete is using an Art Carr 2-speed automatic transmission behind his 427 cubic inch OHC engine.

It is interesting to note that all of the fantastic times and speeds that were turned at the Super Stock Nationals were achieved without the use of rosin or any liquid traction aids. The only traction aids permitted were of the paint-on or the spray-on variety. These had to be applied in the pits or in the staging area. Approximately 50-ft. behind the starting line was another line with a sign warning not to use any traction aids past that point. The racers were allowed to come to the starting line and make one burn-through. As each car approached the line, the starter displayed a sign

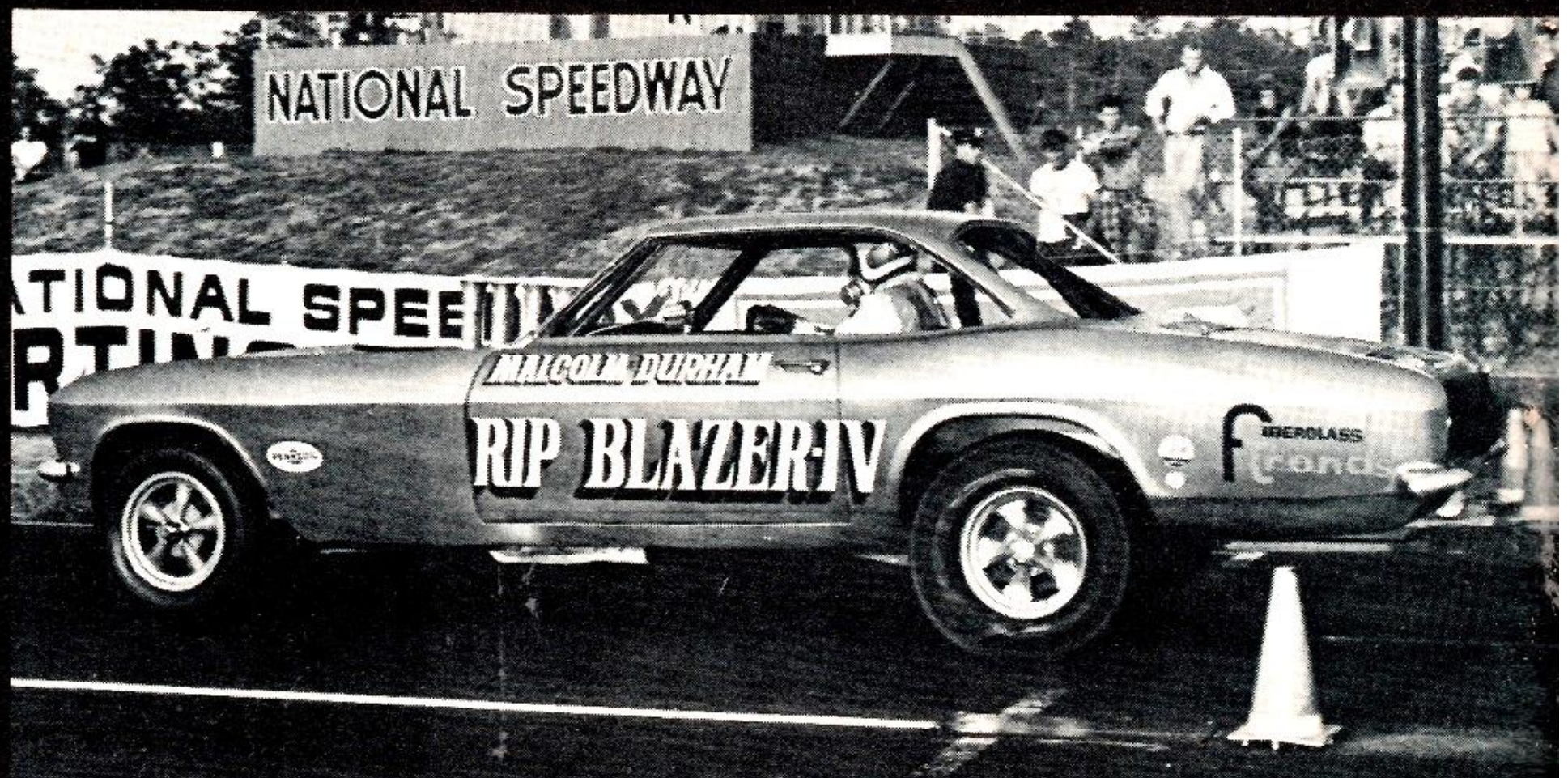
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Scene at SUPER STOCK NATS

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ABOVE—Ed Schartman downs Don Gay in the first round of "Mr. Super Eliminator," 8.41—172.74 to 8.62—167.28, in a very close race. RIGHT—Plenty of action in the pits. Arnie Beswick works on his colorful Pontiac in the foreground. In the back can be seen Sox & Martin; Ed Schartman. BELOW—Dick Landy packs the chute on his Dodge Dart. BELOW RIGHT—Malcolm Durham was on hand with his Corvair, made one run in the mid-nines and retired with mechanical problems. OPPOSITE PAGE TOP—Jack Chrisman made one run with his Comet, ran off end of strip when chute failed to blossom. Jack got out ok but car burned and was a total loss, (see inset). BELOW—Bill Jenkins won "Mr. Stock Eliminator" with his Chevy II. FAR RIGHT—Ed Schartman, left, talks to Pete Gates just prior to their final run for "Mr. Super Eliminator."







on for the win at 9.93-135.32 to the Chevelle's losing 10.93-128.93.

In the highly competitive 20F class, five cars made the first round call. Al Graeber singled in his "Tickle Me Pink" Charger when Kenz and Leslie broke a cam in their OHC powered Comet from Denver, Colorado. Ed Schartman drove the Schartman-Steffey Comet to a 8.68-166.75 win over the "Texas Teenager," Don Gay, who lost at 9.08-162.16.

"Dyno" Don Nicholson got the bye-run after having trouble start-

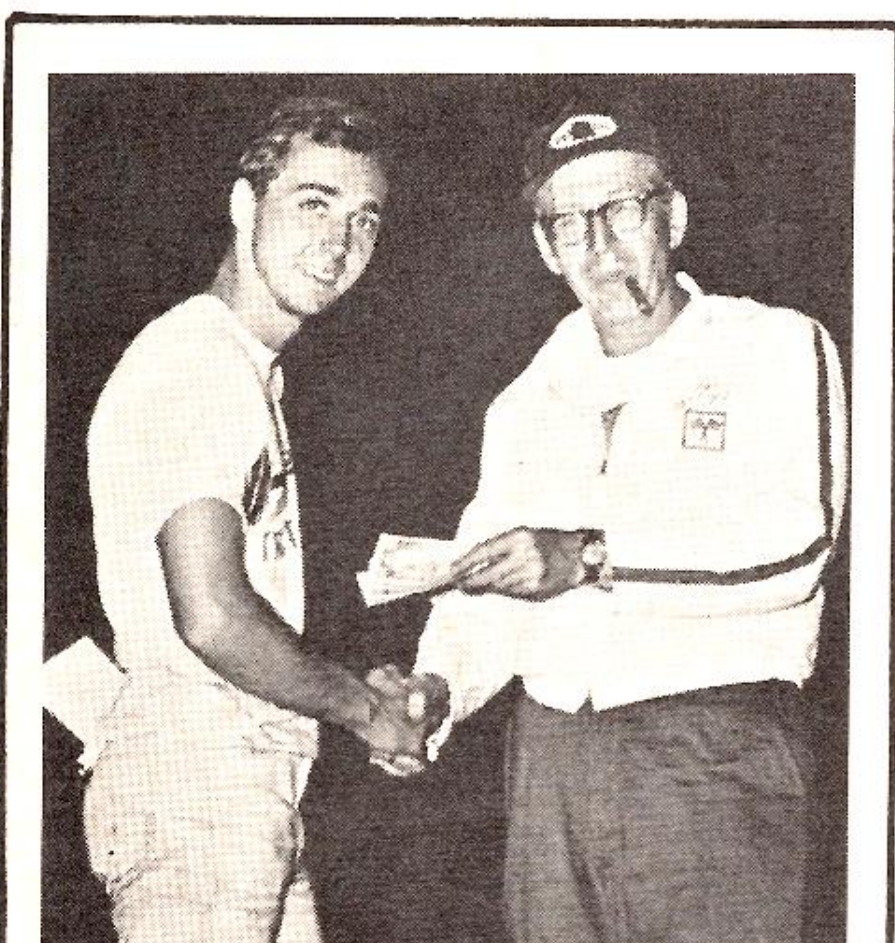
The two flip-top Comets pulled to the line for the final after their one burn through each. Schartman read the lights perfectly and left on Nicholson. And then it happened. The Eliminator I got a sample of the Speedway's fantastic bite and went up and off the track giving the win to the Schartman-Steffey team at 8.58-166.66.

The 24F class also had five entries as the first round began. Len Hughes piloted the Jake's Speed Shop Special Plymouth to a win over Bobby Lagana's 427" Chevy-

powered Falcon; 9.36 to 11.14. Bill Lawton overcame a three car hole shot by Bill Churchfield driving Tom Sturm's Chevelle to win at 9.02-157.61 to 9.44-146.34. Shirl Greer singled at 9.60-142.18 in his "Tension" Dodge.

Lawton's Tasca Mustang failed to make the second round, thus the final was between Greer and Hughes. In a wire to wire battle, "Tension" lost out, but with a better et; 9.44-143.54 to Jakes Speed Shop's winning 9.45-149.50.

Del Heinelt drove Seaton's Shaker

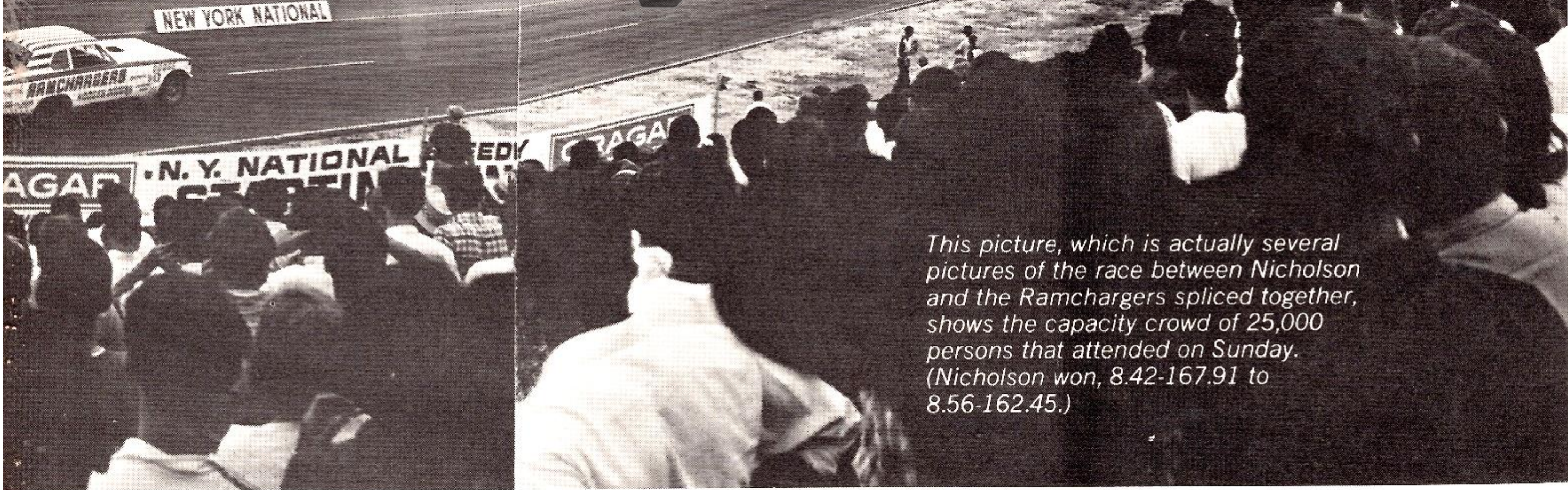


Pete Gates
"Mr. Super Eliminator"

ing his Comet, due to a header shorting out the starter. Dyno elected not to make an easy single as his 8.43-167.59 attests. That run was good for low et and top speed on Friday.

In round two, Nicholson made quick work of Graeber's Dodge Charger with a winning 8.89 to advance into the final round. Meanwhile, Schartman singled at 8.98 to earn the right to meet Nicholson for the money.

W. Al Joniec - Ford	10.36-129.39	W. Al Joniec - Ford	10.46-128.75*
L. Doc Burgess - Plym.	10.52-133.53	L. Doug Nash - Bronco	10.17-134.12
W. Doug Nash - Bronco	9.44-143.54	L. Norwood - Chev.	10.61-100.00
L. Ed Schartman - Comet	8.41-172.74	W. Ed Schartman - Comet	8.71-171.42
L. Don Gay - Pont.	8.62-167.28	L. Bill McDuell - Ford	10.91-128.20*
W. Bill McDuell - Ford	11.08-126.40	W. Dave Koffel - Plym.	10.15-134.93*
L. Len Hughes - Plym.	9.77-153.84	W. Melvin Yow - Dodge	10.51-131.57*
W. Melvin Yow - Dodge	10.62-117.64	L. Dave Koffel - Plym.	10.27-133.53
L. Herb McCandless - Plym.	11.10-121.62	W. Melvin Yow - E	
W. Golden Commandos - Plym.	9.43-154.63	L. Golden Comma	
L. Northern Shaker - Chev.	11.27-124.30	W. Golden Commandos - Plym.	9.06-155.44
W. Roger Gustin - Comet	11.48-119.04*	L. Roger Gustin - Comet	11.48-118.73*
L. Shirl Greer - Dodge	9.22-149.75	W. Pete Gates - Comet	9.02-152.40
W. Pete Gates - Comet	9.02-152.40	L. Seaton Shaker - Chev.	9.70-149.75
L. Seaton Shaker - Chev.	9.70-149.75	W. Pete Gates - Comet	8.99-153.54*
W. Arnie Beswick - Pont.	8.55-170.13	L. Arnie Beswick - Pont.	8.48-170.77
L. Bill Shirey - Plym.	9.52-144.46*	W. Pete Gates -	
W. Don Nicholson - Comet	8.42-167.91	L. Don Nicholson	
L. Ramchargers - Dodge	8.56-162.45	W. Don Nicholson - Comet	8.64-161.29



This picture, which is actually several pictures of the race between Nicholson and the Ramchargers spliced together, shows the capacity crowd of 25,000 persons that attended on Sunday. (Nicholson won, 8.42-167.91 to 8.56-162.45.)

to a 27F first round win over the Norwood Chevelle; 9.67-149.00 to 10.67-128.75. Bud Fauble singled his Honker Dodge after his competition failed to show; 9.75-144.36, and Pete Gates took an odd lot run in his '65 Comet at 9.19-149.00.

In round two, Bud Fauble joined the racers that fell to the "too much traction problem" as he went airborne twice to lose the race to Gates; 9.28 to 9.73. Seaton's Shaker singled to a shutting off effort, saving a good run for the final.

The final was a heartbreaker for

the Chevy as Seaton broke an axle on his burn through, but made newcomer Pete Gates a happy man with the win at 9.07-155.00.

In the first of two gas-burning classes, Doc Burgess wheeled his "Black Arrow" Plymouth to a win in the 27G class over Lee Smith, Al Joniec, and Buckeye-Vernon with a best of 10.68-130.81. Melvin Yow took O. B. Hewett's Dodge to a class win in the 30G class over an eight car field. Yow ran consistent 10.50's for the win.

So ended the first day of the S/S

Nationals. From the looks of the results it appeared that big things were in store the following day, and sure enough, no one was disappointed.

Saturday's UL class field increased to five cars with the first round going as follows: Don Gay, 8.76-163.93 over Doug Nash's 9.44-141.50 red light start; the "Matchmaker," 10.44, won against Roy Gay's shutting-off 12.46 (transmission failed to shift); and Arnie Beswick made a wild wheelstanding odd lot single to close out the round.

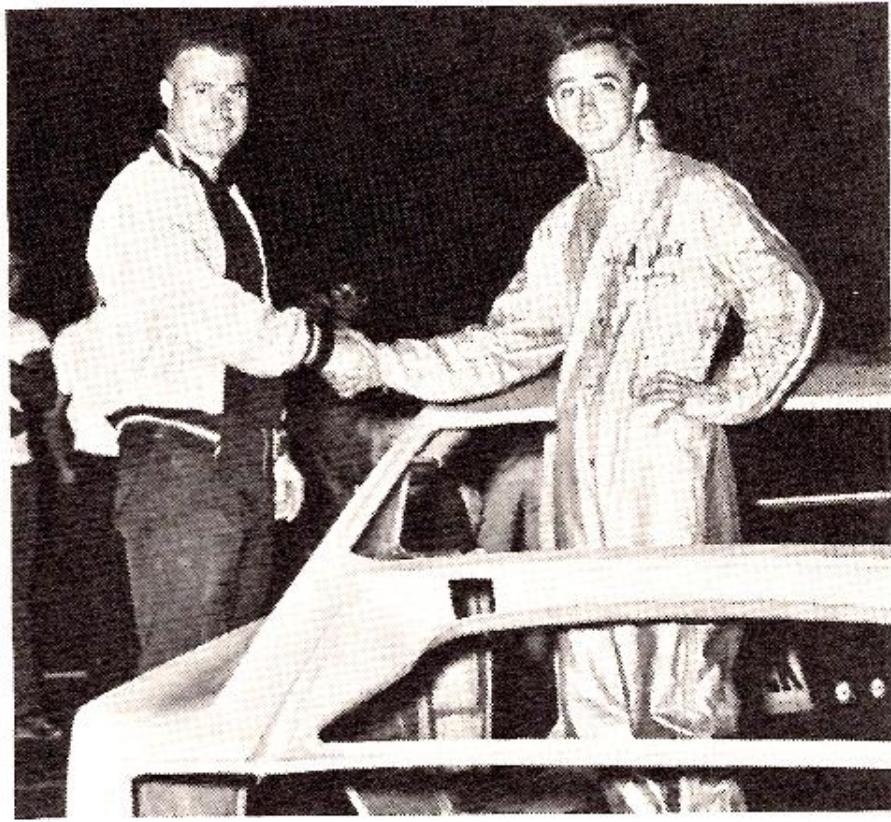
Stock
ALS

Mr. Super Eliminator RUN-OFF

8.54-172.08 W. Ed Schartman - Comet	8.57-157.61
10.00-138.24*	
Super Stock NATIONALS	
10.49-131.00*	
Plym. 10.77- 92.29	
W. Pete Gates - Comet 9.00-153.06	
L. Melvin Yow - Dodge 10.50-131.19*	
8.97-154.37*	
8.78-167.28	

Winner: PETE GATES

*Car indicated received handicap.



Bob Mangold, of B&N Fiberglass, congratulates Pete Gates on his win in "Mr. Super Eliminator." B&N awarded Pete an all-glass body of his choice for '67, similar to the Dodge Charger body shown here.

In round two, Beswick once again took a wild ride, but this time it caused him to lose the race to the "Matchmaker" at 10.68. Don Gay made an easy single at 11.07 to stay qualified for the final.

The last run was a wild race to say the least. Larimore drew a red light in his Chevelle and Gay got sideways in his Infinity GTO and headed into the dirt. Officials decided to rerun the race on Sunday





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Super Stock NATIONALS

and Gay was an easy winner at 9.15-164.53.

20F class runoffs were short but sweet. Schartman outlegged the Ramchargers; 8.50-165.74 to 8.54-162.74, and Kenz & Leslie soloed when Dick Landy could not fire. In the final, Schartman added his second class win with an 8.62-165.44 when Ron Leslie received too much bite and was wheelie-plagued.

An eight car 24F class field made things exciting on Saturday. Billy Lawton's 8.92-160.71 was too much for Len Hughes' 9.51-150.50; Shirl Greer; 9.34-145.00, beat Sox & Martin's troubled 9.49-139.75; Bobby Lagana; 10.79, stopped the Motion Boys Cobra, 11.14, and Hubert Platt drove Dick Brannan's Mustang to a 9.38-150.00 win over D&D Automotive's Chevelle to end round one.

A two car hole shot spelled defeat to Brannan-Platt in the beginning of round two as Greer's "Tension" made its way to the final; 9.21 to 9.24. Lawton kept in the eight second bracket by winning at 8.87-160.71 over Lagana's 10.46.

An unusual situation occurred in the final run for class honors. Lawton outran Greer for the win at 9.01-152.54 to 9.29-145.68, but failed to appear at the scales for weight check. It was decided that the race was to be rerun between the two cars, with the winner being immediately escorted to the scales. In the rerun, Tasca pulled a bumper scraper on his burn through, crashing down hard and breaking the front-end suspension. Shirl Greer singled for the 24F class win.

Pete Gates once again ran wild in the 27F class winning over Bud Fauble in the final; 9.09-152.02 to a wheelstanding 11.40 run for the "Honker." Other class entries included: Seaton's Shaker, Bob Harrop, McKesson Bros., Bill Shirley (Professor), and the Norwood Chevelle.

Dave Koffel's Maloney Motors Plymouth came out on top in the 27G class on Saturday over Al Joniec's Batcar. Koffel ran 10.12-133.72 to Joniec's red lighting 12.67.

Melvin Yow had everyone shaking their heads in amazement as he quietly walked away with the 30G class for two class wins out of two attempts. Yow ran 10.40-131.19 to upset Jack Werst's "Mr. 5 + 50" Plymouth.

Low et and top speed for Saturday was cornered by Landy's Dart at 8.46-166.05.

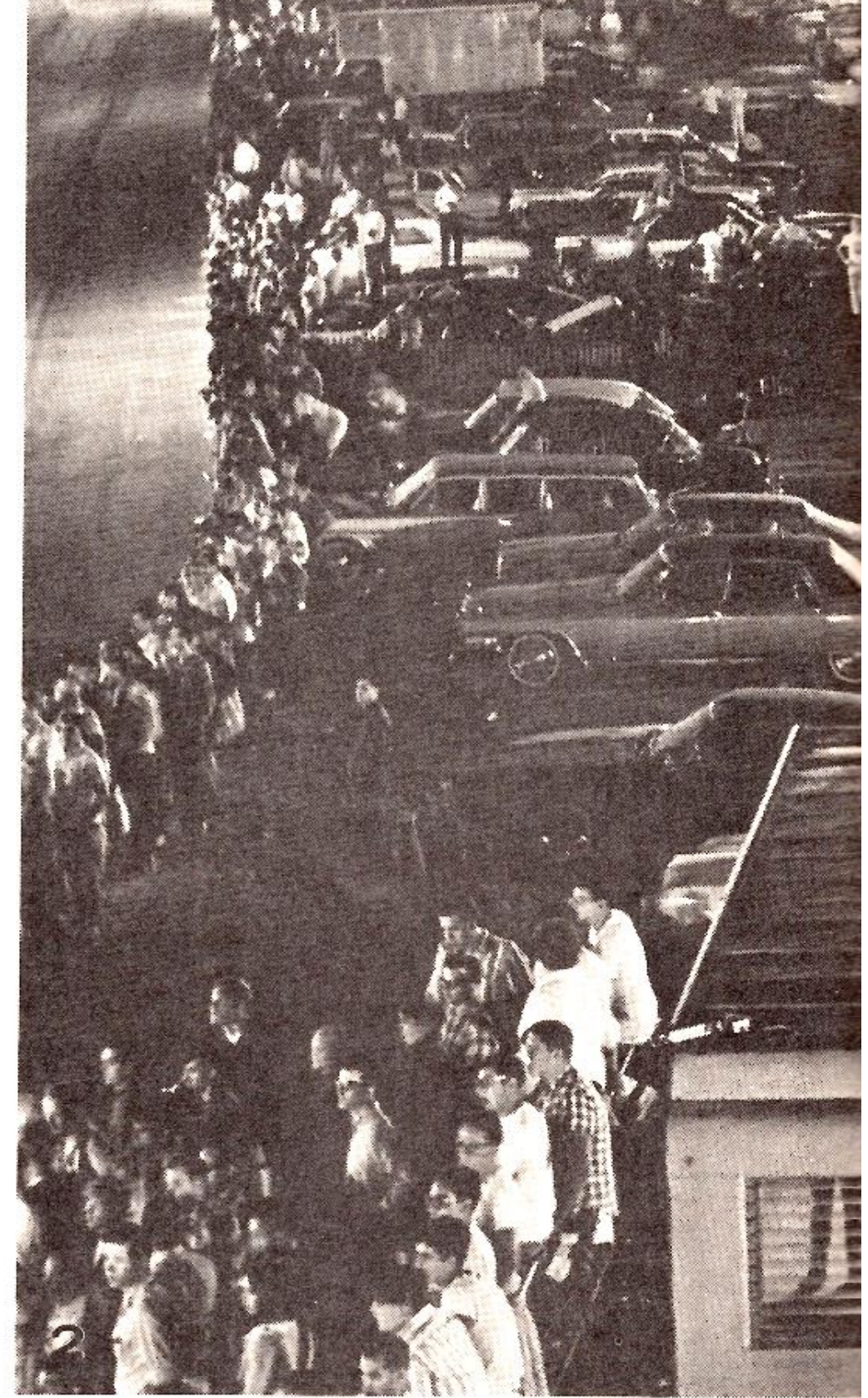
Sunday was to be the big day, with the final running of all classes, plus the complete running of "Mr. Super Eliminator" and "Mr. Stock Eliminator."

Two unfortunate accidents occurred during Sunday's action. The first happened early during time trials when Jack Chrisman made a qualifying run in his GT-I Comet. Chrisman stormed off the line on a very impressive run to the tune of 8.53-176.12. The chute was pulled, but did not blossom due to a strong tail wind, and Jack got on the brakes when he realized the chute was not working properly. The brakes were applied too late and the Comet went off the end of the strip, through a fence, and into the trees. Although

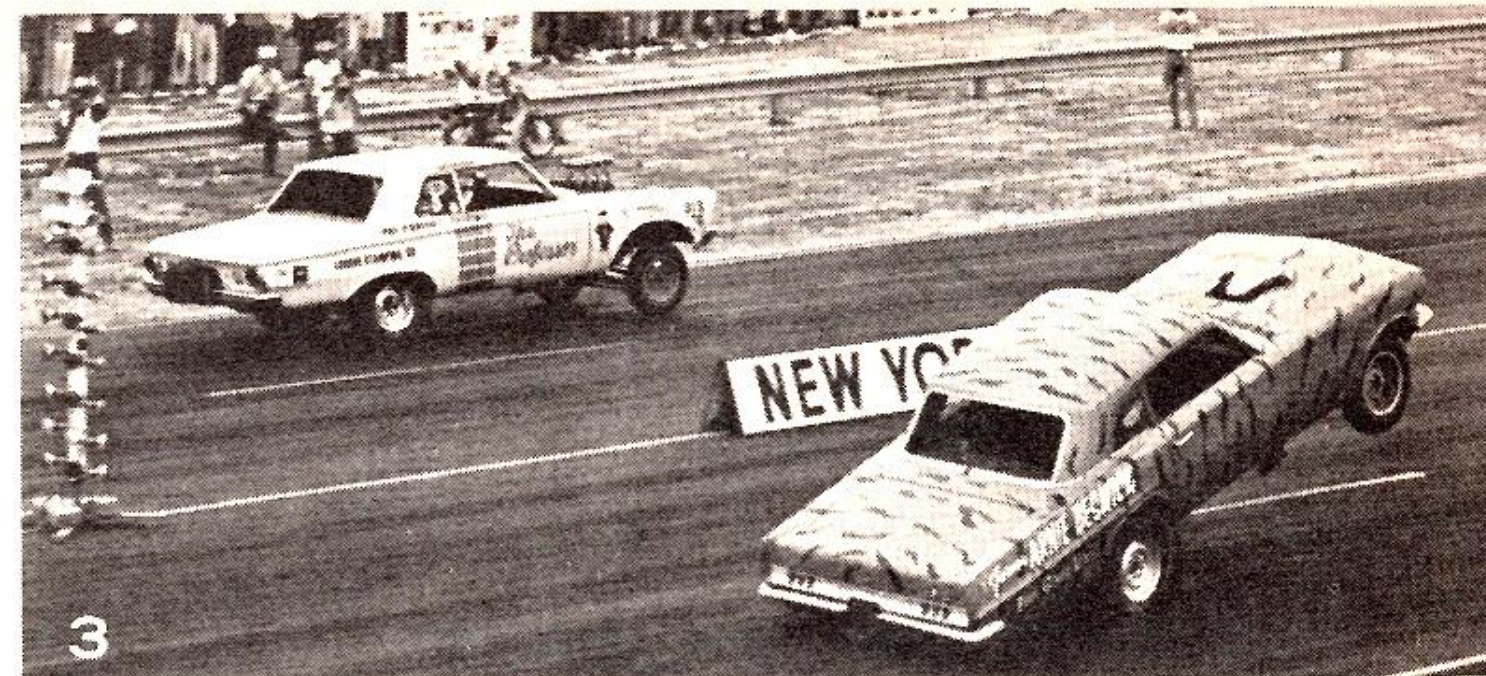
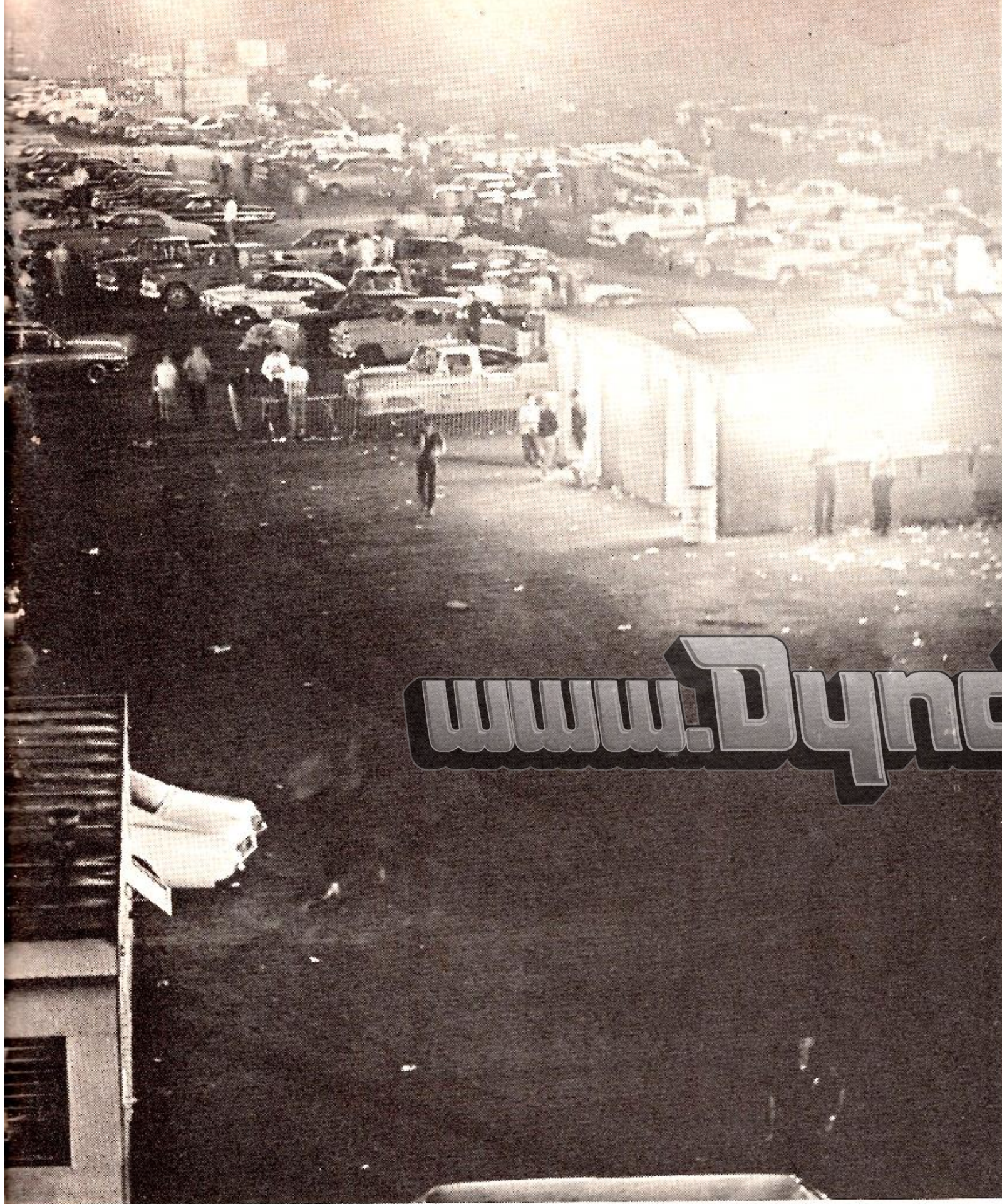


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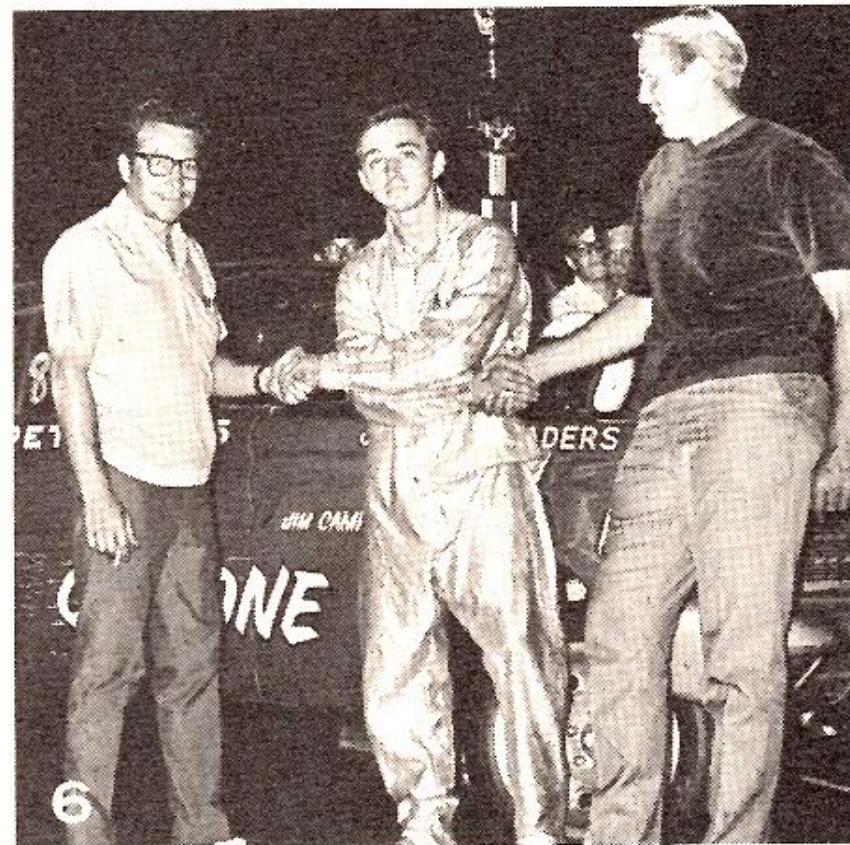
1. Kenz-Leslie Comet came all the way from Denver, Colo., had problems but was well received. 2. Overall shot of the pit area at night; photo is a time exposure. 3. Arnie Beswick goes into the first of two giant wheelies on his 8.55-170.13 run. 4. Roy Gay only competed on Saturday night in the UL class, wheelied, and lost. 5. Nicholson, Earl Wade, and Jim Kerr of Hurst, repair broken header on Don's Comet. 6. Gates is congratulated by Fran Hernandez, left, and Al Turner, of the Lincoln-Mercury Division. 7. Bill Riggle stands up the Hurst Hemi to the delight of 39,000 fans. 8. Nicholson had second low et of the meet at 8.42, also cranked 169.49 in his Comet.



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the actual impact was not great, the gas tank ruptured and the car caught on fire. Jack had jumped from the car the instant it hit the trees and got out without a scratch. The car was totally destroyed from the fire.

A similar off-the-track crash happened during a "Mr. Super Eliminator" runoff when Al Joniec's Batcar had his brakes fail, flipped trying to make the last turn, and went into the trees. Extensive front-end damage to the car was sustained, but Joniec emerged with only bruises from his shoulder harness.

Sunday's Unlimited class eliminations began with Don Gay cranking off an 8.82-165.44 to win over Doug Nash's Bronco; 9.38-146.60. Landy switched to UL from the 20F class and won his first round race with an 8.64-148.77, shutting off in the lights with a blown right head gasket. Beswick took a bye run going sideways half the track, but still came up with an 9.15-141.65.

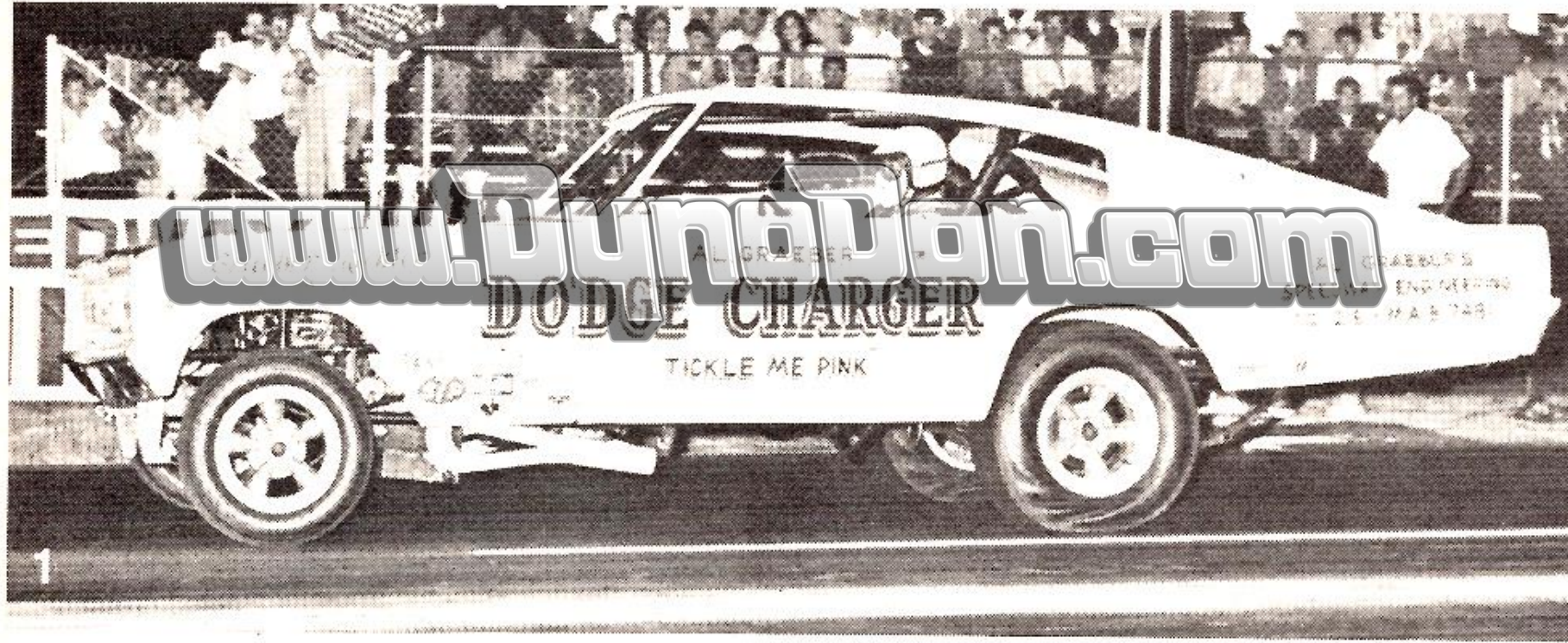
Beswick had earned the approval of the crowd with his hair raising runs in the blown Tempest, and when he came up to face Landy in round two, everyone was on their feet cheering for him. At the green, Landy took off, as the "Tiger" car bogged, and then came to life again, but too late. The California based



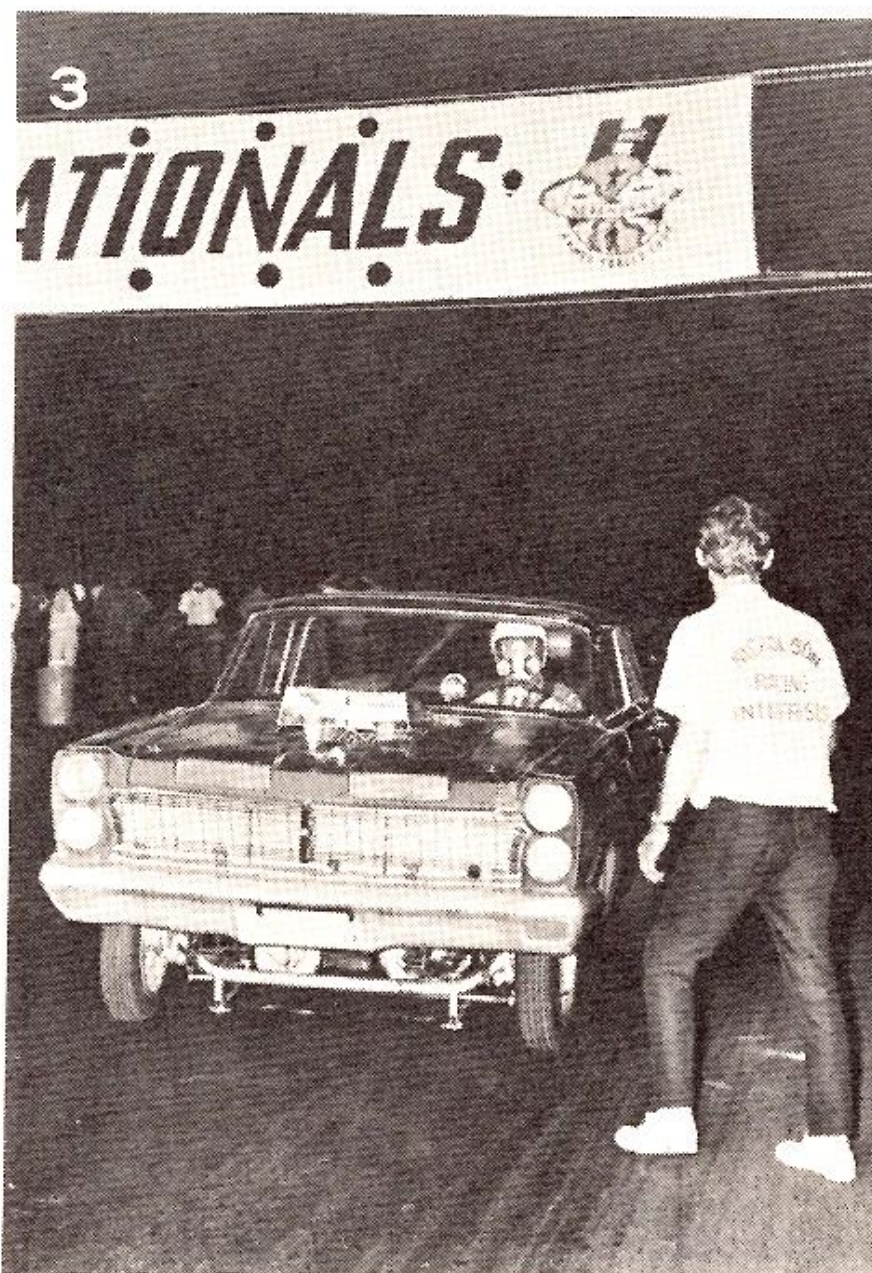
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Super Stock NATIONALS



1. Al Graeber had his Dodge Charger in action on Friday only, lost out to Don Nicholson on second round. 2. One of the Ramchargers crew mixes up a new batch of nitro. 3. Nicholson, after losing to Gates, joined Gates' crew to help Pete in his try for the top title. Don lines Pete up on the line in this photo. 4. Del Heinelt is still at it with Seaton's Shaker.



WINNERS AT THE SUPER STOCK NATIONALS Friday, August 5th

- UL class:**
 Doug Nash — Bronco 9.93-135.33
 Bob Larimore — Chevy.....10.93-128.93
- 20F class:**
 Ed Schartman — Comet.... 8.58-166.66
 Don Nicholson — Comet..... wheelie
- 24F class:**
 Len Hughes — Plymouth ... 9.45-149.50
 Shirl Greer — Dodge..... 9.44-143.54
- 27F class:**
 Pete Gates — Comet..... 9.07-150.25
 Seaton's Shaker — Chev.....broke axle
- 27G class:**
 Doc Burgess — Plym.....10.68-130.81
 Buckeye & Vernon — Plym.....broke
- 30G class:**
 Melvin Yow — Dodge.....10.59-129.87
 Herb McCandless — Plym.....trans

Saturday, August 6th

- UL class:**
 Don Gay — GTO..... 9.15-164.53
 Bob Larimore — Chevy.....10.32-127.47
- 20F class:**
 Ed Schartman — Comet.... 8.62-165.44
 Kenz-Leslie — Comet..... 9.82-151.00
- 24F class:**
 Shirl Greer — Dodge..... 9.29-145.68
 Tasca Ford — Mustang.... 9.01-152.54
- 27F class:**
 Pete Gates — Comet..... 9.09-152.02
 Bud Faubel — Dodge fouled
- 27G class:**
 Dave Koffel — Plymouth....10.12-133.72
 Al Joniec — Mustang fouled
- 30G class:**
 Melvin Yow — Dodge.....10.40-131.19
 Jack Werst — Plymouth ...10.90-128.02

Sunday, August 7th

- UL class:**
 Don Gay — GTO..... 8.70-166.05
 Dick Landy — Dodge..... 8.78-161.29
- 20F class:**
 Don Nicholson — Comet.... 8.42-169.49
 Ed Schartman — Comet.... 8.54-166.05
- 24F class:**
 Ramchargers — Dodge..... 8.50-163.63
 Sox & Martin — Plym..... 8.79-159.57
- 27F class:**
 Gldn. Cmmdos. — Plym.... 9.10-154.37
 Bud Faubel — Dodge 9.30-151.77
- 27G class:**
 Dave Koffel — Plym.10.30-135.33
 Doc Burgess — Plym.....10.52-134.93
- 30G class:**
 Melvin Yow — Dodge.....10.64-110.97
 (only car to make second round deadline)

Mr. Super Eliminator:

- Pete Gates — Comet..... 9.14-151.77
 Ed Schartman — Comet.....11.31-128.20

Low ET's and Top Speeds:

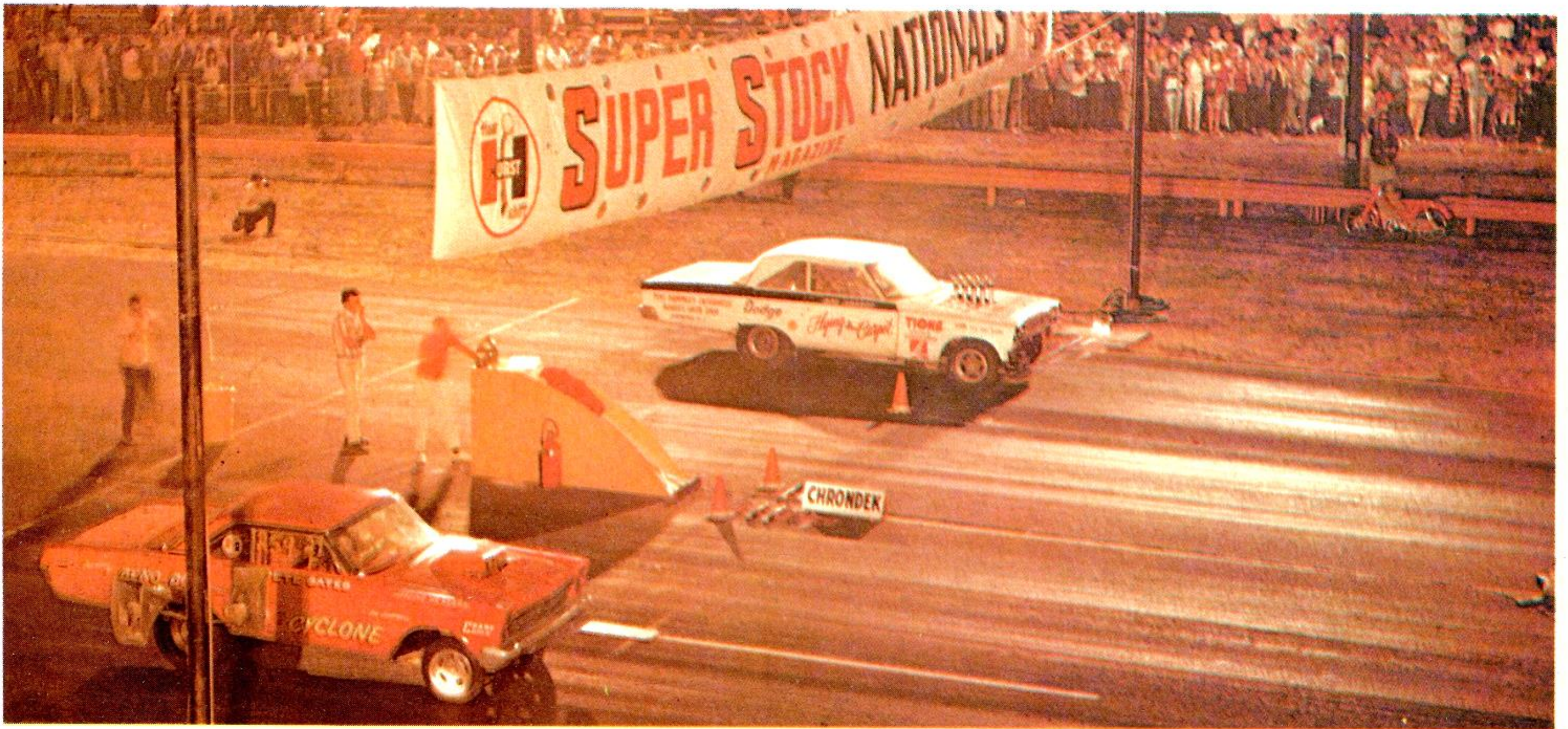
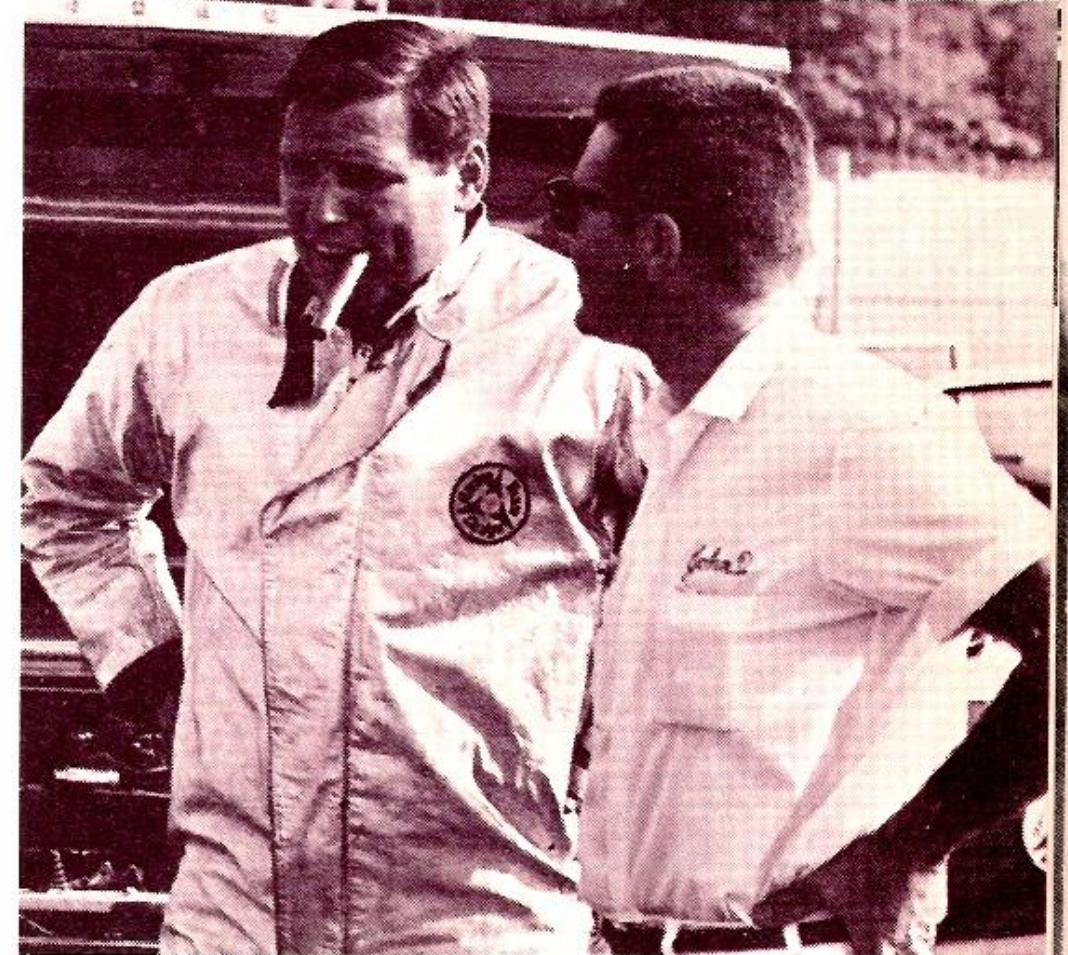
- Friday:**
 Don Nicholson — Comet.... 8.43-167.59
- Saturday:**
 Dick Landy — Dodge..... 8.46-166.05
- Sunday:**
 Ed Schartman — Comet.... 8.41-172.74*

*Low ET and Top Speed of entire meet.

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LEFT—Shirl Greer's "Tension" Dodge was a crowd favorite, ran in tough 2400-lb. class. Shirl lost on final run on Friday night, won on Saturday night when Tasca Ford was disqualified for failing to make a weight check within the specified time limit. BELOW—Dick Landy, with the cigar, talks to John Dallifior, driver of the "Golden Commandos" Plymouth. CENTER—Pete Gates, ultimate winner of the "Mr. Super Eliminator" title, goes against Bob Harrop in the ex-Ramcharger car.



ABOVE—Eddie Schartman competed with this C/S Comet as well as with his funny car. Although his C/S ran as low as 12.7's, Eddie couldn't cut tough GTO's that won the class on Saturday and Sunday. RIGHT—Only funny car to win its class all three days was Melvin Yow in T. W. Grissom's Dodge. Melvin competed

