

# Chrysler Pulls Out of NASCAR Racing

## Chrysler's Bye-Bye Both Sides Adamant; Ford May Quit USAC

BY CHRIS ECONOMAKI, Editor  
National Speed Sport News

Statement by Ronnie Householder, Director of Competitive Products, Chrysler Corp.

"The 1964 stock car racing season attracted the largest crowds and paid the biggest purses in history. The season has been a credit to all who participated. Plymouth and Dodge cars with the 426 hemi engine, and their drivers, gave a good account of themselves in all sanctioned competitive events and contributed greatly to the season's success.

"The standard practice of all competitive sanctioning bodies is to make major rule changes after thorough discussion with owners, drivers, track owners and equipment manufacturers, and to provide a minimum of one full year's notice prior to adoption. The new NASCAR rules for the 1965 season, as announced October 19, 1964, do not permit an orderly development and testing program for replacement of equipment already programmed. The new rules interrupt the continuity of engineering cars for safety and performance, and they are not consistent with racing's tradition of bringing the best and newest engineering equipment to the race track. We also believe the rules will work to the disadvantage of many car owners, race drivers and crews, and track owners.

"The effect of the new NASCAR rules will be to arbitrarily eliminate from NASCAR competition the finest performance cars on the 1964 circuit, including the car of the Grand National champion. Under these new rules, the equipment running in NASCAR tracks in 1965 will be inferior to the best the automotive industry can produce for this purpose.

"Accordingly, unless the NASCAR rules for 1965 are modified or suspended for a minimum of 12 months to permit an orderly transition to new equipment, we have no alternative but to withdraw from NASCAR sanctioned events and concentrate our efforts in USAC, IMCA, AHRA, NHRA, SCCA and other sanctioned events in 1965. In any case, the outstanding Dodge and Plymouth hemi-head cars will be racing wherever track owners want the public to see championship performance by stock car equipment."

### ... France's Reply

Statement by William H. G. France, President of NASCAR on hearing the Chrysler announcement.

The 1965 NASCAR specifications were designed to provide fair competition among all 1965 American standard size production automobiles (\*).

If the Chrysler Corp. feels that its standard 426 cubic inch automobiles are not competitive with comparable size cars of other American makers then I would be the last to criticize Chrysler on its withdrawal from NASCAR racing.

NASCAR racing is first of all competitive. NASCAR's major aims through the years has been to match American automobiles of like performance capabilities in races of speed and endurance. The 1965 NASCAR specifications were drawn but for one purpose: To bring together as far as possible cars with similar engine size, length, width and weight. No manufacturer is favored, none penalized.

\*Automotive News listed the Plymouth Fury, Dodge Polara 880, Ford 119" wheelbase; Chevy 119" wheelbase; Dodge 121" wheelbase; Pontiac Catalina, Olds Jetstar and Starfire 123" wheelbase; Buick LaSabre 123" wheelbase and Mercury 123" wheelbase along with the 124" wheelbase Chrysler and Pontiac Star Chief and Bonneville 124" wheelbase as standard size cars. They classify the Plymouth Belvedere, Chevelle, Dodge Coronet, Rambler Ambassador, Ford Fairlane, Pontiac Tempest and GTO as intermediate size cars.

### USAC's Position

The United States Auto Club has no intention of relaxing its policy of giving competitors and manufacturers a year's notice before making a major engine specification change.

"We think it only fair that our people have adequate prior notice," said Henry Banks, USAC Director of Competition.

"USAC's rules committee and Board of Directors had their meetings in September, and there was no discussion about stock car rules or regulations. Therefore we will operate in 1965 with the same rules we had in 1964.

"Ours is a democratic organization and rule changes are offered by the rules committee to the 19-member Board of Directors who have the final say. If there is to be a change in our stock car regulations, it will be put on the agenda at the January meeting of the rules committee and discussed and acted on at the June meeting of the committee.

"We think this is the only fair way to operate. We cannot see any justice to making a rules change now, thus penalizing industry by obsoleting equipment they already have on hand.

"The machines that ran in 1964 are just as competitive now as they were then, so we can see no justification for any manufacturer to withdraw from USAC stock car racing.

"With two events left on the calendar, USAC is bringing to a close its most successful stock car racing season. We have even brighter hopes for 1965 when we intend to present to the public an even broader stock car racing program."

Banks hinted that by 1966 the controversial Hemi-Hummer of Chrysler and the Ford high-riser engine might be banned by USAC, reverting at that time to strictly stock engines and over-the-counter parts, but it wouldn't happen without adequate prior notice.

RIDGEWOOD, N. J.—Turmoil!

That, in a word, describes the current status of the late model stock car racing rules picture for 1965

### CHRYSLER PULLS OUT

The latest development in the rules ruckus between NASCAR, who triggered the fuss when it announced controversial rules for 1965, and the Chrysler Corporation who saw its winning hemi-head cars eliminated from further competition, was their withdrawal from NASCAR racing in 1965 if the rules stand.

Ronnie Householder, Chrysler's Director of Competitive Products, issued a statement Thursday stating that unless NASCAR's rules are modified or suspended for a minimum of 12 months, they have no alternative but to withdraw from NASCAR events and support other circuits.

The trouble began Oct. 19 when NASCAR's new rules were announced. They outlawed Chrysler's Hemi and Ford's Hi-Rise engines and placed a 119" wheelbase minimum on cars competing on NASCAR's four major tracks—Atlanta, Charlotte, Darlington and Daytona—while allowing the 116" wheelbase cars permission to run all other tracks. In addition internal engine changes (modifying) are to be permitted and all cars will have to conform to an average weight. Displacement remains at 427 cubic inches (seven liters.)

Chrysler's 1965 racing plans are based on their 117" wheelbase Dodge Coronet and their 116" Plymouth Belvedere, neither of which now are eligible for the eight "prestige" races on the NASCAR circuit.

Ford, on the other hand, applauded the ruling and went even further.

"We have no intention of running two kinds of cars next year. We feel strongly that the new NASCAR rules will help the industry speed progress in developing better passenger car com-

ponents, and we intend to enter those performance events that best serve this end. We would hope that USAC would see fit to adjust its rules to encourage the use of cars as close to production models as possible," said Leo C. Beebe, Special Vehicles Manager, Ford Division, Ford Motor Company.

This, in effect, was notice to the United States Auto Club, who is committed to the same set of rules for 1965 (which allow the hemi and hi-rise engines) that Ford would pull out of their events unless rules were changed to parallel NASCAR's.

USAC wasted no time in countering with a reaffirmation of policy stating that their rules would remain as is for another year.

### FRANCE REPLIES

Householder's statement brought a stinging reply by Bill France, president of NASCAR, which said, in part, "... if they feel that their standard 426 cubic inch automobiles are not competitive with comparable size cars of other makers, then I would be the last to criticize Chrysler for its withdrawal from NASCAR racing."

The reason for the big change in NASCAR rules is the flexibility of the AMA (Automobile Manufacturer's Ass'n) specifications which allowed out and out racing engines in stock cars. All the motor companies had to do was build a racing engine, list it in their parts catalog, have them available on special order, and they met the "stock" requirement.

The new rules are unique in that poundage can be added or removed to make cars meet the prescribed average weight. In addition the internal modifications are intended to allow the ingenious mechanic to extract power without having to depend on a factory for special high-performance catalog parts.

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## Durable Dieringer Wins '300'

AUGUSTA, Ga.—Darel Dieringer, a transplanted Hoosier now living in Charlotte, N. C., won his first stock car race on the eastern NASCAR circuit Sunday, taking the Jaycee 300 at the newly-paved Augusta International Speedway.

### DRIVE MERCURY

Dieringer pushed Bud Moore's 1964 Mercury to an average of 68.614 m.p.h. in a race that saw the pace slowed by many caution flags.

A turnout estimated at 13,000 watched as Dieringer copied the style of others to snare the \$1,750 first place money. Placing second, and the only other driver in the same lap with Dieringer, was Bobby Isaac in a '64 Plymouth. Next over the line was Larry Thomas in a '64 Plymouth followed by Dieringer's Mercury team-mate Billy Wade and Doug Cooper in a '64 Ford.

The only other drivers in contention during the 300-lap NASCAR Grand National on the half-mile track were Ned Jarrett, David Pearson, Richard Petty and Wade.

First it was Pearson in a Dodge to lead. He qualified for third starting spot and forged into the lead on the fourth turn. However he was sidelined when he spun and wrecked on the third turn of the 11th lap.

This gave Wade the lead and Dieringer moved to second ahead (Please Turn to Page 10)

## Charland Makes a Late Bid In Nazareth Curtain-Closer

By JOHNNY CATHERS

NAZARETH, Pa. — Rene Charland, 1962-63 NASCAR National Sportsman champion and heir-apparent to the 1964 crown, made his first appearance at the Nazareth Speedway Sunday afternoon and captured the 35 lap feature, the final race of the season here.

### CARTER FALTERS

Charland moved smoothly through the pack in the early stages of the event, and coming off the fourth corner for the white flag lap, he passed leader Rags Carter and led the last lap.

Although experiencing mechanical difficulties, Carter managed to hold down second spot in the final lap, only to be passed by Bob Rossell as the pair came down for the checkered flag. Finishing fourth, and closing fast on the hapless Carter, was Bob Pickell, last week's feature winner here.

Two spectacular accidents kept the fans on the edge of their seats during the afternoon. In the limited sportsman race, Dick Antheil got into trouble coming off the second turn, which resulted in a series of violent roll-overs down the back stretch.

Antheil was able to walk to the stretcher, and was taken to the hospital where he remained overnight for observation. His car was demolished.

In a modified preliminary, Joe Conti, a URC sprint car driver seeking additional experience in the rough-tough modifieds, got more than he bargained for when he had an argument with the fourth turn wall. He slid along the outside retainer and then bounced into the path of Jules Varanyak's car, which hit the Conti machine full-bore. Conti's car then spun around in a two-wheel spin and landed on its side. Varanyak's car was also eliminated from the event. Neither driver was injured.

### CHANGES FOR '65

Promoter Jerry Fried announced that extensive improvements will be made here for the '65 season. (Please Turn to Page 10)

## Augusta's 'Jaycee 300' Finish

Fin. Pos.	Start Pos.	Driver and Type Car	Laps	Money	Running or Reason Out
1.	5.	Darel Dieringer, 1964 Mercury	300	\$1,750	Running
2.	7.	Bobby Isaac, 1964 Dodge	300	800	Running
3.	6.	Larry Thomas, 1964 Plymouth	298	600	Blew Tire
4.	4.	Billy Wade, 1964 Mercury	293	525	Running
5.	16.	Doug Cooper, 1964 Ford	283	500	Running
6.	17.	J. T. Putney, 1962 Chevrolet	281	475	Out of Gas
7.	12.	Curtis Crider, 1963 Mercury	281	450	Running
8.	11.	Tiny Lund, 1964 Ford	278	435	Running
9.	3.	Buddy Baker, 1964 Ford	278	400	Running
10.	14.	Nell Castles, 1962 Chrysler	276	390	Running
11.	20.	Doug Moore, 1964 Chevrolet	275	380	Running
12.	18.	Pete Stewart, 1963 Ford	274	365	Running
13.	19.	Roy Tyner, 1964 Chevrolet	269	350	Running
14.	25.	Buddy Arrington, 1963 Dodge	263	330	Running
15.	23.	Buck Baker, 1964 Plymouth	260	310	Differential
16.	26.	Frank Graham, 1962 Ford	252	200	Running
17.	13.	Frank Brantley, 1962 Plymouth	252	160	Running
18.	28.	Al Farmer, 1963 Pontiac	240	160	Running
19.	1.	Ned Jarrett, 1964 Ford	227	260	Blew Engine
20.	9.	Larry Frank, 1964 Ford	197	160	Clutch
21.	22.	Earl Brooks, 1962 Chevrolet	182	160	Push Rod
22.	29.	Bubba Ino, 1962 Dodge	170	160	Blew Engine
23.	24.	Lee Roy Yarborough, 1963 Plym.	155	—	Differential
24.	10.	Sam McQuagg, 1963 Ford	148	—	Differential
25.	2.	Richard Petty, 1964 Plymouth	109	50	Wrecked
26.	21.	Darrell Bryant, 1963 Mercury	70	—	Oil Pressure
27.	30.	Wendell Scott, 1963 Ford	57	—	Differential
28.	15.	Lewis Jones, 1963 Ford	31	—	Blown Engine
29.	3.	David Pearson, 1964 Dodge	9	30	Wrecked
30.	27.	Jack Anderson, 1963 Ford	1	—	Blown Engine

Time of Race: 2 Hours, 11 Minutes, 7 Seconds. Average Speed: 68.641 Miles Per Hour.  
Fastest Qualifier: Jarrett, 1964 Ford, 82.455 mph.  
Lap Leaders: Jarrett, Lap 1; Pearson, Lap 2 thru 9; Wade, Lap 10 thru 47; Dieringer, Lap 48 thru 111; Jarrett, Lap 112 thru 128; Dieringer, Lap 129 thru 192; Jarrett, Lap 193 thru 227; Dieringer, Lap 228 thru 300.  
Caution Flags: Lap 11 thru 15—Pearson spin. Lap 39 thru 43—Crider lost wheel. Lap 48 thru 51—Bryant spin. Lap 109 thru 124—Petty Wreck. Lap 190 thru 194—Brantley lost wheel. Lap 231 thru 245—Jarrett Blew Engine.

## 5-Mile's Small Engine Stock 100 to Meahl

By AMOS FINCH

BINGHAMTON, N.Y. (delayed)—A real cool wheeler by the name of Ken Meahl from Lockport, N.Y. guided his 327 Ford to a snappy win in the Southern Tier 100 Saturday night at the FIVE MILE POINT Speedway. Canadian Stock Car Champion Billy Rafter of Niagara Falls sped home second. Localite Don Beagell of Binghamton turned up third and fellow Five Mile Point regular DeForest Chalker of Montrose, Pa. was fourth.

This was an open competition run with a limit of 330 cu. in. Meahl picked up \$500 for his winning ride. A crowd of over 2000 turned out for the thriller that was run off in

35 minutes 11½ seconds on the fast ¼ mile, with six laps run under caution.

Jerry Hayes, a tough competitor, won the pole spot in qualifying action and used it to good advantage, holding the lead for the first 66 laps. Hayes set the pace with Meahl tucked in behind him, till engine trouble forced Hayes off on the 67th lap.

Once Meahl moved in front he was never headed, though Rafter kept the pressure on him the rest of the way, with Meahl crossing the finish line a four-car-length victor. Beagell, finishing third, was a lap behind with Chalker only a car length behind him for fourth. Of the

33 cars that started the 100-lap grind, 17 finished.

In preliminary action Hayes took the 1st Heat. . . Don Baegell, local favorite, ducked into the winner's circle for the 2nd Heat. . . Bill Rafter made it look easy in the 3rd as he coasted home a winner by nearly half a lap. The Consi went to Chalker. Officials of the Southern Tier Stock Car Club were very enthused at the smoothness of the program and its acceptance by the fans.

### The Summary:

First heat, Hayes, Larry Groover, Hal Snopek.  
Second heat, Baegell, Jim Mott, Meahl.  
Third heat, Rafter, Jerry Townley, Ed Rafferty.  
Consolation, Chalker, Pete Cordes, Dave Offinsh.