

1965 ARRC C-Production National Championship Race at Daytona

Sunday was started off with an unfortunately combined C-D Production event—unfortunate because DP has come to be looked upon as one of THE events of any major Divisional, and especially the ARRC.

This one had a somewhat mixed up beginning for a couple of reasons. Sitting on the pole position, ahead of everyone else, was Dr. Lou Sell of Anaheim, California in his Lotus Super Seven with a qualifying time three seconds quicker than the second place qualifying Elan, and five seconds faster than that of the eventual winner. It was a puzzler until it was found that in practice, Sell had caught a tow from a Sting-

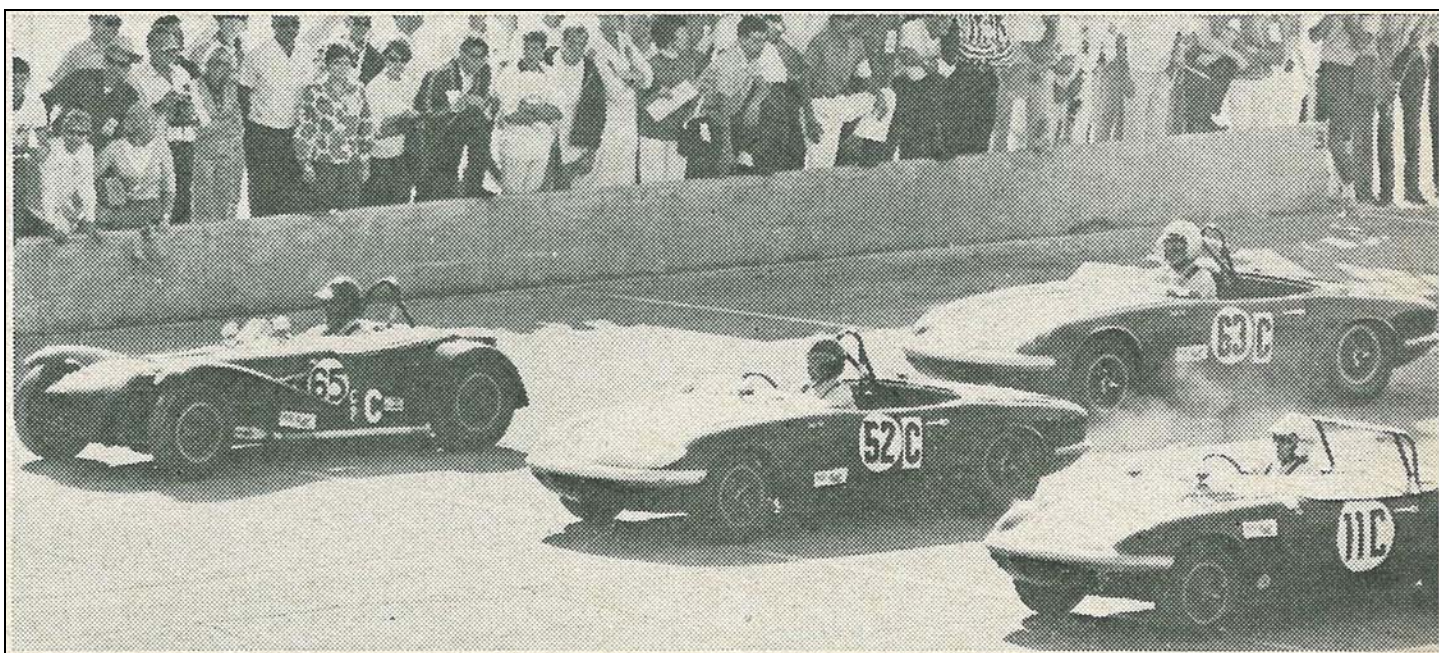
ray and that was the lap the timers clocked! Whether they clocked the 'Ray or Sell is a moot question. There was also a protest on the eligibility of the Elan of Bill Young, which was disallowed.

The C contingent figured to be a battle between Young Phil Groggins of New York, both Elan-mounted and Chuck Stoddard of Ohio in an Alfa GTZ. Most forgot to notice Joe Ward of Riverside, California, stuck in the back of the pack due to no qualifying time. He was to figure strongly. The D section favorite was last year's winner, the head of

Group 44, Bob Tullius. His major opposition could be expected to be Lee Herbert, Steve Froines, both of California, and Dick Stockton of Pennsylvania, all in TR-4s—with a dark horse or two in the persons of Dick Pendleton of Oregon and Brad Picard in the lone MGB that was gridded among the first ten cars.

Young leaped into the lead on the first lap, closely dogged by Groggins, who then went into the lead himself. For 20 laps this swapping went on, with the edge in top speed going to Young, who was running

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slightly larger tires. Stoddard mixed into this melee at first, but the pace got a little too hot for his heavier car, and he gradually fell back to what seemed like a very certain and easy third. Enter now Joe Ward, who had started from 27th and had been working his way up through the fast-dicing D cars, whose action camouflaged his progress until suddenly he popped out of the crowd and set out after Stoddard. Young, meanwhile had pulled out a short lead on Groggins, and slowly increased it to five seconds at the end of the 45 minutes. Ward kept after Stoddard and, just three laps from the end, slid by into third, holding on to that spot for the rest of the race. Young's average was a sizzling 99.216 mph.

Lou Sell got his Lotus 7 on the pole by a freak, but the C section was won by Bill Young (63) in race-long dice with Phil Groggin's 11,

THE AMERICAN ROAD RACE OF CHAMPIONS

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