

Unser Says Turbine Ruins Auto Racing

Bobby Unser, who will pilot his Rislone Eagle Turbo-Offy in the Indianapolis 500, is critical of the conventional turbines.

The 34-year-old Unser, who has won the last three USAC championship races, became the first man to officially shatter the 170-mile-an-hour barrier in a piston-powered car before going after the turbines.

Unser qualified for the 52nd running of the 500-mile race with an average speed of 169.507 after pushing his car past the magical 170 mark on his first two laps. He will be on the outside spot on the front row next to two turbines, but it was the silent cars he wanted to talk about, not his performance.

SITTING on the workbench at the back of his "arage, Unser expressed his feelings about the turbines without batting an eyelash.

"There is no place in auto racing for the turbines," Unser asserted. "How can anyone believe they belong here if they won't allow them in airplane and boat races. They should make them run in their own class.

RECORDS SET BY PARNELLI

For national point standings (1946 through 1967) Parnelli Jones of Torrance is fifth with 6,783 points.

In 1967, Parnelli was ninth among the top money winners with \$39,261.83 (does not include accessory money).

Records set at the Indy 500 (actual race) in 1967 are:

1 lap	154.374
2 laps	162.221
25 miles	154.447
50 miles	155.670
75 miles	157.530
100 miles	158.162
125 miles	158.609
150 miles	158.027
225 miles	155.742
250 miles	155.042
325 miles	152.016
350 miles	152.028
375 miles	151.951
400 miles	152.468
425 miles	152.724
450 miles	152.982
475 miles	152.627

Parnelli holds record for stock cars on the Pikes Peak Hill Climb at a speed of 53.714 mph.

Sprint car records held by Parnelli are:

Indianapolis Raceway Park in Clermont, Ind., 30 laps at 91.783 mph.

Allentown Fairgrounds in Allentown, Pa., 8 laps at 71.019 mph.

Dayton Speedway in Dayton, Ohio, 30 laps at 94.569 mph.

Ascot Stadium in Gardena, Calif., 8 laps at 79.669 mph.

New Bremen Speedway in New Bremen, Ohio, 1 lap at 94.142 mph, qualifying; 30 laps at 86.963 mph; 50 laps at 86.604 mph.

Salem Speedway in Salem, Ind., 8 laps at 98.495 mph; 100 laps at 91.238 mph.



BOBBY UNSER
Critical of Turbine

"Andy Granatelli sits there and screams that he's being picked on and makes the rest of us look like villains. He keeps the public sentiment on his side and it's so aggravating because we're the underdogs.

"THE THING that bothers me is that Andy is big enough and powerful enough that he will hurt automobile racing more than he'll help it. This is a big price for him to pay for what he is going to gain from it personally," said Unser.

Bobby had his chance to drive one of the wedge-shaped cars that are the talk of the racing world. In fact,

he had several chances, but he believes the piston-engine is all that belongs on the race track.

"Five or six times I was offered a ride in one of them," he revealed. "I know I would have had a better chance at winning the race, but right is right, wrong is wrong, and I wouldn't sell out to win the 500."

At the same time, the personable driver from Albuquerque, N.M. holds no hard feeling toward Granatelli personally.

Unser drove three years for

Granatelli including a stint in the beloved Novis. "My association with Andy was absolutely outstanding," he said. "He never cheated me out of a dime. My complaint is against the engine, not the the chassis or the man."

"UNLESS the turbines are banned Unser doesn't believe there is a future in racing for the piston engine. "Some people say 4-wheel drive is the answer to running with them, but we don't have the horsepower to pull it like the turbines — they can generate more than 1,000.

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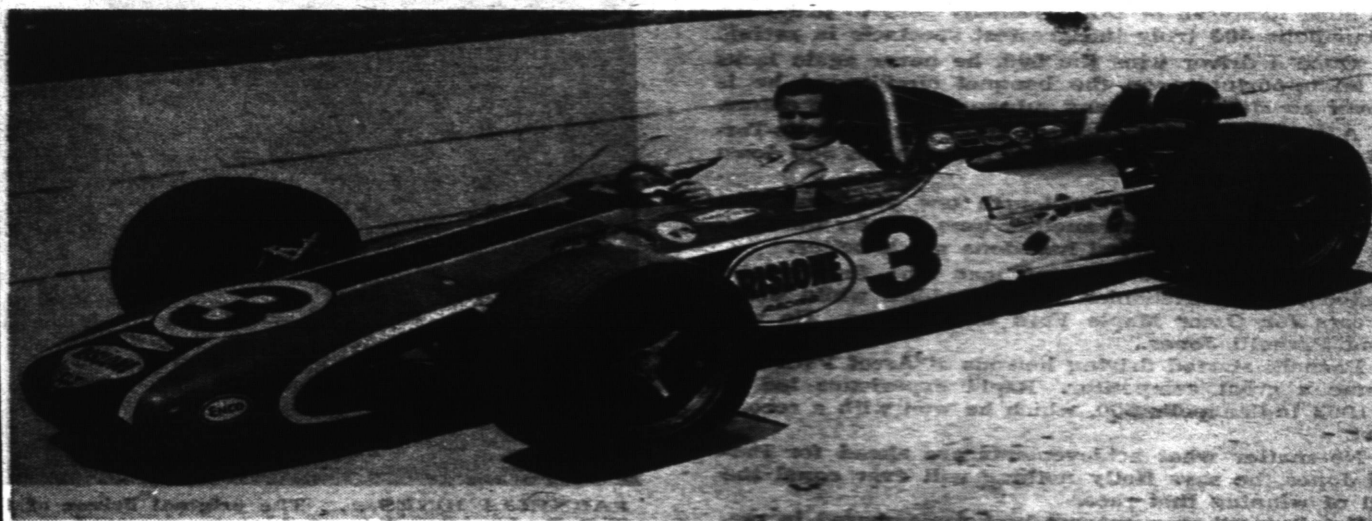
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