pit stop

Car-lover's mail more than 13° letters

By Jim Williams

One measure of how a newspaperman's mojo is working is the sort of stuff he finds in his mailbox. Today I share with you the odds (some of them very odd) and ends the postman brings me.

One morning's find was a folder proudly labelled "E-Z Wider Racing Team." It contained press releases about E-Z Wider's campaign in the 1976 Goodrich Radial Challenge Series, their AMC Pacer racing car, driver Howdy Holmes and a schedule of the series' races. .. and a sample package of E-Z Wider's product, which happens to be cigarette rolling papers.

Having no use for cigarette papers, I gave them to a friend who said he might be able to do something with

them. He gives this test report:

"The 1976 E-Z Wider is a wide-track paper now in vogue with some users. Purists denigrate double-width papers, but they are easier to use and allow bigger, er, results.

"The test paper was easy to handle, without much harshness. Its only fault was instability in wide turns. Let's hope the racing car performs as well."

Regardless of E-Z Wider's product, the Radial Challenge is an interesting, hotly-contested series. Too bad the closest event is in Wentzville, Mo., on October 10.

Recently I subscribed to a strange weekly newspaper called "Autoweek." Published, for some unfathomable reason, in Reno, Nev., it offers lively, interesting coverage of various automotive minutia.

If you want to buy "Auotweek" it takes more than just the 60-cent cover price, because it doesn't appear at the corner newsstand. It is sold by obscure agents who, in a piece of curiously twisted logic, are listed only in the publication. Maybe they don't want outsiders reading it. For those willing to take the risk, the Lincoln connection is Road-Yrack Motors Service, 2045 O St., which is also a favorite hangout of local Sports Car Club of America whackos.

You can find out a lot reading "Autoweek"; for example, that Darrell Waltrip left the Winston Western 500 because of a cracked cylinder head. But the really fascinating part is the advertising.

The whole evolution of a racer can be traced through the classified ad section. For the beginner, there are

drivers schools-Jim Russel's, Bill Scott's, Bob Bondurant's.

Out of school, the fledgling racer needs a car, and "Autoweek" offers lots of choices: "LOLA T332, not cheap but good value." Surely a good value, the car that dominates Formula 5000, the same kind Mario Andretti drove. Racing engines and builders thereof, helmets, fire extinguishers, test gear—every trapping of success—are for sale.

And then, the decline and fall. "Bought house, race car must go. . New arrival forces sale. . . Quitting racing, must sell." Morning comes, the dreams fade. Such is life.

But there's one intriguing classified that tempts me to inquire further: "TR-4 used for drivers school and 2 regionals...very reliable, \$1,895. Trailer w/ wench:.."

Then there's a note from "Dan Lester in the library."
Lester's amusements include driving non-stop from Lincoln to Albuquerque, N.M., every few weeks. He thinks I should reschedule the Trans-Nebracka Open, which he planned to drive single-handed. That's right, 980 miles in 20-odd hours, alone.

I can hardly wait for tomorrow's mail.



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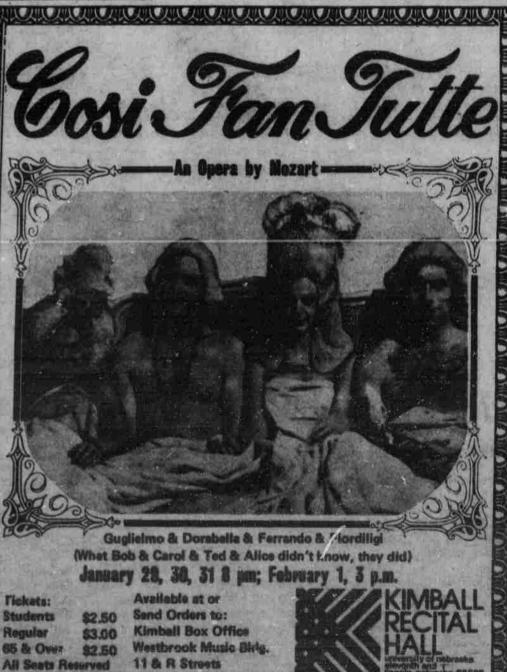
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