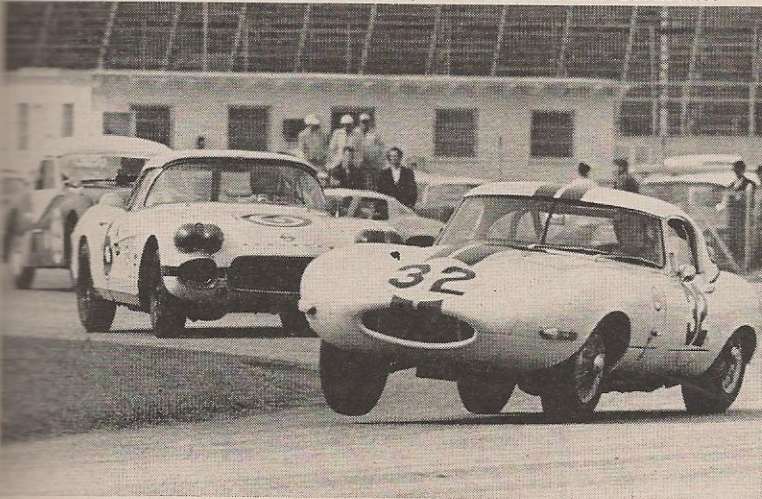
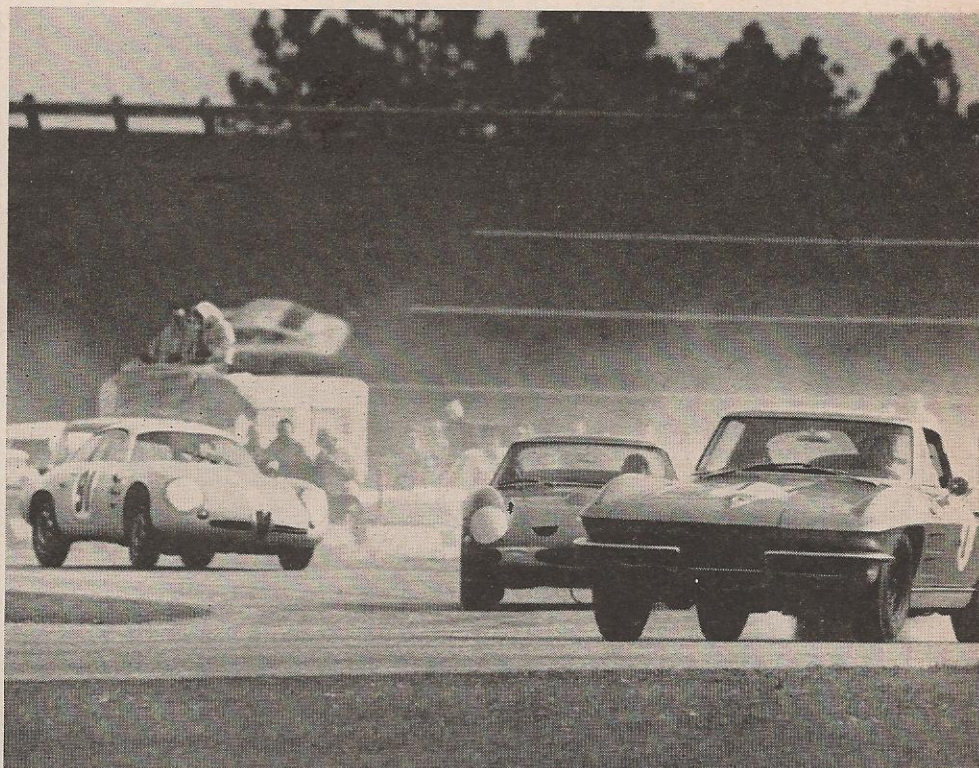
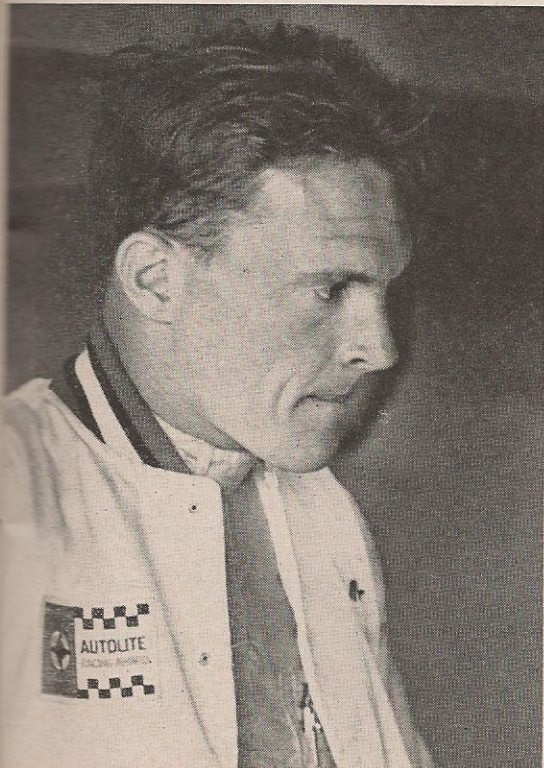


*Maybe the sign painter should have gone to school.  
Pabst, with a wheel in the air, leads Stevens and Cornelius.*



*Dan Gurney is lost in thought . . . as the Cantrell Sting Ray tries unsuccessfully to stave off the Rodriguez/Ferrari challenge.*



and out of the ranks of the also-rans far behind.

The Corvettes were proving decidedly unequal to the in-field turns, with the sole exception of Dick Thompson, who was hanging on just behind fifth place. First, Hudson came back on the track and shortly slid off into a safety railing. The Cobra's flywheel had disintegrated, come through the floor and fractured his foot. McDonald then went into the pits, cussing, whereupon Rodriguez and Penske were alone in their lap, and Piper was left holding third and doing a marvelous job, making it Ferrari 1-2-3.

Rodriguez came in for his pit stop at about the two-thirds mark. It took less than 40 sec. Pedro got out, gas was sloshed in, a quick tire check, and he was in and off again, but now in second place. Penske had passed during the halt. Even so, it appeared that Ferrari had at last arranged for an efficient pit crew. But the decision was premature.

Penske's stop came four laps later, and was 16 sec longer. His rear tires needed changing. By the time he got back on the track Pedro had passed and Roger was again running second. Piper's impromptu crew pulled off a shouting, gas-sprayed 49-sec stop, with Stirling Moss coaching them, and David roared off into the thick of it. However, not for long. He spun on an oil slick in turn three, missed a shift, and blew the engine.

This left a new inheritor, Walt Hansgen, fighting with resurgent Dick Thompson over third. However, both were laps behind the leaders. The XK-E was looking and sounding very good as time wore on. And Dave McDonald, in the sole surviving Cobra, was out of the pits and had moved up behind them.

Now comes the tricky part. The pit stop rules were specific: the driver had to shut off the engine and leave the car during a refueling stop. Two men were allowed to perform any mechanical work and a third man could pour gas. The driver could be one of these three men, but he had to get out of the cockpit. And as long as he was on the car's side of the pit wall he would be counted as one of the three.

A fourth man would be allowed only if he were not part of the car crew: say, a tire manufacturer's representative checking tread wear. The car had to be started with the on-board