

THE ICE RACING

COMETH—MAN!

Ice racing is often packed with more action for spectators than any other kind, anywhere.

By JOHN PETERSON

A Le Mans start on ice can be a slippery business even before reaching your car to start racing.

Veteran ice jockey Hale Pauley takes the inside groove with his #43 VW while John Hunt hangs out his tail, Saab-slider-fashion, as front wheels pull him through the slick curve. Pic. No. 5 x 11 picas.

► The frost has long since smitten the pumpkins, the mercury taken a nose dive, and the addicted Ice Jockeys are busy doing the last minute tuning to their mounts to ready them for the coming season when the lakes and rivers get stiff.

For those of you who live in the southern latitudes and those northerners who have yet to be exposed to this exciting form of automotive competition we'll try to fill you in about the goin'-ons.

The attraction of running an automobile on the frozen surface of a body of water has tempted drivers for years. Many a Model T has gone skidding across an icy pond, and the Scandinavian Countries have been running fun-and-games on their abundant supply of ice for years. Several years ago this urge got the best of Skip Miller and a few of his friends; they began to experiment with their Sports Cars on the slippery face of Lake Naomi located in the Pocono Mountains region of Pennsylvania. After the fun of spins and slides got to be old hat they decided to organize a race that was the beginning of formal competition on ice in the northeast; the year was 1957.

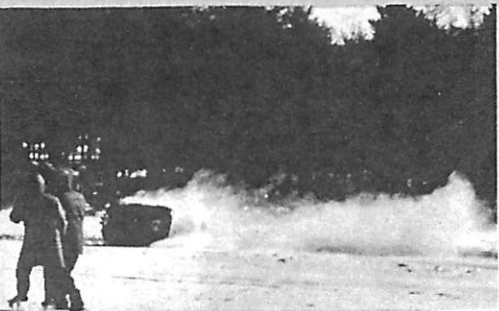
In the seven seasons of racing on Naomi, the spectators were treated to spectacular action by a wide variety of autos ranging from little NSU's to

powerful Ferraris. Their drivers coming from near and far to compete in this new form of competition. Chris Custer and Frank Fuller drove regularly from Alexandria, Virginia, and Harold Nabhan motored in from Salisbury, Massachusetts.

One of the most startling vehicles on the ice was designed and built by a retired engineer, Al Stout, who was King of the Ice in '59 and '60. Looking like the body of a jet fighter with four wheels, the single seater Special was built around SAAB components, as this marque with its front wheel drive and fast revving engine had proved itself ruler of the frozen waves early on in the proceedings. In fact, as the number of contestants grew it was necessary to formulate rules and divide them into classes, the main factor being those with front-wheel-drive and those without. Another important rule allows only street tires, no chains, snow tires or studs. The excellent traction of the VWs and Porsches pays off and they accumulate a good share of trophies in the rear-drive-sedans and sports classes respectively. The course conditions vary from week to week and speeds approaching 100 mph have been clocked over the two mile course when the snow is packed; with glare ice the speed is slower but the spins and slides are more spectacular. In the history

FOREIGN CAR GUIDE

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ABOVE: The Custer/Fuller Saab from Virginia climbs a snowbank during the Deep Freeze Little Le Mans on Lake Naomi and makes like a sled. RIGHT ABOVE: with skilled maneuvering and good luck Old #2 stays on the bank and even comes down a little towards four-wheel dignity after avoiding going over the top into a snow drift which could have ruined any chance of a win. RIGHT: Down off the bank back onto the ice, a bit shook perhaps, but back in the race with very little time lost.



LEFT: Three Saab-sliders at Brunswick enter a turn with front wheels on full-lock and engines revving to pull them through as the slide slows them slightly at the apex of the turn.

BOTTOM RIGHT: The Pinkie Rollo and Pat Mernone Marlboro 12-hour racing Peugeot 404 sedan goes to Wolfsboro to watch the ice racing.

BELOW: Smooth as ice just isn't that all smooth as this Saab shows lifting a hind wheel over a place where the surface has heaved. Paul Lund's #13 Porsche is a front runner in the Sports Class.



ABOVE: Brunswick race organizer, Chuck Cunningham in #1 MG 1100, runs wheel-to-wheel with Clyde Billings in #11 Saab in the 1964 race. They both past the Morris pickup which also ran unplaced. Clyde took first, Chuck Second.



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of Naomi there wasn't one serious injury to a driver even though there have been flips and other car damage, a commendable record when you figure about a half a dozen events per weekend and an average of eight raceable weekends per season.

Looking back, Skip has only one major complaint, Mother Nature's cooperation; many a Saturday night he had to spend behind the wheel of his Jeep to replot the course after a last minute snow storm covered the track—he has nothing but praise for the Jeep that served so tirelessly.

'65 season saw a shift of the Pennsylvania Ice Drama to Lake Ariel where the familiar actors performed for the public on the new stage under the new management for a very suc-

cessful season. The course is located east of Scranton on route 191 and it offers excellent spectator viewing.

Bob Tamborine who competes in an R-8, tells of ice events in the Midwest that are becoming popular; Bill Maloney of Station WEAU, Chicago should be able to fill you in on the schedules.

Another regular on the Ice Racing calendar is the Six Hour Endurance Race sponsored by the Brunswick Lodge of Elks on the New Meadows River in Brunswick, Maine. It draws drivers and spectators from all over the northeast, and '66 will be the sixth year. The event features real hot competition that can be seen from a shoreline that rises about fifteen feet above the ice and affords a good



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ABOVE: VW takes Jag as power loses to traction in the Wolfsburg Grand Prix. Hale Pauley's #11 completed 32 laps for 11th over-all and Ron Towle's #14 was right behind for 12th. Both led the first sports car home. BELOW: No Charlie, those perpendicular little houses are fish houses which Winnepesaukee's ice fishermen bring out on runners to keep themselves warm while fishing.



view of the two mile circuit. Among the many noted drivers are Chuck Cunningham, the organizer, and Clyde Billings, they usually provide the pace for the others to follow.

A new comer in '65, and because of its success, to be repeated in '66 is the Two Hour Wolfeboro Grand Prix sponsored by the Lions Club of this famed New Hampshire resort as part of their Winter Carnival that features such varied activities as dog sled

races, skating events and snow sculpture contests. The drivers look forward to this opportunity for testing their machinery under fire before Brunswick over the 1½ mile course on Lake Winnepesaukee. Jack Welsh who helped organize the event, drove a Jag but it was no match for the Saabs, VWs and Porsches, unlike dry land racing, horsepower is not a prime factor in winning.

For those who like to see the crash-

and-bang type of auto competition, on the other end of the lake at Alton Bay, a series of Ice Stock Car Races are held every Sunday when the ice permits.

The Canadian love for ice and snow activities ties in naturally with this exciting sport and there is an annual series of races held across the Province of Quebec for the King-of-the Ice Crown. North of the border the favorite mount is the little Mini Bomb that the local boys drive with the same exuberance they exhibit on a hockey rink. For the last couple of years, most of the hardware has been captured by Homer Trotter of Watertown, New York, with the aid of his sure-footed Saab.

One of the highlights of the schedule is in Quebec which Hal Mayforth claims is one of the most interesting

races he's ever entered, it's called the Grand Prix Esso du Carnaval d'Hiver de Quebec and is held on the frozen snow of the Plains of Abraham where Generals Wolfe and Montcalm fought and died. Hal and Homer swapped the lead several times during this 25 lap contest with Homer finally taking the checkered flag.

Well, does all this sound interesting? Why not give it a look-see in the remainder of this season—or plan on it for next year?

Needless to say, make sure you dress warmly because in spite of the hot competition, the wind gets pretty chilly and a thermos of hot tea certainly hits the spot.

The tentative schedule for the rest of the '66 season, depending on the weather, shapes up as follows: (Suggest you check first before you go.)



Homer Trotter in #33 Saab is about to lap a couple of Minis on his way to Quebec's King-of-the-Ice Crown. Canadians seem to have as much fun ice racing on Minis as playing hockey on skates.

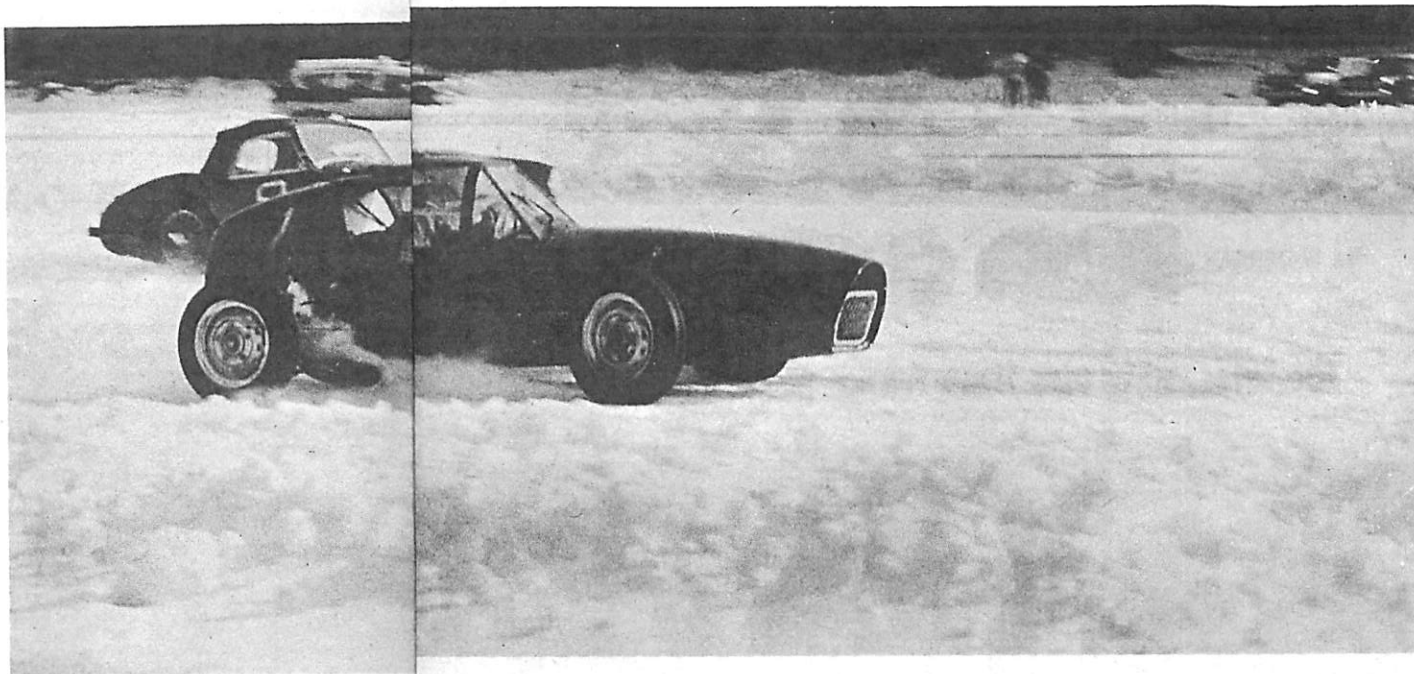
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Feb. 19 & 20
Six Hour Endurance Race
c/o Brunswick Lodge of Elks
Brunswick, Maine

Feb. & Mar.
Weekend Ice Racing in the Poconos
c/o Ice Racing
Lake Ariel, Pa.

Feb. & Mar.
Canadian Ice Racing
Contact: Mr. R. MacGregor
c/o CBM
P.O. Box 6000
Montreal, Canada

In the northeast, tune your Radio
to 910 Monday at 7:30 P.M. for
Bob's "R.P.M." program on which he
often mentions ice racing and where
you can find the next big race. ●



TOP ABOVE: Al Stout, King-of-the-Ice titleholder in '59 and '60 designed and built this single seater iceracing special around Saab components since Saab is the car to beat on the ice. It seems to be the front-engine/front-drive that does it.

ABOVE: While the cars ran on the lake, the dog sled race coursed around the shore line at the Wolfeboro Winter Carnival which includes many activities to make it a true winter festival. See chart in story text for approximate dates for 1966.

LEFT: Canadians drive their beloved Minis with such exuberance that a mere-smear snowbank won't stop them or even slow them down very much. The technique seems to be to climb right over the top and keep going.