

PLAINTIFF'S EXHIBIT

MAR-396



BRAKE DIVISION

AUTOMOTIVE BRAKE LINING - BRAKE BLOCKS - FRICTION PRODUCTS

100 NORTH MICHIGAN AVENUE - CHICAGO 1, ILLINOIS - ANAHEIM 3-7576

May 29, 1962

TO: ALL GRIZZLY BRAKE SPECIAL RACE CAR FANS

ENGINE FAILURE HALTS BRAKE TESTS AT INDIANAPOLIS SPEEDWAY.

Tests being conducted with the GRIZZLY DD SILVERTIP LINING at the Indianapolis Speedway have been halted because of a serious malfunction of the race car's engine. The GRIZZLY BRAKE SPECIAL, a "torture lab" on wheels, was withdrawn from the line-up of hopeful qualifiers for the classic Memorial Day "500".

Defective exhaust valves proved costly to builder-designer Robert "Pete" Peterson. A valve broke off as racing pro, Bill Cheesborough decelerated coming out of the main straightaway into the first turn. The head of the valve was blown out the exhaust port, but the stem punched a hole through the crown of the number one piston. Small fragments of metal floated around to other cylinders and began distorting the surfaces before the engine could be shut down.

The engine failure couldn't have come at a worse time. Bill Cheesborough was trying to work the GRIZZLY BRAKE SPECIAL up to qualifying speed late in the afternoon of the third day of qualifications, leaving too little time to repair the damage and get the car back up to speed before the fourth and final qualifying day ended.

Extensive tests had been conducted on GRIZZLY DD SILVERTIP LINING and it was found that this high performance friction formula withstood the rigors of heat and repeated brake applications beyond the expectations of the group of research engineers who were conducting the tests. Drivers of the car said drum brakes responded better than disc brakes, provided better foot pedal feel, allowed better control of the vehicle and eliminated the erratic stops that were present on other vehicles equipped with disc brakes. A group of engineers verified these facts with a series of careful tests and measurements.



*The Stop Sign
That Starts Sales*



NO AGREEMENT OR COMMITMENT IS BINDING UNLESS APPROVED IN WRITING BY THE PROPER OFFICIAL AT HOME OFFICE

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GRIZZLY BRAKE DIVISION
168 North Michigan Avenue
Chicago 1, Illinois

For further information:
THE PUBLIC RELATIONS BOARD, INC.
Chicago
Ivan Fuldauer
75 East Wacker Drive
RAndolph 6-2891

FOR IMMEDIATE RELEASE

CAPTION TWO:

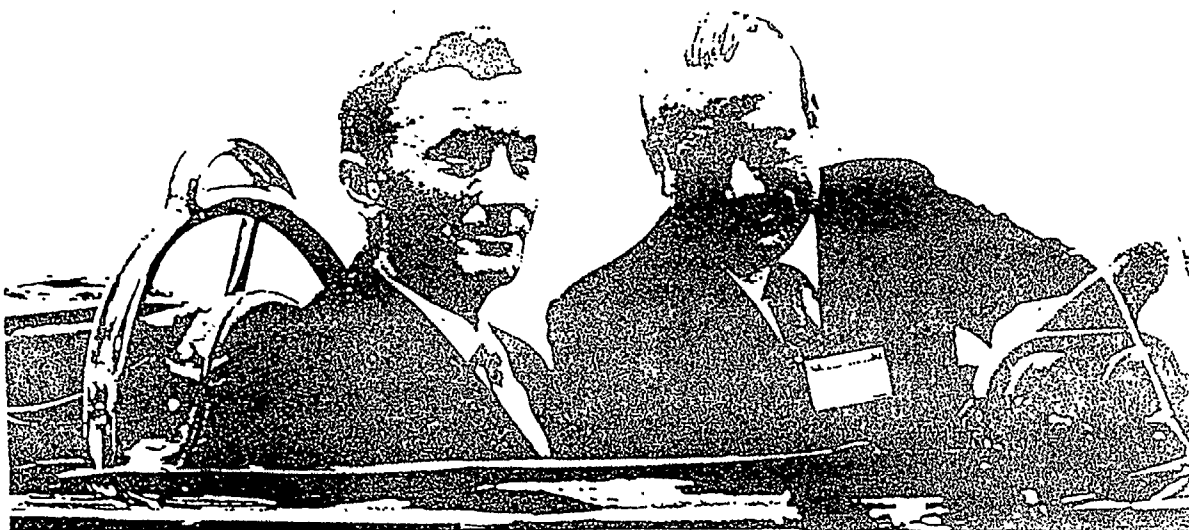
Pat Flaherty, (left), winner of the 1956 Indianapolis "500" speed classic, gets that "faraway look" in his eyes as he sits in the cockpit of the "Grizzly Brake Special", designed and built by Robert Peterson, (right). Flaherty will act as team captain of the Grizzly Brake Division-sponsored vehicle on Memorial Day, May 30. The car was on display at Grizzly's Automotive Service Industries Association show booth.

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GRIZZLY BRAKE *Special*

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168 North Michigan Avenue
Chicago, Illinois

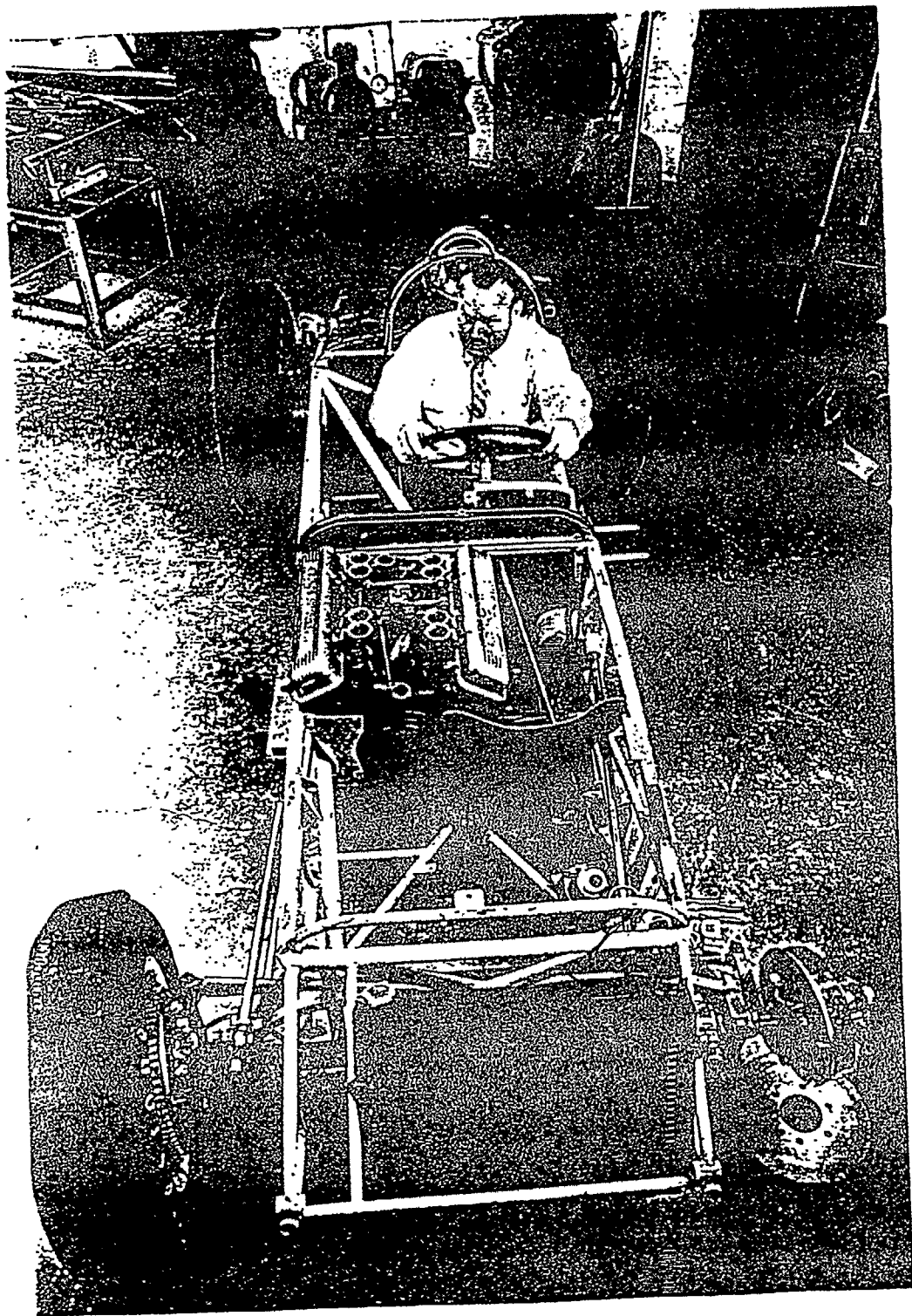
For Further Information:
THE PUBLIC RELATIONS BOARD, INC.
Ivan Fuldauer
75 East Wacker Drive - Chicago 1
Randolph 6-2891

CAPTION FOR PHOTO:

(Left to right) Bob Peterson, owner-builder of the "Grizzly Brake Special" sponsored by the Maremont Corporation, Chicago, explains the operation of the car's conventional brake system to Herb Hill, former sprint car champion, who has been assigned to drive the vehicle in this Sunday's running of the "Rex Mays Memorial 100-Mile" event at the Wisconsin State Fair Park in Milwaukee. Most "big cars" utilize a disc brake system, but since the improvements in the friction materials used in today's brake linings, Peterson felt that use of a conventional system would give his driver better braking control on the short straightaways and tight turns of Milwaukee's paved one-mile track.

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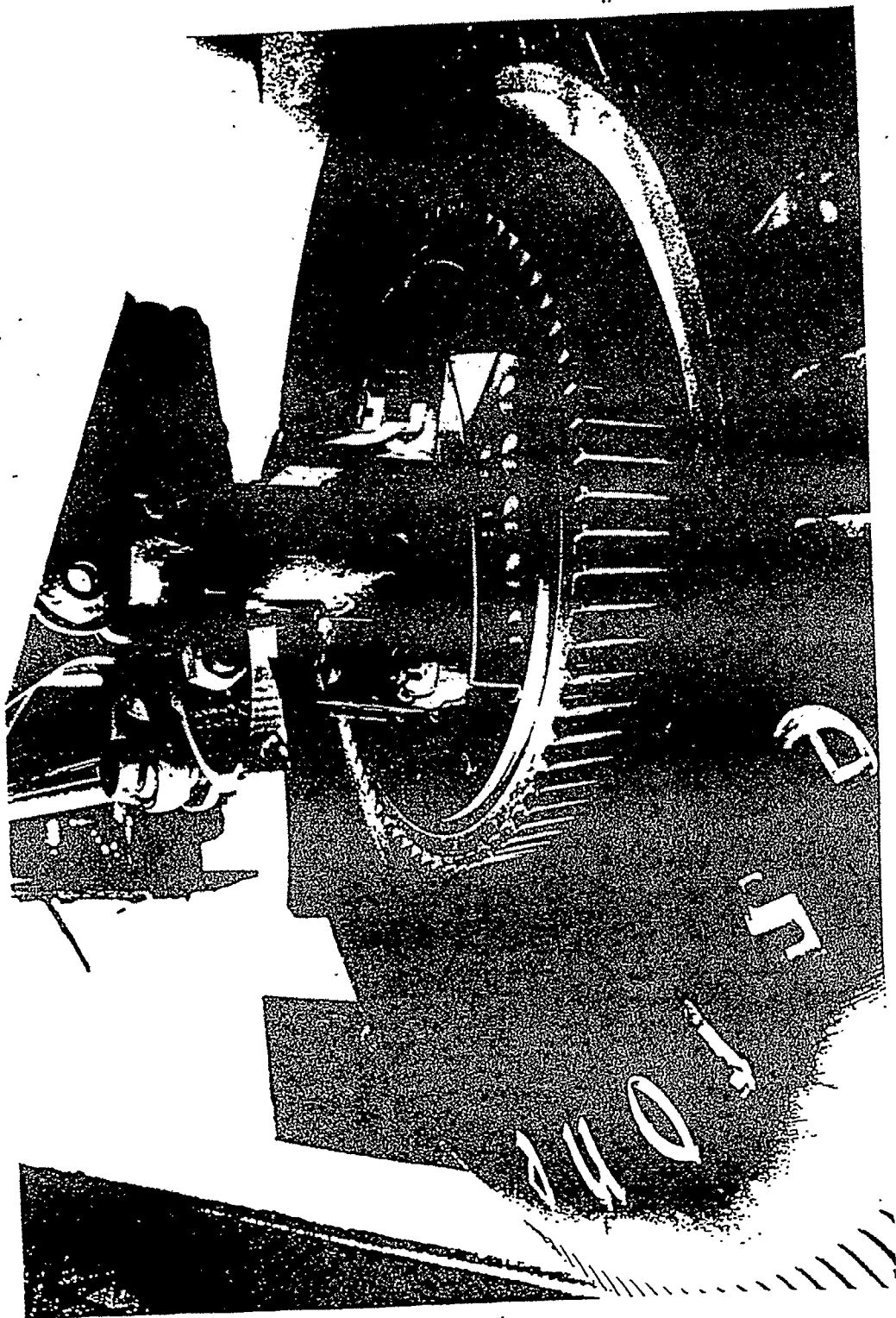
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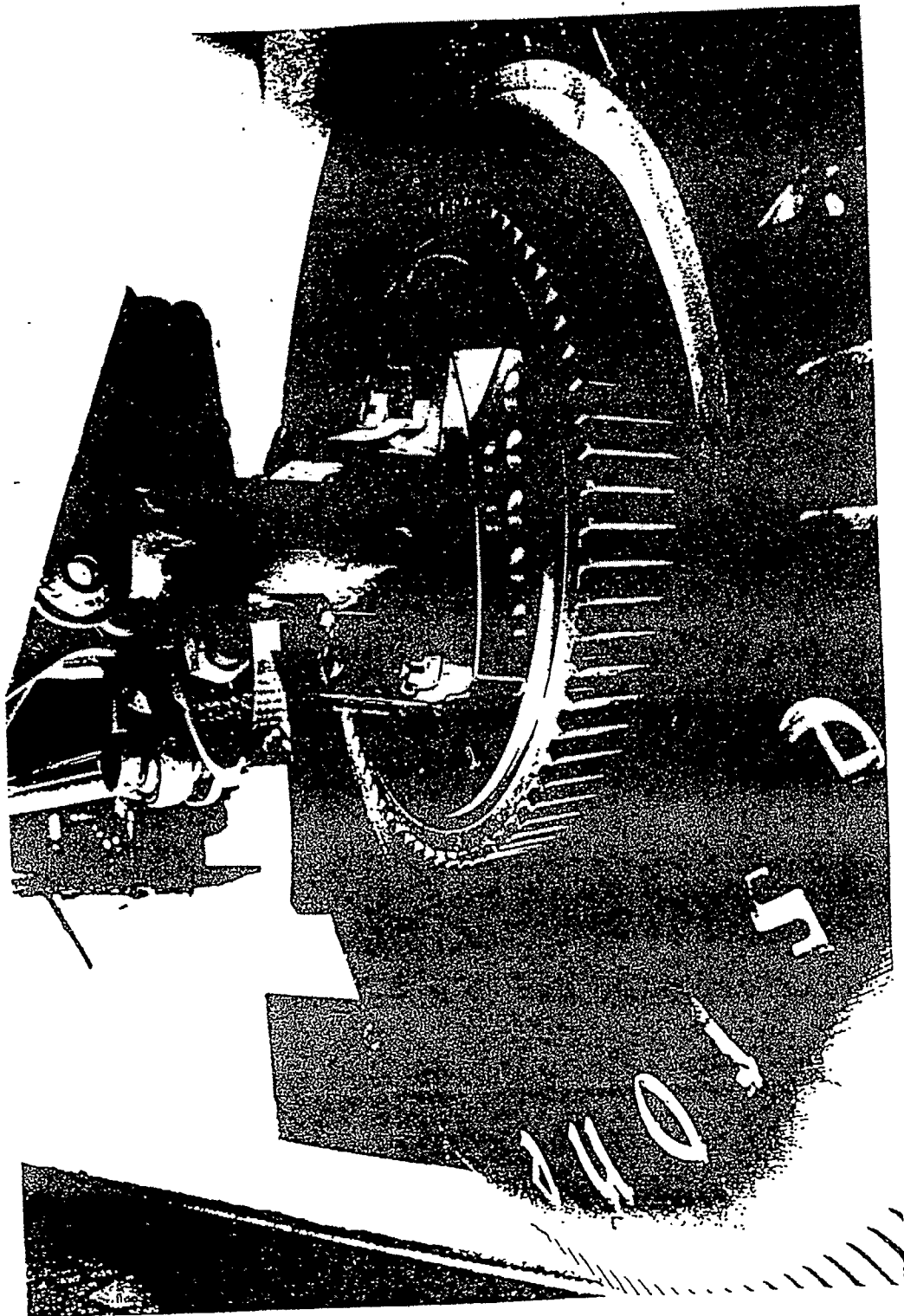
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GRIZZLY BRAKE DIVISION
168 North Michigan Avenue
Chicago 1, Illinois

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CAPTION FOR PHOTO:

During practice runs at the Indianapolis Motor Speedway, Sy Gary, (left) President of Scientific Control Laboratories, Inc., Chicago, one of the nation's leading independent research firms, and Harold Fuerst, Director of Research and Development for the Grizzly Brake Division of Maremont Corporation, Chicago, checked the wear on the lining installed in the conventional duo-servo brake system of the "Grizzly Brake Special." A similar testing program has been set - up for the Milwaukee 100-mile event this Sunday, June 10, where the car is scheduled to run.

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75 East Wacker Drive
RAndolph 6-2891

FOR IMMEDIATE RELEASE

CAPTION NINE:

A new hair spring-design valve spring has been developed by Peterson for the "Grizzly Brake Special" to perform with the engine's short 2.540 stroke to eliminate valve surge at revolutions-per-minute up around the 8,000 mark. Harmonic distortion that is present in conventional valve springs at these high RPM's have been known to cause complete spring failure. Turning rates as high as 11,000 RPM's may be realized, but the engine is expected to operate reliably at the 8,000 RPM level.

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GRIZZLY BRAKES PUT TO THE

Chicago's AMERICA

Auto Crew Here Readies 'Torture Chamber' for '500'

Chicago Auto Stated for '500'

BY BOB TRAU
Auto Editor

Former Chicago auto racer Pat Flaherty is captain of the team that will enter "a torture laboratory on wheels" in the 44th annual 500 mile classic at Indianapolis on Memorial day.

That is sponsor Howard Wolfson's description of the car, the "Grizzly Brake Special."

It will be driven by Herb Hill, former sprint car champion, making his first start in the 500. The car will be the only one in the race using an American-built conventional braking system.

All others feature a disc brake with single and sometimes multiple friction pucks. The "torture lab" tag refers to the fact that the Grizzly's new brake lining and drums will be tested under the most rigorous driving conditions.

Flaherty, winner of the 500 in 1956, has been relatively inactive as a driver since he was seriously injured in a race at the state fair in Springfield in August of '56.

Pat expects this to be the fastest 500 in history, and he believes the Grizzly can win for two reasons—Hill ("next to me, he's the best driver there is") and the improved brakes.

"While disc brakes are substantially fade proof," said Flaherty, "quite often they are of no value in the event of a panic stop or when you have to stop at the pits."

"When I was driving, my speed depended on how good my brakes were. These new brakes will help us stay in the groove better, and we'll

be able to hold our higher speeds longer."

"Putting asphalt over the bricks on the home stretch

should add a couple of miles to the speed of the track, so somebody may do a 150 mile an hour lap in qualifying."



HERE'S CREW of "Grizzly Brake Special." Chicago's entry in 500 mile race at Indianapolis May 30—standing (from left) Bob Peterson, designer-builder; Bill Lutz, Jack Sullivan and Norb Fedlon; at wheel, driver Herb Hill, and kneeling, Pat Flaherty, team captain.

Herb Hill, veteran race driver, will pilot the Chicago-designed Grizzly Brake Special in the 44th annual 500 mile Memorial day auto classic at Indianapolis.

The car, designed and built by Robert W. Peterson of Chicago, will weigh about 1,350 pounds, approximately 20 percent less than the average car in the race.

The Grizzly Brake Special is powered by a modified Chevrolet V8 fuel injection engine. The car's power plant is located on its right hand side which is contrary to "500" practice.

Peterson feels balance and weight distribution will be the key factor in this year's race.

The New York Times.

At the Speedway

The word at the 500-Mile track this morning was, "It was wet too, but Clarence Cagle, the Speedway's superintendent of grounds, was able to put the poor driving weather to good use by matching a few holes in the track. While the repair crews bent to their work, garage crews for the 50 cars now here kept an eye on the sky for a chance to run in the afternoon."

Dick Rothmann, driver of the Chapman Spl. No. 8 yesterday said he didn't think there was much enthusiasm yet at the Indianapolis Motor Speedway. Bill Ferber, owner of the Bill Forbes Racing Team Spl. No. 4, agreed and asserted, "They think, 'Well, we've got a whole month,' but the time trials aren't a month off."

Robert Fritzman, owner of the Grizzly Brake Spl. No. 46 will be looking for another driver, Herb Hill, who was to have the job, didn't meet the United States Auto Club specifications. He had not raced midgeys, sprint cars or championship cars in the year prior to the 500-Mile Race.

A. J. Foyt, Houston, Tex., defending champion in the "500" will be driving a new Pontiac Sunday in a stock car race in Langhorne, Pa.

Four more rookie drivers shared assorted phases of their driver's tests yesterday. Mike McGraw, 34, of New Rochelle, N. Y., completed the third step, the 150-mile-an-hour run in the Galt Brothers Drumstick Spl. No. 4; Johnny Coy, 37, of Freeport, N. Y., swept through both the 120 and 125 mile-an-hour levels in the W.R.D. Spl. No. 72, and both Keith (Patsy) Ruckman, 36, of Omaha, Neb., in the Joe Hunt Magneto Spl. No. 47, and Bruce Jacob, 25, of Greencastle, Ind., in the Safety Auto Glue Spl. No. 45, passed the 150 phase.

Elmer George, in the Barker-Turbin Spl. No. 21, and Cotton Farmer, in the Froehde-Mobil Homes Spl. No. 22, both completed 125-mile-an-hour refresher tests.

Rookie Al Miller, 39, of Zwetsville, Pa., has been assigned to drive the Federal Engineering Spl. No. 64. Paul E. Brooks, chief mechanic for Federal Engineering's cars, said No. 19, which finished 102 last year with Verna Hall driving it and which will be piloted this year by Chuck Hulse, will go on the track today. He said he was not sure yet when Car 64 will go out for practice.

Joe Phillips, chief mechanic of the Konstant Hot Spl. No. 5 which Bud Tinsell will drive, said he and his team were delayed in putting in an appearance in Gasoline Alley "by work that needed to be done on the car. Don Branson drove to first place in the sprint races at Salem last Sunday. He said there was a possibility he might have a car in the New Bremen, O., sprint races next Sunday. Phillips said he intended to have Car 3 on the track here by this afternoon.

Speedway Pilots Rack Up Practice Laps Of 147-Plus

By BILL EGGERT

Don Branson, 42 years old, and Parnell Jones, 28, a couple of men who go places and do things on any race track in a hurry, topped 147 mph yesterday at the Speedway.

Branson of Champaign, Ill., who has an unheard-of record of qualifying in 31 straight championship races, was the quickest yesterday in the No. 14 Lindsey Hopkins entry with a lap at 147.5.

Less than a tick behind was Jones' 147.1 in the No. 58 Agassian-Willard Battery racer, a new car. Branson's car is the one Tony Bettenhausen drove to 148 mph practice laps last year.

There were other hot doings yesterday. LEN SUTTON had three husky 148 mph laps in the No. 7 Leader Card Roadster. Dick Rothmann was consistent with 145-laps in the Chapman Special, and A. J. Foyt and Rodger Ward were flirting around with 144 and 143 circuits.

These hot-dog speeds are

highly significant in view of the fact that yesterday was only the fourth day of practice and there isn't a substantial groove yet in the turns.

The groove, which is spent rubber off heated tires, will broaden as more of the quick for drivers pile up practice laps.

Branson, who sat in the middle of the starting lineup last May in the 500-Mile Race, said "The track feels good; although he gave himself a thrill in the "northwest" turn, once. That was when he got into the sandy stuff outside the present groove.

Jones, who ran his quickie before Branson, said, "It was comparatively easy. I was getting a little weary coming off a fourth turn. When the groove gets wider we can go faster."

After car owner J. C. Agassian let out his warwhoops, he said, "There are a lot of machines like ours here, but this boy (Jones) is a goer."

So, where a year ago Bettenhausen was the only driver within grasp of the one minute flat lap, you won't get too much argument out of a prediction that maybe three or four of this year's drivers will hit 150. It could be a front row of 150 or better. And there are but 10 days remaining before the first qualification date.

Rookie driving tests continue but one took, Herb Hill of McHenry, Ill., but he was turned down by USAC's team of officials because he did not race in any United States Auto Club "sprint" events last year. He had won the 1954 Indianapolis 500.

Mike McGraw of Hayward, Cal., got his 130 mph phase "skipped" in the "Oor Brother's Drumstick" Special. Johnny Coy of Freeport, Long Island, N.Y., finished with a 125 mph lap in the W.R.D. Spl. No. 72. Keith Ruckman of Omaha, Neb., did his 125 mph lap in the Joe Hunt Magneto Spl. No. 47. Bruce Jacob of Greencastle, Ind., did his 125 mph lap in the Safety Auto Glue Spl. No. 45.

Three more officials—the Konstant Hot for Bud Tinsell, the No. 64 Federal Engineering and the Albany, New York Special—raised the garage area total of cars to 49.

Al (Cotton) Farmer of Fort Worth, Tex., and Elmer George of Speedway got USAC's approval to seek higher speeds. Each had passed his driving test before this year but neither has a competitive lap in a 500-Mile Race. They passed their refresher tests yesterday.

THE CHAPMAN Special of Tucson, Ariz., is another car to keep an eye on. The owner got himself a rapid chauffeur this time in Dick Rothmann, who has qualified for the last six 500s and was the pole winner in 1952; the year he was included in the first-lap pickup of 12 years.

Other go-go drivers, sure to make the May 12 battle for pole position a tight competition, haven't been on the track yet. These include Eddie Sachs, Jim Hurtubise, Jim Rathmann and Troy Ruttman.

Ruttman, recently wed, will be a member of a Mercury stock racing team this season and will start in the June 10 race at Atlanta, Ga.

WESTERN UNION TELEGRAM	
TO: ALL GRIZZLY SALESMEN	FROM: L. D. VAN GUNDY
THURSDAY 1:00 P. M.	YOUR GRIZZLY BRAME SPECIAL LEAVES CHICAGO VIA SPECIAL
CARAVAN STOP ARRIVE AT INDIANAPOLIS FRIDAY STOP CHECK INTO SPEEDWAY GARAGE	
NO. 44 STOP SHOOTING COLOR MOVIES OF PRELIMINARY EQUIPMENT INSPECTION	
SATURDAY STOP INITIAL RUNS ON TRACK AT SLOW TIME ON SUNDAY STOP MONDAY,	
APRIL 30 THROUGH MAY 7 WORKING ON SPEEDS UP TO 140 M.P.H. WHILE MAKING TESTS	
ON GRIZZLY MATERIAL—OO SILVERTIP STOP SHOOTING COLOR MOVIES OF ALL TESTS STOP	
KEEP YOUR CUSTOMERS ADVISED OF OUR PROGRESS STOP ARE THE POSTERS OF YOUR CAR	
ON DISPLAY STOP ARE YOU TAKING ADVANTAGE OF THIS TREMENDOUS PROMOTIONAL PROGRAM	
STOP YOUR BIG CHANCE TO TALK GRIZZLY	

EST AT INDIANAPOLIS '500'!

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The Indianapolis Times

'Team Captain' a New '500' Role for Flaherty

CHICAGO, April 21 (UPI)—Pat Flaherty, the 1956 winner of the Indianapolis 500-Mile Race, returns to the Speedway this year in another capacity, anticipating the fastest race in history and hopeful he's got a winning car.

As "team captain," Flaherty will be the strategist of the new Grizzly Brake Spl., built by Robert Peterson and to be driven by Herb Hill, expecting to make his first start in "the '500."

"I HOPE we've got a car that can win it," Flaherty said. "I'm sure we've got a driver who can. We don't know how fast this car will go, but we're hoping for 147 or 148 miles an hour out of it when we first take it out."

If the car doesn't prove capable of this speed, Flaherty and Peterson believed there were "six or eight little things" that can be done to add a little more speed.

"We'll need that much," Flaherty said. "I figure that putting asphalt over the bricks on the home stretch will add a couple of miles an hour to the speed on the track, so quite possibly somebody will do a 150 mile-an-hour lap in qualifying."

"Then the race speeds will



Pat Flaherty

be higher too, maybe by as much as a couple of miles an hour."

The Grizzly Brake car will have conventional brakes, instead of disc brakes, the first to run at the Speedway in almost a decade, and Flaherty believed that the new drums and linings would make better speed possible.

"I know when I was driving

my speed depended on how good my brakes were," he said, "and with these brakes, we think we'll be able to hold our higher speeds longer because we'll get more brake efficiency."

"I think these brakes will help us stay in the groove better," he said. "And that can add a mile or two to the speed, too. I know when I was driving it always cost me that much to get out of it."

FLAHERTY said he was "retired as of now" as a race driver, but reserved the right to return to the cockpit next year or some other time in the future.

"I'm not going to mind being in the pits while the race is going on," he said. "Because I've done it before. But there's always the feeling you'd like to drive again."

Flaherty, after his 500-Mile victory at Indianapolis, was seriously injured in a racing accident and while he has driven in the Speedway chase since, he has been relatively inactive as a driver.

"Hill hasn't driven in the '500,'" he said. "But next to me, he's the best driver there is. He's won plenty of sprint and stock races, and he can win this one too."

CHICAGO SUN-TIMES, Sat., Apr. 22, 1962

Flaherty, '56 Winner, Will Be In Indianapolis Pits This Year

Pat Flaherty, the 1956 winner of the Indianapolis 500-mile race, returns to the Speedway this year in another capacity, anticipating the fastest race in history and hopeful he's got a winning car.

As "team captain," Flaherty will be the strategist of the new Grizzly Brake Special built by Robert Peterson and driven by 500 rookie Herb Hill.

"I hope we've got a car that can win it," Flaherty said. "I'm sure we've got a driver who can. We don't know how fast this car will go, but we're hoping for 147 or 148 miles an hour out of it when we first take it out."

Ready To Tinker

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THE SPORT

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At the Speedway

The work at the 500-mile track this morning was "cold." It was wet, too, but Clarence Cagle, the Speedway's superintendent of grounds, was able to put the poor driving weather to good use patching a few holes in the track.

While the repair crew bent to their work, garage crews for the 50 cars now here kept an eye on the sky for a chance to run in the afternoon.

Dick Rathmann, driver of the Chapman Spl. No. 9, yesterday said he didn't think there was much enthusiasm yet at the Indianapolis Motor Speedway. Bill Forbes, owner of the Bill Forbes Racing Team Spl. No. 4, agreed and asserted, "They think, 'Well, we've got a whole month,' but the time trials aren't a month off."

Robert Peterson, owner of the Grizzly Brake Spl. No. 69, will be looking for another driver. Herb Hill, who was to have the job, didn't meet the United States Auto Club specifications. He had not raced midgets, sprint cars or champion ship cars in the year prior to the 500-mile race.

A. J. Foyt, Houston, Tex., defending champion in the "500," will be driving a new Pontiac Sunday in a stock car race in Langhorne, Pa.

Four more rookie drivers passed assorted phases of their driver's tests yesterday. Mike McGreevy, 34, of New Rochelle, N. Y., completed the third step, the 150 mile-an-hour run in the Coff Brothers Drumstick Spl. No. 44; Johnny Coy, 31, of Freeport, N. Y., went through both the 125 and 150 mile-an-hour levels in the WRD Spl. No. 92, and both Keith (Pony) Kankryn, 35, of Omaha, Neb., in the Joe Hunt Magnate Spl. No. 47, and Bruce Jacob, 28, of Greenacres, Ind., in the Safety Auto Glass Spl. No. 56, passed the 150 phase.

Elmer George, in the Sarkis Taron Spl. No. 21, and Cotton Farmer, in the Frohde Mobil Horse Spl. No. 22, both completed 150-mile-an-hour refresher.

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Mike McGreevy of Hayward, Calif., got his 150 mph phase "blacked out" the Coff Brothers' Drumstick Special Johnny Coy of Freeport, La. finished 10th in the 150-mile phase of USAC's refresher test. Kankryn finished 11th, Jacob 12th, and Foyt 13th.

Three more arrivals in the Kestant Hot for Bud Tinsland, the No. 64 Federal Engineering and the Albany, New York Special—raised the garage area total of cars to 48. Al (Cotton) Farmer of Fort Worth, Tex., and Elmer George of Speedway got USAC's approval to seek higher speeds. Each had passed his driving test before this year's but neither has a competitive lap in a "500-Mile" race. They passed their refresher tests yesterday.

THE CHAPMAN Special of Tucson, Ariz., is another car to keep its eye on. The owner got himself a rapid chauffeur. This time is Dick Rathmann, who has qualified for the last six "500s" and was the pole winner in 1958, the year he was included in the first lap of 15 years.

Other go-go drivers, sure to make the May 12 battle for pole position a tight competition, haven't been on the track yet. These include Eddie Sachs, Jim Hurtubise, Jim Rathmann and Troy Ruttman.

Ruttman, recently widowed, was a member of a Mercury stock racing team this summer and will start in the June 16 race at Atlanta, Ga.

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ON DISPLAY STOP ARE YOU TAKING ADVANTAGE OF THIS THUNDEROUS PROMOTIONAL PROGRAM	
STOP YOUR BIG CHANCE TO TALK GRIZZLY	

THE PUBLIC RELATIONS BOARD, INC.

75 EAST WACKER DRIVE, CHICAGO 1, ILLINOIS - RANDOLPH 6-2891
509 MADISON AVENUE, NEW YORK 22, NEW YORK - PLAZA 9-0980

MEMORANDUM

DATE: June 4, 1962

TO: Howard E. Wolfson, Arnold H. Maremont, Jerome M. Comar, Charles A. Klaus, John P. Buck, Kenneth Maxwell, M. Robert Wolfson, Harold Fuerst, Ted Pincus, Jack Tarble

FROM: Ivan Fuldauer

Enclosed is a copy of the May, 1962, issue of Brake and Front End Service which, on page 100, began a two-page feature on the Grizzly Brake Division's "Torture Lab on Wheels -- the Grizzly Brake Special".

Complete copies of the other major publications -- Super Service Station, Motor Service and Service Station Management -- publishing outstanding articles have already been sent to you.

Jobber Product News, Automobile Topics, Motor Age, Jobber Topics and Automotive Chain Store have also published photographs and/or shorter stories on the "Grizzly Brake Special".

A scrapbook is now being prepared for use by Bob Wolfson at the Grizzly regional meetings. It will be ready for presentation at the Denver meeting this weekend.

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SUNDAY, MARCH 18, 1962

SPEAKING OF SPEED

Remember Brake Drums? They're Back For '500'

By GEORGE MOORE

It's not new. And it's not exactly different.

But the means used to whiz the go on one car entered in this year's 500-Mile Race will have completed the full circle of experimenting with braking systems and be back to where everybody started from in the first place—utilizing brake drums.

The machine which is participating in this rather startling trial is the Grizzly Brake Special, and the automobile itself quite possibly will be regarded as interesting, or perhaps controversial, as the brakes which it is employing.

THE CAR is a Chevrolet powered roadster-type Speedway job which was down here last year bearing No. 59. It was built by Bob Peterson of Chicago, but never saw the light of the race track itself because it was not ready before qualifying time ran out.

Peterson had incorporated some unusual features in the chassis in that the engine was mounted off the linear axis of the frame so the block angled from left to right. The rear of the block set well to the right side of the frame, and this facilitated placing the driver to the left.

HE ALSO HAD moved his

fuel tank inboard between the axles, working on the theory he would have less change in his front to rear weight distribution when the tank emptied during the race. And he had made stabilizer bars of various sizes, intending to control chassis handling with these rather than jacking the weight around by changing the torsion bar settings as is done with other Speedway roadsters.

The utilization of drum brakes instead of the now universally adopted disc brakes is sure to start a verbal hassle among the garage area habitues, for the spot brakes developed by Ted Halibrand have become standard equipment on race cars due to their light weight and excellent stopping power.

The Grizzly Brake Special, however, could start design thinking along another path, as the car is being sponsored by the Maremont Corp. of Chicago which makes a new "DD" Silvertip brake lining that the company says is better than anything yet devised.

Previously, the drum brakes were subject to fade and, as their temperature went up their efficiency fell off. But recent development of sintered linings have eliminated this fade and in fact cause the efficiency to rise as the linings get hot. These linings on the Grizzly Brake Spl. will operate as high as 2,000 degrees Fahrenheit and are used in conjunction with aluminum drums having cast iron liners.

Halibrand most certainly will view these proceedings with interest for his Halibrand Engineering also makes drum-type brakes as well as the spots, and subsequently would be in a position to go which ever way was most effective in coming up with the right combination.

Peterson will have a rookie named Herb Hill driving his 1,350-pound machine. And 1956 winner Pat Flaherty has signed on as team manager. It still remains to be seen whether Hill can get going. But he can be certain of one thing, he sure can stop.

THE INDIANAPOLIS STAR

Plans have been made to continue testing GRIZZLY DD SILVERTIP LININGS under extreme wear conditions in the famed "REX MAYS CLASSIC 100 MILER" at the Milwaukee Country Fairgrounds, a torturous 1-mile oval with short straightaways and grueling turns. Twenty-two race cars will crowd their way around one-hundred laps of brake abusing turns at speeds up to 150 MPH. Many of the Indianapolis Speedway drivers will be present on June 10th to continue the contest of speed. Herb Hill will make his 1962 USAC debut in the GRIZZLY BRAKE SPECIAL.

The Milwaukee track is considered by many to be the toughest test for brakes in the country. The small size of the track makes high speed traffic a constant threat to drivers. Reliable brake performance for the duration of the race can be the most deciding factor between victory or defeat.

Pat Flaherty, team captain of the GRIZZLY BRAKE SPECIAL has agreed to come out of retirement to road-test the car in Milwaukee. Flaherty announced his retirement from the racing circuits after his 1959 appearance at the Indianapolis "500". There, he lead the field for over 100 laps before being forced to the sidelines because of engine problems. He will attempt to drive the car at Milwaukee and make all the critical adjustments on the car's suspension before Herb Hill takes over.

GRIZZLY BRAKES are constantly being put to the test in the laboratory, on the highway and on the track to keep abreast of the motoring world's ever changing demands in better friction materials.

BE A WINNER ... GO GRIZZLY!

Sincerely,



Ken Maxwell
Director of Sales

KM/efs

Gasoline Alley Becomes Car Tire-Changing Stop

Stopover Here
Before Trenton

By JIM SMITH
Times Sports Editor

There's been a mild flurry of activity in Gasoline Alley at the Indianapolis Motor Speedway, but it didn't have anything to do with the "500."

The Speedway became a tire-changing stop for cars and mechanics on their way to Trenton for Sunday's 100-mile championship race that opens the racing season for the United States Auto Club.

AMONG THE top mechanics who arrived from the West Coast, hauling dirt track-type cars, were Jack Beckley, A. J. Watson, George Bignotti, Clint Brawner and Johnny Poulsen.

After the Trenton race, all the boys will head back to the coast to pick up the roadster machines that will be running in the "500."

Watson reported having had a busy winter, but still managed to find time to build a midget race car.

"That's the silliest thing I've ever done," he laughed. "I really didn't have that much time to spare, but I've never built one, so I thought I'd take a crack at it."

Watson, in addition to building new roadsters for some owners, has been working on a new dirt track machine for Rodger Ward. It won't be ready for the first race at Trenton.

BRAWNER announced there would be only two Dean Van Lines Spl. machines in the race this year. Eddie Sachs will drive one and Norm Hall the other.

Speedway owner Tony Hulman was at the track the other day watching construction of the new stands on the Northwest corner.

"These will certainly be fine seats," he remarked. "What a view the fans will have from here."

Actually more than 4000 seats were purchased from the University of Pennsylvania, but because of the elevation, the bottom rows of seats won't be used. They may be placed at some other vantage point around the track.



Grizzly Brake Special

Most vehicles at the "500" place the major portion of their weight on the left side of the car. The Grizzly Brake Special has been engineered to allow an even weight distribution throughout by mounting the engine and drive line on the right side and the driver and other engine components on the left side, permitting more even traction on the straightaways where fast acceleration is demanded. Here, Bob Peterson, designer and builder of the "Grizzly Brake Special" works with his mechanics in assembling one of the left side engine components. Herb Hill, a rookie, will drive.

150 MPH Lap Is Just 'Short Breath Away'

Jones Hits 149,
Marshman 148.760

By BOB NOLD

"Just a breath away," said Len Sutton.

The coveted 150-mile-an-hour lap is that close.

Will it be reached today? Or tomorrow? Surely it can't long elude the grasp of some of the speed-hungriest race drivers in the world.

Will Parnelli Jones do it in the Agafanian Willard Battery Spl. No. 987? Two clocks caught him at 149 in the last minutes of practice yesterday at the Indianapolis Motor Speedway.

WILL IT BE Bobby Marshman who minutes before owned the fastest mark this season himself, a 148.760 clocking in the Bryant Heating and Cooling Spl. No. 547?

Or how about Sutton, who was the first to hit the 148 level yesterday? He sped 148.5 in the Leader Card 600 Roadster No. 7.

So far, these three are the only ones to top the 148 plateau. But two others have reached the 147 level, Don Branson at 147.3 in the Mid-Continent Securities Spl. No. 14 and Shorty Templeman at 147.0 in the Hill Topper Racing Team Spl. No. 4. After tonight's 150-mile race, they could explode to higher ground any time. So could a number of others in the 146 range.

But the man most of the pit wall experts think will do it first is Jones. There's a hum of expectancy when he

in surprise when informed of Marshman's speed.

As for racing anyone for the top clocking, he answered, "I'll say no and you can take that anyway you like." adds, "I may be lying a little."

While Parnelli Jones pointed to the streaking Car 98 and said, "Him (Jones); if anybody hits 150 it'll be him," he remained skeptical of anyone achieving that figure.

"It keeps looking harder," he asserted. "They talk about two-tenths of a second, but two-tenths of a second is hard to get, especially here."

Jones might have pushed his speed even higher but was kept from getting in more laps earlier when a bolt on the cam bearing broke and oil began leaking. He had already reeled off three tremendous laps when that happened, then didn't get back on the track until the last 18 minutes.

Sutton, who said he's trying to smooth out his driving, said that while he's not sure he can get his speed still higher "on a given day."

BRANSON STOPPED by and ribbed him, "I hear you were speeding. What'd you hit?"

"148.5."

Agajanian clocked Jones successively at 1:00.5, 1:00.7, 1:00.85 and 1:00.48 (148.8 miles-an-hour). "That's his best yet," he volunteered enthusiastically.

A FAN BACK of the screen said he caught him at 149. "You got a 49?" Agajanian smiled widely. "Hey," he laughed, "there's a guy got a 49." But two of the clocks on him did click at that mark and Jones' team was more than happy to settle for it. The clock at the extreme south end of the pit area had him at 148.013 but the timers conceded to the pit crew's accuracy.

Jones wore a big grin as he rolled into the pit area. Later in the garage, he said, "I'm trying to get smoother and I think that last lap was my best one." He was assured it was.

The swift finale to the day's activity took high honors out of Marshman's hands but he didn't begrudge Jones his flying trip.

"I'm going to go as fast as I can go and he can go as fast as he can go," Marshman stated. "If he can hit 150 I hope he does. He's a real racer."

He was pleased as punch earlier with his day's work and said, "It feels just as easy at 148 as at 145." As for the 150, Marshman commented, "I'd like to do it like everyone else."

"But I'm just going out to do the best I can. I'm not going to break my racer trying to do it. It's not that important to me."

Sutton said much the same thing about his 148.5 lap, "No sweat at all."

He talked it over with his chief mechanic, Chickie Hirashima, and decided not to go back out after mid-afternoon.

"W H A T F O R?" he said, "We've done 148.5. The way I feel, I've been chasing them and we let them chase me."

Dressed in street clothes 4401 later, he raised his eyebrows

"We're not doing too good,"

Foyt's chief mechanic George Bignotti, declared. "We're having chassis trouble, but the engine's fine. We're not doing too well in the turns."

He said Foyt wasn't happy to be trailing the leading times as far as he was. "Sure, it makes him nervous," Bignotti said. "It makes them all nervous. If that Sachs doesn't get going he'll be a wreck. He wants the pole. I said he wouldn't win at Trenton and he didn't and I don't think he'll set on the pole."

RALPH LIGUORI, assigned only yesterday to drive the Grizzly Brake Spl. No. 89, spun one and a half times with it this afternoon in the northwest turn and slid 883 feet.

Later, Hall spun one and a half times in the northeast turn and slid 720 feet, coming to a stop backwards in a drainage ditch.

Hall's car was damaged slightly. Liguori's not at all. Hall said he went in too high. "All it needs now," he declared, "is a good cleanup job. It didn't touch a thing."

"The accelerator isn't catching immediately," Liguori explained about his accident. "When I was pushing on the gas pedal it wasn't coming on. So I kept pumping and when it came on it was full blast and I lost traction in it (the car)."

Two more cars showed up at the track, swelling the total in Gasoline Alley to 57. They are the Tropicana Spl. No. 75, one of the Novi cars but not one of the new ones, and the Chapman Rocker Panel Spl. No. 89, to be driven by rookie Jack D. Conely.

LeRoy Neumayer, in the Albany, N. Y., Spl. No. 79, passed his 125 and 130 mile-an-hour tests and Glig Stephens in the Automatic Radio Spl. No. 61 passed the 120 phase. Al Miller, in the Federal Engineer Spl. No. 84, completed four laps of his 120 test.

Speed Makes Jones 'Feel Good'

By BOB NOLD

"How's it feel to fly," someone asked Farnell Jones.

"The faster I go the better it feels," he grinned. "The car is real good."

Jones, in the Agajanian Willard Battery Spl. No. 66, hit 148.315 miles-an-hour yesterday afternoon at the Indianapolis Motor Speedway, the fastest lap since the track opened.

He also had two other laps in the 148s and three in the 149s and looms as the most likely driver to reach the coveted 150 mark.

"THAT'S ONLY a half second away," said car owner C. Agajanian, standing beside his star performer. "He's time in and said, 'I just got going good and you bring me in.' Agajanian laughed.

But the 150 target is not something this duo is definitely ruling in on. "We're trying to go as fast as we can but we don't want Farnell extending himself," Agajanian declared.

"Actually," Jones interjected, "I don't feel like I'm straining myself any more

at 148 than those other guys do at 142."

Jones hesitated at first about the possibility of even higher speeds at the track today, then said it would depend on conditions.

Don Branson, in the Mid-Continent Securities Spl. No. 14, was closest to Jones' heels with 147.3 miles an hour, keeping them the two fastest drivers of the young Speedway season.

BRANSON'S 147.3 Monday, edging out Jones' 147.050, was the previous high.

Although some, by mid-afternoon, said the track didn't seem as fast as two days earlier, a number of other fast times were recorded.

Jim Hurtubise, getting in his first good lines after rain chased him away Tuesday, sped 146.7 in the Demler Spl. No. 99, Rodger Ward did 146.3 in the Leader Card 500 Roadster No. 3, Shorty Templeman 146.1 in the Bill Forbes Racing Team Spl. No. 4, Len Sutton 146.0 in the Leader Card 500 Roadster No. 7, Dick Rathmann 146.0 in the Chapman Spl. No. 8, Bobby Marshman

145.8 in the Bryant Heating and Cooling Spl. No. 54, and Jack Turner 145 in the Bardahl Spl. No. 43.

MARSHMAN, WHO wasn't too happy previously, nodded affirmatively this time. "That'll be enough for today," he grinned.

Turner also was pleased with his runs yesterday. "I'm satisfied for our first time running in traffic," he related.

Rathmann said his car isn't "event hotter than it had before—when he praised it as "super good."

One of the highlights of the day was Eddie Sachs' first run at the track in the Dean Autolite Spl. No. 2. As he took off through the pit area for his first go-around, the spectators whooped and one yelled, "Hey, let's go Sacko!"

He clowned it up when he came back in and at one point stuck his helmet on backwards and said cheerfully, "Let's go. Hey, how do you like the new style hat?" In reply to a question shouted from back of the fence at the pit area, he replied, "140 the first time."

The Grizzly Brake Spl.—No. 12, entered by Robert Peterson, got a new driver yesterday when Ralph Liguori was assigned to the car. Liguori was burned on the hands and face last year when the blow he was driving blew up on him going down the back stretch.

HERB HITT, had been named to drive the car originally but lacked the requirements laid down by the United States Auto Club.

Johnny Moore joined Hitt on the not-this-year list. Moore, who was to be in the cockpit of Car 63 entered by Joseph F. Moore, had no racing experience during the past season and was prohibited yesterday by USAC from taking his driver's test.

De Villiers Spl. No. 78, owned by Pierre de Villiers, created the most excitement of the three cars rolled into Gasco Alley yesterday. It arrived in late afternoon, swilling the coat in the faded garage area to 53 cars.

Walter R. Goodwin, public relations director for the car, explained that it was designed to have flexibility and service

suspension in order to maintain low equilibrium in the turns. "The car can maintain the same speed ratio both in the turns and on the straightaway," he asserted.

THIS IS ONE of the lightest cars ever entered, something under 1100 pounds. It's all magnesium alloy.

Others making their way into Gasco Alley for the first time were the Automatic Radio Spl. No. 61, to be driven by G. H. Stephens; and the S-R Racing Enterprises Spl. No. 62, to be driven by Allen Crowe.

Rochelle Keith (F. & E. Y.) Kachwitz, created a stir when he became the first driver to turn on the yellow warning light because of a spin.

Rachwitz spun in the north-east corner, sliding sideways 175 feet to the white line on the inside edge of the track and 300 feet further into the infield.

The slide didn't hurt either the driver or his car, the Joe Hunt Magneto Spl. No. 47, but it did put the track crew to work for 25 minutes cleaning

up the dirt thrown on the race course.

The result was that Rachwitz didn't get to take his 150 test. He was set down for the rest of the day by chief steward Harlan Fonger "in the interest of safety."

He was where he hadn't ought to be and we want the driver to know they have to drive this track safely," Fonger stated.

Other rookies passing associated phases of their driver's tests were Johnny Coy, 130 in the WRD Spl. No. 57; Ed Kostenuk, 128 in the Leader Card 500 Roadster No. 37, and LeRoy Neumaier, 120 in the Albany, N. Y., Spl. No. 70.

Rennie Duman in the Star-Lite's Motor Freight Spl. No. 23 and Chuck Hulse in the Federal Expressing Spl. No. 19 passed their 125-mph tests.

ALTOGETHER 42 cars took to the track in the busiest day yet.

Fonger said Don Davis, driver of the J. R. Rose Truck, Lane Spl. No. 27, 525 for running below the white line on the southwest turn.



Let's Get Started

Hurtubise sits in the cockpit of his No. 99, as chief mechanic Danny Oates starts it for a practice run. Hurtubise hit 146.7 yesterday in the Demler Spl.

SPEAKING OF SPEED

Proven Roadster Type Does Well At Speedway

By GEORGE MOORE

With one exception, the fancy stuff which was brought to the Speedway for qualifications has fallen on its face.

Right down the line, the machinery that really is running is the tried and proven roadster type with its solid front and straight rear axles.

The lone exception is the rear engine Mickey Thompson creation which Dan Gurney has slipped into the middle of the third row at 147.888 mph.

Out of the first six cars, five are Watson chassis, although A. J. Foyt's Bowes Seal Fast Special actually was built by Floyd Trevis.

However, Travis fabricated it from Watson's design. On the outside of the front row, Bobby Marshman is driving the Bryant Heating & Cooling Special which is a laydown built by Quinn Epperly.

THIS EQUIPMENT is about as basic as a wheelbarrow. All follow the principle of having the torsion bars ahead of the front axle and behind the rear, engine mounted to the left, and driver sitting to the right. And all are powered by the conventional Meyer-Drake four-cylinder engine.

On the other hand, the super-engineered equipment still is sitting in the garages, although no one at this time is willing to stick out his neck and say they won't run.

The Novi powered Tropicana Specials, which have more power than anybody, are kicking up their heels with a myriad of troubles that so far have prevented either one from obtaining the terrific wallop possible with a super-charged engine.

JIM RATHMANN'S Simoniz Special, which has some rather radical four-wheel independent suspension, has failed to perform to such an extent that Rathmann attempted to qualify yesterday in the conventional Simoniz Special which he drove last year.

The Chevrolet powered Grizzly Brake Special hasn't been on the track enough to realize any speed. And the English-built De Villiers Special, the only foreign entry in the field, hasn't been on the track at all.

These teams still have the rest of the week to find the right answers. If they haven't done it by then, they have a long 12 months wait until the next time around.

WHEN YOU WASH one out completely in a qualifying run, the car is automatically "for sale" to the junk man.

The Bill Forbes Special which Norm Hall plastered against the wall yesterday is completely gone.

Chief mechanic Dave Laycock found the frame horseshoed, the fuel tank ripped off the body, the left rear wheel broken and ground away, the rear torsion bars twisted and driven to the right, the rear end ripped apart with the bolt studs pulled away from the casing, the drive shaft twisted up into the universal joint collar, the front steering linkage bent, and of course the body panelling is bent and twisted over its entire length.

CHIEF MECHANIC and builder of the Grizzly Brake Special, Bob Peterson, fired up his Chevrolet V-8 yesterday for the first time when it was equipped with Peterson's half-pin-type valve springs.

When he ran the car last week in curing his oiling problems, he utilized the coil-type springs which are similar in design to the type used in passenger cars.

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