

# The inside story of NGK.

An ordinary looking plug with extraordinary performance. How come?

A better grade of porcelain. More internal gaskets. A bigger electrode with a long-life nickel alloy tip. Those are some

good reasons.

And — a copper core. That's the biggest reason.

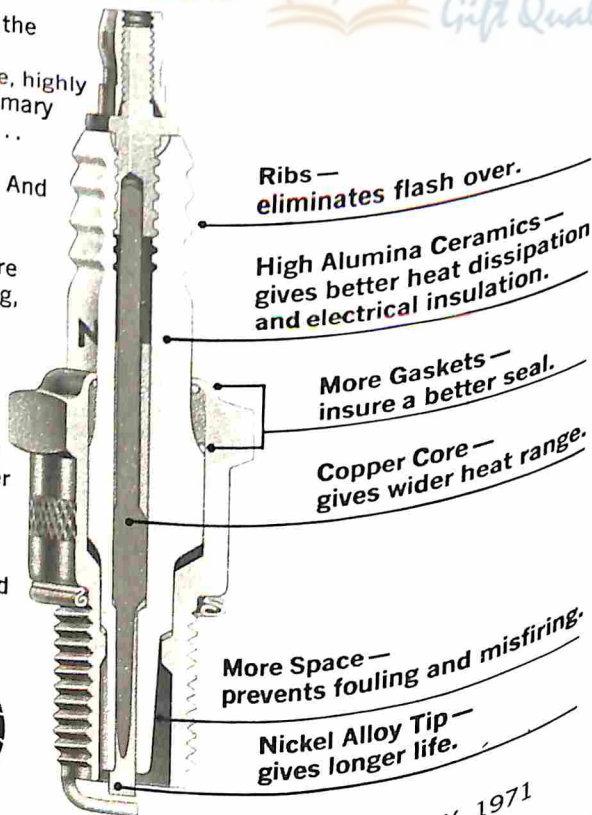
Let's examine this expensive, highly conductive "Heart of Copper." Its primary advantage is rapid heat dissipation... much faster than with ordinary steel cores. This means a wide heat range. And top performance at either end of the temperature scale.

Under light driving, NGK's fire with less fouling. Under heavy driving, the dissipation rate cuts hot spots; cures pre-ignition.

So whether you drive with a hot or cold engine, go fast or slow... NGK's perform at peak efficiency. And they last longer, deliver better fuel economy, more horsepower and easier starting.

Performance may be all you need to know about NGK's. Try a set in your imported car, bike, or off-road vehicle. Great for domestic cars, too. NGK's cost no more than ordinary plugs.

NGK SPARK PLUGS (U.S.A.) INC.,  
4010 SAWTELLE BLVD.  
LOS ANGELES, CALIF. 90066



JANUARY 1971

## Still the Greatest Sport

Last year we said automobile racing—in all of its many forms—was the greatest sport in the world. We still think so.

Auto racing is Al Unser's Johnny Lightning Special running away from everyone at Indianapolis and stopping dead with 14 laps to go at Ontario. It's young Pete Hamilton, charging out of obscurity and Massachusetts, to win \$46,000—and us a watch because we were one of only two "experts" who picked him to upset the Southern hot dogs at Daytona. (The other was *PM's* Auto Editor, Bill Hartford, who did most of the work on our 1971 *Auto Racing Guide*.)

But auto racing is more than winning the big ones at places like Indianapolis and Daytona.

It's Don Garlits, seriously injured at Long Beach, coming back at Bristol to show the younger generation how to go through the traps at 225 mph. It's A. J. Foyt, the greatest competitor in sport—any sport—hammering away at his sick Coyote in a 22-minute pit stop to keep it and himself in the California 500—with no chance to win it. It's Jim McElreath, rewarding his boss's tenacity by putting A. J.'s other car in Victory Circle after starting eighteenth. It's Dan Gurney turning over his one Trans-Am Barracuda to protege Swede Savage, and it's Swede putting it on the pole at Bridgehampton. It's Smokey Yunick traveling to Ontario to run the pit crew for a thirty-third-place qualifier named Jim Hurtubise. It's Johnny Rutherford and mechanic Mike Devin almost grabbing the Indy pole with a four-year-old Eagle. It's Ralph Liguori who never beat anyone important, skidding and sliding to second in the Hoosier 500—ahead of Foyt and Mario Andretti. It's Andretti turning Ontario's fastest lap while running well back in the pack. It's 44-year-old Jack Brabham, announcing his retirement and coming back to win the first Grand Prix of 1970. It's hundreds of drag-race mechanics, like Vic Teranzio, reboring 1958 DeSoto hemis in back-yard garages all over America.

Racing is big guys and little guys, and it's the greatest sport because they are great sportsmen.

*Robert P. Crowley*  
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