

## ***Mike and Pat Smith Collection***

Collection consisting of thirty-two photographs depicting Chaparral cars. 1966-1969

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### **Descriptive Summary**

<b>Creator:</b>	Patrick Smith
<b>Title:</b>	Mike and Pat Smith Collection
<b>Dates:</b>	1966-1969
<b>Abstract:</b>	Collection consists of thirty-two photographs depicting Jim Hall and the Chaparral 2E, 2G, and 2H at Riverside Raceway between 1966 and 1969.
<b>Quantity:</b>	1 Legal File, 5 framed prints
<b>Identification:</b>	2004 -015
<b>Repository:</b>	<a href="#">The Permian Basin Petroleum Museum</a>

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### **Biographical Sketch**

#### **Mike and Pat Smith:**

Pat Smith lives in California, about fifty miles south east of Sacramento. He and his brother Mike have been taking racing photos since the mid sixties. Their dad got them started early by taking them to the old Santa Ana Airstrip to watch the mid 1950's drag races and later got them hooked on stock cars at places like Ascot, 605 Raceway and Riverside. They also started attending the sports car races and the Can-Am Series at Riverside.

They attended our first sports car race at Riverside Raceway. Pat started taking drag racing photos in the late sixties and Mike started in the mid sixties taking the Can-Am Series and Nascar stockers. Mike went into the Navy in 1966, bought a new Pentax camera and gave me his older Pentax and lenses

Pat used to hang around with some gasser warriors from the Irwindale area. A man by the name of Dick Chase gave Pat a chance and asked if he wanted to be the photographer for the Modified Eliminator Association in Southern California. Dick had a really nice early Corvette with an injected small block named "The Ballyhoo II." Dick ran in the gas and altered classes and he won class at the Winternationals quite a few times. Dick and his wife Nema took him under their wing and got him press credentials.

Pat has been taking a lot of photos at the Nascar races over the last six years, at tracks like Phoenix, Sears Point and California Speedway. Pat recently started attending the CART races, American Lemans, Trans-Am, AMA Superbikes and just about anything that rolls.

In case you're wondering about the "Turbo" name, Pat has a 87 Buick Regal T-Type with the 3.8 turbo'd & intercooled engine. It is all blacked out like the Grand National and looks about the same except with different wheels, no spoiler and a clean gray interior. He ran a best 13.39 e.t. at 104 mph at Sacramento Raceway in 80 degree weather. It has Comp T/A 245-50x15 tires, an Applied Technology Pit Bull chip, ram air, some suspension work and stock exhaust.

## **Scope and Content**

The Mike and Pat Smith Collection is made up thirty-four (thirty-two unique) images depicting the Chaparral 2E, 2G, and 2H at Riverside Raceway in Riverside, California between 1966 and 1969. Images are of the cars in the garage area, the pit and on the track. Drivers include Jim Hall, Phil Hill., and John Surtees. Five of the images have been professionally framed for use in our facilities. They are currently (24 August 2004) located in the vault.

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## **Restrictions**

### **Restrictions regarding access**

Library and Archive materials must be used in the library reading room. Prior appointment is preferred but not absolutely necessary.

### **Open for Research**

No materials within the collection are to be withheld from researchers.

### **Caption**

Caption must include <http://www.turbosracingphotos.com> as well as credit to photographer.

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## **Index Terms**

The subject headings used by the Petroleum Museum Library and Archives Center are derived from the Library of Congress and/or locally developed.

### **Subjects:**

Can-Am  
Chaparral 2E  
Chaparral 2G  
Chaparral 2H  
Jim Hall  
Phil Hill  
Riverside, California  
Riverside Raceway  
John Surtees

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## Related Material

Related materials located in the Petroleum Museum's Chaparral Gallery as well as a number of other archival collections.

<http://www.turbosracingphotos.com>

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## Administrative Information

### Preferred Initial Citation:

www.turbosracingphotos.com, Mike and Pat Smith Collection, The Petroleum Museum Archives and Library Center, 1500 W. I20, Midland Texas 79701.

### Preferred Subsequent Citations:

www.turbosracingphotos.com , Mike and Pat Smith Collection, The Petroleum Museum,

### Provenance:

Gift of Mike and Pat Smith

### Processed By:

Damon Kennedy, 2004

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## Additional Sources

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### Collection Inventory

Riverside Raceway 1966

Chaparral 2E

JIM HALL IN THE CHAPARRAL SNAKING THROUGH THE ESSES AND IN THE GARAGE AREA WAITING FOR THE START OF THE RACE AT RIVERSIDE RACEWAY IN OCTOBER 1966. THIS CAR HAD THE CHEVROLET SMALL BLOCK AND AUTOMATIC TRANSMISSION WITH A LOCKUP TORQUE CONVERTER. HALL STARTED THIRD, FINISHED SECOND IN THE RACE AND FIFTH FOR THE CHAMPIONSHIP. JOHN SURTEES WON THE RACE.

Riverside Raceway 1967

Chaparral 2G

HERE'S ONE OF JIM HALL IN THE CHAPARRAL SNAKING THROUGH THE ESSES AT RIVERSIDE RACEWAY IN OCTOBER 1967. THIS CAR HAD THE ALL ALUMINUM CHEVROLET BIG BLOCK 427. JIM STARTED 4TH, FINISHED 2ND IN THE RACE. THE RACE WAS WON BY BRUCE McLAREN. JIM FINISHED 5TH IN POINTS BEHIND THE CHAMPION BRUCE McLAREN.

Riverside Raceway 1968

Chaparral 2G

JIM HALL AND THE CHAPARRAL IN THE PITS AND ON THE TRACK AT RIVERSIDE RACEWAY IN OCTOBER 1968. THIS CAR HAD THE ALUMINUM BIG BLOCK CHEVROLET AND AUTOMATIC TRANSMISSION WITH LOCKUP TORQUE CONVERTER. JIM STARTED 4TH ON THE GRID, FINISHED 3RD IN THE RACE AND 4TH IN THE CHAMPIONSHIP. BRUCE McLAREN WON THE RACE AND DENNY HULME WON THE CHAMPIONSHIP.

Riverside Raceway 1966

Chaparral 2E

PHIL HILL IN THE CHAPARRAL SNAKING THROUGH THE ESSES AT RIVERSIDE RACEWAY IN OCTOBER 1966. THIS CAR HAD THE CHEVROLET SMALL BLOCK AND AUTOMATIC TRANS WITH A LOCK-UP TORQUE CONVERTER. PHIL STARTED 8th AND RETIRED ON LAP 9 WITH FUEL PRESSURE PROBLEMS, THE SAME THING THAT HAMPERED JIM HALL IN THE OTHER CHAPARRAL. JIM WENT ON TO GET 2ND. PHIL WON LAGUNA SECA AND FINISHED 2ND AT MOSPORT TO FINISH 4TH IN THE POINTS RACE. JOHN SURTEES WON THE RACE AND CHAMPIONSHIP.

Riverside Raceway 1969

Chaparral 2H

JOHN SURTEES MAKING HIS WAY THROUGH TURN 6 AT RIVERSIDE RACEWAY IN OCTOBER 1969. JOHN STARTED DRIVING FOR JIM HALL AFTER JIM BROKE BOTH OF HIS LEGS IN A BAD ACCIDENT IN LAS VEGAS IN 1968. JOHN STARTED 14TH BUT FAILED TO FINISH DUE TO A BLOWN ENGINE ON LAP 4. JOHN DROVE THE CHAPARRAL IN 4 RACES IN 69 AND HAD A BEST 4TH AND 5TH PLACE FINISH. THIS CAR HAD MANY NEW INNOVATIONS BUT WAS NOT SUCCESSFUL. THE DESIGN WAS CHANGED DURING THE YEAR BUT THEY COULDN'T MAKE THE CAR COMPETITIVE AND FELL OUT OF MANY RACES.

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