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In our sixth year



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Syracuse GP winner John Surtees in the new Ferrari V-8 rolling on 13-inch wheels. (Bill Gavin photo)

Surtees in First Win For GP Ferrari V-8

SYRACUSE, Sicily—John Surtees drove the new V-8 Formula One Ferrari to victory in a non-championship race. Matched against the brand new Ferrari were an older V-8 Ferrari driven by Lorenzo Bandini who finished second, and two of last year's Team Lotus 25's. Peter Arundell's Lotus broke its gearbox early in the race, but he took over teammate Mike Spence's car and set off after the leaders. Bandini also pit-stopped and for the last seven laps had a fantastic scrap with Arundell, the Ferrari eventually crossing the line a tenth of a second ahead of the Lotus.

Apart from the works cars from Ferrari and Lotus, the field was a rather weak one. Principal private entries were Parnell Team Lotus 25's (now fitted with V-8 BRM engines) for motorcycling World Champion Mike Hailwood, and 20-year-old New Zealander Chris Amon. Since the death of his famous father Reg Parnell, his only son (always known as Tim) has taken over the administration of the team.

Scuderia Centro Sud's 1962 BRMs were entered for Masten Gregory and Giancarlo Baghetti, who was an unknown Formula Jr. driver when he drove the V-6 Ferrari to victory against works

teams from BRM, Lotus, Cooper and Porsche at Syracuse in 1961. Rob Walker entered his 1963 Cooper-Climax V-8 for Jo Bonnier.

Jim Clark refused to run at Syracuse after learning that some action might be taken against him in connection with a lawsuit arising

(Continued on page 17)

Ford Promises Active Race Schedule for New Mustang

NEW YORK CITY — "A very active road racing schedule" was promised for the new Ford Mustang by Ford General Manager Lee A. Iacocca at a press showing of Ford's latest model.

Iacocca told some 200 automotive press people that the Mustang will definitely compete after Ford gets together with the Car Classification committee of the Sports Car Club of America to determine the class in which it will compete, and what options will be permitted.

In addition, he said, the Mustang will compete in such road rallies as the Midnight Sun in Sweden, the Alpine in France and the Spa-Sofia-Liege between Belgium and Yugoslavia.

HOT ENGINE AVAILABLE

A high performance 289-inch V-8 is available for \$437.80 including the special handling package. The engine has high compression head (30:1), a high lift cam, special con rods, copper-lead alloy bearings, chrome-plated valve stems, individual exhaust headers, four barrel carburetor,

By J. G. Anthony

PHOENIX, Ariz. — Dave MacDonald, driving a Cooper-Ford (King Cobra) from the Shelby American stable, sped to victory at the FIA National Open race at Phoenix Intl. Raceway at an

average speed of 91.5 mph for the 60-lap, 155-mile event.

He was trailed home after a respectful 55-second interval by Skip Hudson driving the Nickey Chevrolet Cooper-Chev.

Taking third place, and first in the 2-liter class, was Rick Muther in his twin-cam 1.6-liter Lotus 23-B.

MacDonald, who works for Shelby as a mechanic when he's not driving, set a new lap record during qualifying at 1:44.6 (94.8 mph), a full 2.8 seconds quicker than the lap mark set by Jack Hinkle in a 2.7 Cooper Monaco last February.

A crowd of about 5000 fans saw 29 starters, including five GT cars, make it to the starting grid. Skip Hudson went off the grid in the lead in the Nickey Cooper-Chev, hotly pursued by MacDonald's Cobra and Jerry Titus in Bill Thomas's Cheetah.

LOST OIL PRESSURE

MacDonald took over the lead after about half a dozen laps and was never seriously threatened thereafter. Late in the race, having lost oil pressure to his gearbox, MacDonald even had time to make a spectacular spin at turn six near Stagecoach Hill while he was looking at the oil pressure gauge.

Dave

Dave Jordan, driving Vasek Polak's Porsche RS-60, gave way to allow MacDonald to make a wild return to the circuit and retain his lead over the second place Hudson. Jordan, who had been lapped, went on to finish fifth overall behind Miles Gupton's Merlyn-Porsche.

The victory was worth \$1500 to MacDonald, \$1000 for the over-2-liter class victory and another \$500 for being first overall.

A FLAT FOR UNSER

In the 2-liter class, Pikes Peak expert Bobby Unser, driving raceway manager Dick Hogue's Lotus 23-B, ran fourth overall and led the small-bore class until a minor collision resulted in the loss of a valve stem and a flat tire.

Two of the hottest 2-liter con- (Continued on page 7)

Futuristic Cars Score Big Hit At New York's World's Fair



Firebird IV, a four-passenger Grand Touring car from General Motors and on display at the New York World's Fair.



Mercury's Aurora at the New York World's Fair.

By Stephen F. Wilder
NEW YORK—Although America's "Automotive Age" is almost a cliché expression, the 1964 New York World's Fair is still the most automotive exhibit of any in history.

An example is General Motors' Futurama, designed to facilitate up to 70,000 visitors in a single 12-hour day. It includes a quarter-mile ride that takes in the Moon and just about everything in the not too far-off world of tomorrow.

Auto enthusiasts will be interested in three special GM "idea" cars: the Firebird IV for automatic highways of the future, a high-performance coupe called the GM-X, and a very practical commuting and shopping vehicle that could almost be marketed today, called simply "The Runabout."

The latter has two built-in shopping carts (designed into the rear trunk area) that slide out, drop their wheels, and away you go to (Continued on page 12)

LATE NEWS

● Story going around Southern California says that a group of leading drivers have served notice on organizers of U.S. Road Racing Championship races that appearance money is going to be required in the future. Either \$500 guaranteed per big name driver or no big name driver. Riverside U.S. RRC event this weekend may be affected as well as Laguna Seca event that follows a week later.

● While the convertible and hard-top Mustangs are all the rage, the latest word is that Ford has a fast-back Mustang for release when the 1965 models are introduced.

● Look for a low price sports car from General Motors in their '65 line. GM may be brave, but the Mustang is kicking them hard in the pocketbook, and counter-measures are being taken.

● Chrysler's Plymouth Barracuda, pictured in the last issue of CP, is set for general sales in about a month. American Motors is rushing their Tarpon, a fast-back like the Barracuda, for 1965 introduction.

● First Lotus 30 (equipped with a Cobra-type U.S. Ford V-8 engine) to see the light of day appeared at the Aintree race last weekend in England with Jimmy Clark driving. The car had been completed only hours before the race, and although Clark was able to set a new sports car lap record of 91.84 mph during the race, he couldn't catch winner Bruce McLaren in a 2.7 Cooper-Climax Monaco who averaged 90.13 mph for the 51-mile event. When the many long-awaited U.S. deliveries on the Lotus 30 are supposed to begin is still a mystery.

● During the annual test days at LeMans, a preliminary to the 24-hour grind on June 20-21, both of Ford's new GT cars with their Indy-type overhead-cam U.S. V-8 engines crashed in the continuous rain that plagued the practice session. French driver Jo Schlesser was not seriously hurt when he spun off the course in one, and Roy Salvadori of England was only shaken when he flipped the second car. Ford officials refused to comment on the possibility that both cars might be too badly damaged to make the June race.

WHY WAIT?

COMPETITION PRESS IS PUBLISHED EVERY TWO WEEKS!

CP classifieds are fast—they bring results quickly. CP is for people who want to sell, swap or buy cars, parts and accessories. CP is the nation's foremost high-speed classified medium for sports car enthusiasts.

SEE THE DO-IT-YOURSELF CLASSIFIED FORM ON PAGE 11.

CP READERS SAY

Promotors Get the Needle

Promotors: Shape-up!

It is about time somebody alerted all California racing fans and participants to the fact that track operators are giving them the short end of the stick. This is particularly true of Laguna Seca with its bad entry roads, crude pit accommodations, and the terrible sanitary facilities. Riverside is improving, but...

I have attended almost every race at Riverside and Laguna Seca since 1958, plus many at Paramount, Cotati, Santa Barbara, etc., often driving 900 miles in a week-end to see the races. A rare circumstance made it possible for me to attend the Daytona Speedway events on Feb. 15-16, permitting me to compare some East-West facilities.

Although the sports car crowd at Daytona was a disappointment (compared to the stock car turn-outs), the racing plant was fantastic. Superior grandstand locations permitted the viewer to see over 90 percent of the track, the pits were first rate, a giant scoreboard kept everyone posted, permanent rest rooms were in abundant supply, arriving and departing is a cinch, and the operators permit overnight camping on the beautiful infield. Could anything contrast more drastically with Laguna Seca? And there were no signs of those choking clouds of dust one encounters at Laguna and Riverside. The California courses will be bitter pills for me (if not others) until they show radical improvement. Let's face it, our great state has third-rate race tracks.

The performance of the Ford Fairlane 427 in Daytona's American Challenge Cup race with Fireball Roberts as pilot, was shocking. And Hansgen in the Falcon 427 Sprint went through the corners in a fashion that made the Cheetas

and Sting Rays look ridiculous by comparison. Toward the end of the race, Hansgen's driving was superb. A few more performances like that and we won't be able to give our sports cars away.

Your reporter was not too accurate in describing the Ferrari 250LM (not GTO) battle with the Daytona Cobra. That Cobra pulled the Ferrari any time its driver chose to. Gurney-Johnson finished 4th in spite of broken piston rings for over two-thirds of the race. And the Porsches were great.

Warren M. Bodie
San Jose, Calif.
(Reader: The winning Ferrari WAS a GTO, 1964 model. Editor).

Love Gasoline Alley

I was very sorry to read about the damage done to the interesting new Ferguson-Novl 4-wheel-drive car in the garage fire in "Gasoline Alley" at Indianapolis.

I must say, though, that I wasn't surprised. Gasoline Alley, for a modern racing plant like the Speedway, is a disgrace and I can only say that it was bound to happen and Thank God it was no worse than it was.

The garages housing the most expensive racing cars in the world are tinder dry, rickety wood and, so far as I can remember, a "no smoking" ban is about the extent of the fire precautions taken. (And everyone smokes all over the place. Ed.)

I have a certain sentimental attachment for those old shacks, as I suppose everybody does, but with the wonderful improvements that have been made in the racing plant in the past few years, I think it's time to have modern, up-to-date, fireproof garages for those precious racing cars.

Dennis Gordon
Robinson, Ill.

Them Was the Days

Re: Al "Motingham" Winteringham's letter in CP about the Aston Martin hillclimb at Virginia City, Nevada, on May 23-24.

As we say in the woods, "They ain't gettin' no cherry."

Back in 1953, as I recall, the Reno Sports Car Club, of which I was then a member, put on an "event" of which there was no whicher! We ran the old stage coach road near Reno (dirt and rocks), from the flats up to the paved highway.

Each contestant had a passenger who carried a stop watch to time the run, and the timers all had grey hairs by the time the event was over. Two runs were needed, one up hill and one DOWN! This we felt would even out the cars so only one class was used. Guts class! As the results turned out, we were right.

To the best of my memory, Ray Sayer (of "C" and "D" Jaguar fame) was first in an XK-120 Jag coupe; second was Don Dickey ("of the golden Porsche") in a Porsche coupe; and Harry (Bobtail Cooper) Banta was third in an MG-TD. (Notice the guys were braver in hard-tops.)

Them was the days —
Leo Bourke
Foreign Automotives, Inc.
Santa Rosa, Calif.

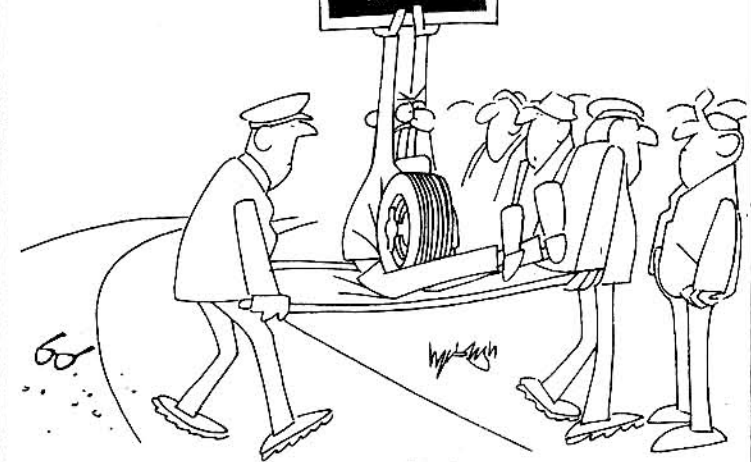
More on Southwest

How about a little more Southwest (Louisiana, Texas, and Oklahoma) racing news in CP. Also, how about a little more coverage of the area around St. Louis in the "Midwest Reports."

Ronald J. Romeo
St. Louis, Mo.
(Reader: Good point. We'd like to hear from anyone in the Southwest who would like to supply news and photos for CP, the same goes for the St. Louis area. (Ed.)

Kiddin' Cars

By Harbaugh



Safety in Japan

Attn: Brock Yates. I was very interested in your column on safe racing equipment. I have used seat belts since 1950 and a shoulder harness since 1956. I really believe in them. I am a pilot in the Navy and no doubt that has something to do with it. I am the Safety Officer in this squadron and attended the Navy's Safety School at the University of Southern California.

Not only do I think that all of the safety items you mentioned should be standardized among the various racing organizations but feel that many of them should be used by the average driver on the highway. A roll cage built in cars would be a good start, also a safety belt such as Volvo uses. Some other types of belts might be better but the average person will not take time to hook them.

You mentioned hard hat requirements and that is one reason I am writing this letter. The military here in Japan are required to wear hard hats while riding motorcycles. They outnumber automobiles here. However, the specifications for the hard hats are so poor that the average hat offers no more than wind protection and a false sense of security. I personally like the Bell 500TX.

I need facts on testing and specifications from the Snell Foundation so that I'll have something to support the changes I want to make. Can you supply me with the address of the Snell Foundation?

Lt. Robert E. Parshall
UP-50,
FPO San Francisco, Calif.
(Reader: Direct your inquiry to George Snively, M. D., Snell Memorial Foundation, 2315 Stockton Blvd., Sacramento 17, Calif.)

For Hillclimbing?

Could you please tell us where we could buy electronic timing equipment which we intend to use primarily for timing hillclimb runs?

Our club holds the distinction of being the Pennsylvania hillclimb champions for 1962 and 1963. We hope to repeat in 1964.

We are forming a complete communications team this year and would like to have our own timing equipment...so that we can cut down delays in running events.

L. J. Seifert, Jr.
Duryea Sports Car Club
Box 14
Wyomissing, Pa. 19610
(Reader: We hope the printing of your letter solves your problem. Editor.)

Welcome Aboard

The SENTINEL, Indiana's youngest daily morning paper, is now presenting a bi-weekly column dedicated to the interests of the imported car enthusiast.

This feature is called "The Sports Car Corner," and is written by one of our local drivers, Rick Beckrich of Hebron.

We hope you will find this of interest. At this time, it is the only sports car column in any daily paper in the Chicagoland area.

N. E. Bourne
Managing Editor
Indiana Sentinel
Highland, Ind.

THE FIRST motor rally ever held was a Paris to Rouen reliability run organized in 1894 by the Le Petit Journal of Paris.

CASTROL WINS

Monte Carlo Rally 1964

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THE MIDWEST

Indy Fever Spreads

By Bill Maloney

Indianapolis Motor Speedway Prexy Tony Hulman anticipates over 70 entries for this year's 500-mile classic. To date, Director of Competition Henry Banks has received entries — the latest being a rear engine Offy-powered special to be driven by former national USAC midget champ Bob Wente of St. Louis.

More road race drivers are taking a crack at the big 500 lot with Jerry Grant of Seattle now slated to drive the rear engine Meyer-Drake powered Bardahl special. Other road race types entered are Dave MacDonald, Dan Gurney, Jimmy Clark, Pedro Rodriguez, and if the rumored Ferrari entry materializes, we may see a couple of Italian drivers at Indy for the first time since Alberto Ascari tried it with a gear box equipped Ferrari several years ago.

For East coasters interested in making the trek to the 500 on May 30th, George Reis, 20 Park Ave., White Plains, N.Y. has set up a tour for USAC members which includes plane fare, breakfast, bus transportation, race ticket, and dinner for a mere \$75.00.

The two Novis owned by Andy Granatelli have been at the speedway for several days participating in the Goodyear tire tests. One of the cars is the Novi powered four-wheel drive Ferguson. Both were partially destroyed in a Gasoline Alley fire caused by an overturned space heater. The damage was estimated at \$70,000.

The best speed attained during the various tire tests was 154.99 mph turned in by Len Sutton in the Sutton-Volstead rear engine Offy. This car is really going to be ready come time trials May 1st, as it has put in many hours at the speedway in the past few months. Best times for the Novis were in the 148 mph bracket.

TRACKS SPRING TO LIFE

Midwest road racing kicks off with the April 25th regional at Indianapolis Raceway park to be followed by a regional at Kent Fields in Grand Rapids May 2nd & 3rd.

SCCAers in Michigan are going all out to entice people to make the trip to their new Kent Fields course, and so far seem to be doing everything right. Race chairman, Bill Rice, says there'll be free gas, trophies from Pepsi Cola, a free cocktail party, plus a pretty Miss Michigan to make the trophy presentations.

Ralph Banghart, head man at Meadowdale International Raceway in Dundee, Ill., starts his race schedule with the Midwest Council of Sports Car Clubs' Spring Fiesta races May 9-10 using Meadowdale's short course. Plans are in the works to spruce up this course for an August 9th USRRC race.

The July 18-19 "National" at Greenwood (Des Moines) is now a July 26th USRRC race—conflicting, unfortunately, with the Hoosier GP over at Indianapolis Raceway Park.

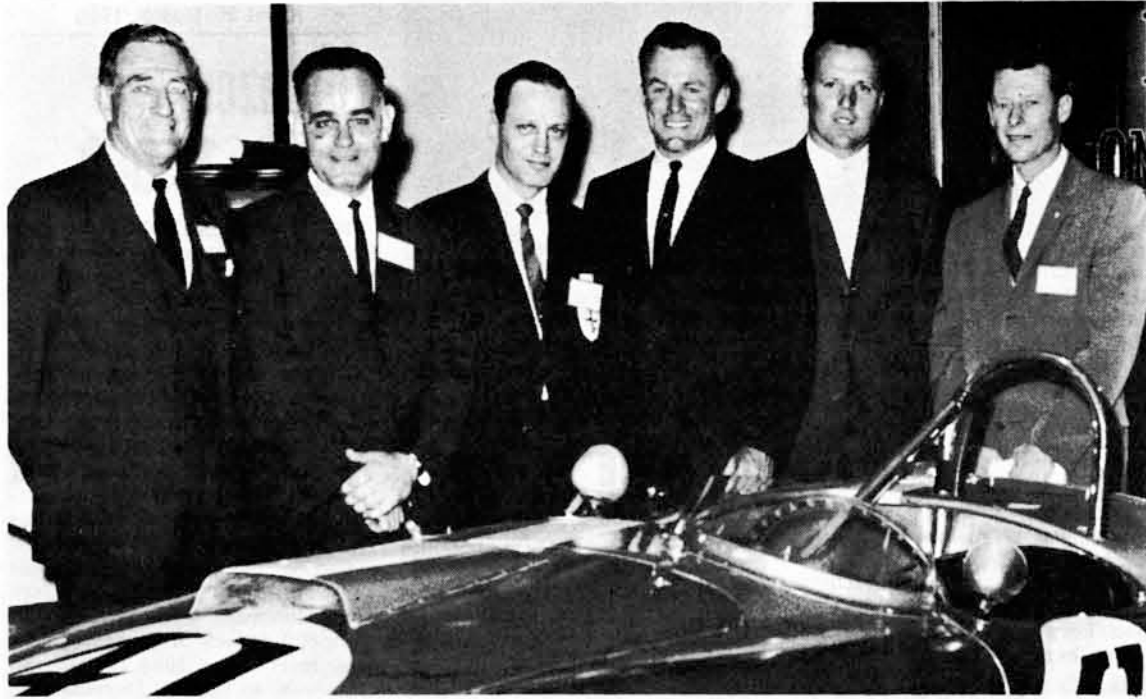
"WORLD'S GREATEST"

Star Koerner and Erika Rhone were only a couple of the people at the last Chowderheads session who asked why the Chicago Tribune ("World's Greatest Newspaper") published (as usual) crash

EVENTS MIDWEST



- Apr. 25-26 SCCA Regional races, Indianapolis Raceway Park.
- Apr. 26 USAC Sprints, Salem, Ind.
- Apr. 25-26 SCCA Drivers School, Waterford, Mich.
- May 1-2-3 SCCA Regl. races and drivers' school by New Mexico Region, Ft. Sumner, N. M.
- May 2-3 SCCA Regl. race, LaJunta, Colo.
- May 2 MG Car Club, Wilmot Track Cleanup.
- May 3 SCCA Regl. races, Kent Fields, Ohio.
- May 3 SCCA Drivers School, Nelson Ledges, Ohio.
- May 3 USAC Sprint car race, New Bremen, Ohio.
- May 3 MG Car Club Spring Race at Wilmot Hills, Wis.
- May 3 USAC 300 mile stock car road race at Indianapolis Raceway Park, Ind.
- May 9-10 SCCA drivers school, Wilmot, Wis.
- May 9-10 SCCA drivers school, Mid-Ohio.
- May 9-10 SCCA drivers school, Southport course.
- May 10 USAC Race for 110 Offys at Columbus, Ind.
- May 10 SCCA Speed Event, Indianapolis Raceway Park.
- May 9-10 SCCA Regional Races, Southport, Minn.
- May 9-10 SCCA Divisional Races, Memphis, Tenn.
- May 9-10 Midwest Council race, Meadowdale, Ill.
- May 16-17 SCCA drivers school, Lyndale Farms (Peewaukee, Wis.)
- May 16-17 USAC Indy 500 Qualifying, Indianapolis, Ind.
- May 16-17 SCCA Regional Races, Wilmot, Wis.
- May 16-17 SCCA Regl. races at Mid-Ohio circuit.
- May 23-24 SCCA Divisional Races, Grayling, Mich.
- May 23-24 USAC Indy 500 Qualifying.



Motorsports Writers Pick Award Winners

NEW YORK, N.Y. — Six of the national award winners honored by Auto Racing Fraternity of Greater New York at a recent banquet are: (from left) Briggs Cunningham, "Done the most for racing in 1963" award; Cobra-Ford driver Bob Johnson, "Amateur Road Racing Driver of the Year"; Ford engineer Bill Gay, "Mechanical Achievement" award for his Indy Lotus-Ford engine; Fred Lorenzen, "Stock Car Driver of the Year"; A. J. Foyt, "Driver of the Year"; and Cobra-Ford driver Bob Holbert, "Professional Road Racing Driver of the Year."

The Cobra-Ford (in foreground) was runner-up to the Indy Lotus-Ford for "Car of the Year" honors. These men and seven others were chosen by a panel of the nation's motorsports writers.

Hansen's Cobra Takes Midwest Season Opener

By Bill Maloney

LYNNDALE FARMS, Wis. — Jerry Hansen, hard-luck driver out of Minneapolis, finally got the big win he has been seeking as he staved off the consistent bugging of Milwaukee's Augie Pabst for 20 laps, to win the Midwest Council 1964 Inaugural races at Lynndale Farms road racing circuit.

Hansen drove the ex-Bob Johnson Cobra-Ford, and managed to out-drag Pabst in his new Brabham Junior at the start of the race. Hansen dove into the first turn in the lead, and successfully held off

the tenacious Pabst throughout most of the contest. Pabst did a masterful job in staying with Hansen although his Brabham was powered by a much smaller engine than Hansen's Cobra.

On two occasions Pabst managed to tuck in front of Hansen's big machine, but it was to no avail.

In spite of 40-degree weather, 5000 spectators turned out for some of the finest racing this area has seen in a long time. Almost every race had a dog fight or two that kept the crowd on its feet. Mac Kronn won the Formula Vee

race, Don McIntosh captured the class E production battle, and Jerry Elick grabbed off class G production honors.

Full report on this Midwest season-opener next issue.

Foyt Wins USAC Sprint Contest

MECHANICSBURG, Pa. — A. J. Foyt continued his incredibly successful season here by taking the 30-lap USAC sprint car race at Williams Grove Speedway.

Foyt started the main event in sixth place and worked his way up to the lead by the 19th lap, to finish the race 15 car lengths in front of second place Johnny White. Jim Maguire finished third, followed by Jud Larson, Gordon Johncock, Chuck Hulse, Bob Mat-houser, Chuck Engel, Chuck Arnold, Mario Andretti, Henry Jacoby, Mick Rupp, and Jiggs Peters, in that order.

Undefeated for the season in open-cockpit competition, Foyt completed the 30-laps in 12:24.51.

North Carolina Gets New Racing Circuit

By Ann Potts

MOYOCK, N.C. — Automobile racing will have a new look here this season. Under a new managerial set up an old dog racing track has a new name: Moyock Raceway, Inc. Formerly a greyhound track, the facilities were converted to dirt stock car racing when paramutual betting was outlawed several years ago.

This year a \$50,000 remodeling program has brought about a

change from dirt to asphalt. The oval has been expanded from one-fourth to one-third of a mile.

Opening day is April 12 featuring a 50-lap race which will be preceded by three 10-lap heat races for modified and sportsman cars.

Corporation president Sam Elliot says they hope to obtain a NASCAR sanction for a 250-lap race of late model cars for August of this year.



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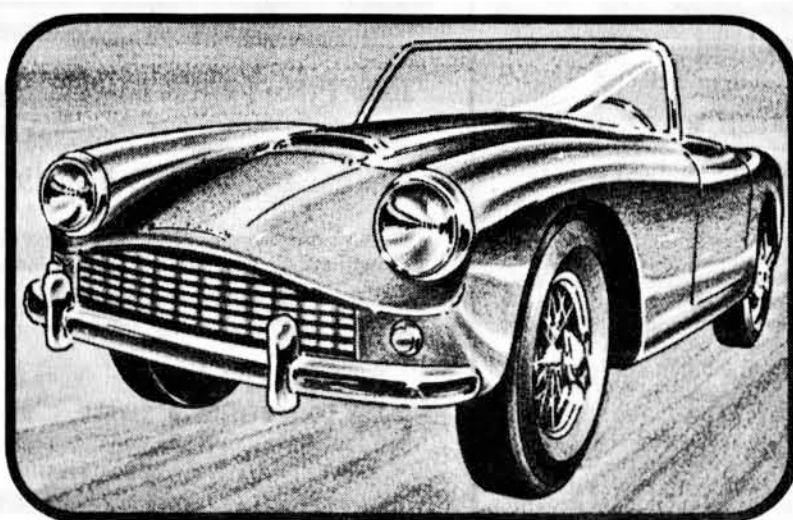
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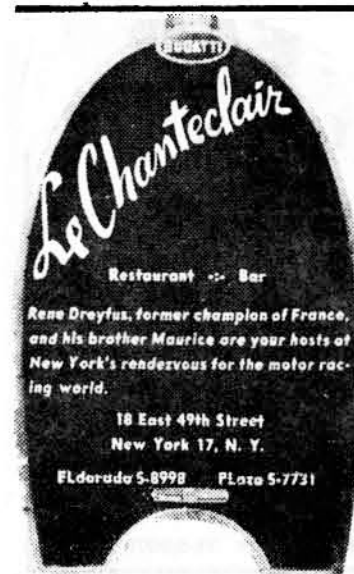
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DEALER INQUIRIES INVITED



TURNER



photos of Sebring but gave no results — as usual. The Trib's latest jibe at racing was to publish a report of a flag marshal being killed at a race in Singapore. Yeah, Singapore.

Dick Williford moves from Champion Spark Plug public relations to PR department at Plymouth....George Burke is new president of S. H. Arnolt, BMC distributors for the Midwest. Contrary to some reports, the company still remains in the Arnolt family.

CHAPARRAL FOR SALE

Metster Brauser racing team folds and the cars and rigs are for sale. This is unconfirmed by the brewery. Harry Heuer will continue to race, but not on such a grandiose scale....Don Skogmo of Minneapolis bought Jerry Dunbar's Buick-powered Edwards special.

HEWLAND

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BIG WINNER WEST COAST STYLE



Northern California's Season Opener Vaca Valley Raceway April 11-12, a big big crowd saw Bob Cole in TR-4 #112 easily win his class both days finishing fourth overall Saturday and fifth overall Sunday in the A-B-D production events.

Spitfire driver Red Geessaman romped home an easy winner (like by 13 secs.) in Sunday's G production event.

TR-4 - \$2899

Voted Best GT/Sports Under \$3000
CAR and DRIVER poll of the World's
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Complete range of Triumph-developed SCCA-approved Competition Equipment available for both cars plus Competition Preparation Booklets. Check with your Triumph dealer.

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Ford Avenges Daytona Loss As Lorenzen Takes Atlanta

By Bill Brannon

ATLANTA, Ga. — Fearless Freddy Lorenzen won a fast, furious, and freezing NASCAR Atlanta-500, giving Chrysler Corp. one in the eye in return for Ford's Daytona debacle six weeks ago.

Ford, and Lorenzen, thumped the second-place Dodge of Bobby Isaac convincingly, and the only remaining Ford, driven by Ned Jarrett, was third.

Of the seven remaining finishers in the attrition-plagued joust, there were three Plymouths, three Dodges, and a lone Pontiac. Talk about the unreliability of the big-bore modified sports cars...

It didn't take a necromancer to realize this year's battle was going to be a minor departure from precedent, what with the first 22 qualifiers of the 42 car field kicking Junior Johnson's '63 lap record of 141.435 mph to shambles. Not unpredictably, Fred Lorenzen, winner of the two previous AIR Grand Nationals and top NASCAR money winner last year, sat on the pole by virtue of flinging his Holman-Moody creature around the 1.5-mile high banked oval at 146.70 mph.

Attesting to the effectiveness of the new 7000 rpm, hemispherical-head racing engine, the Ford boys grabbed four of the first five grid positions. But, attesting to their fragility, some 18 assorted Dearborn denizens bit the dust somewhere along the way.

With the drop of the green, Goldsmith did exactly what had been predicted and grabbed the lead on the first lap with that ol' debbil Plymouth. No Ford supporters were quite ready to get up and leave just at the moment, though, what with Foyt and Lorenzen slipstreaming merrily along, all of a finger-width behind, and Fireball close enough to prod the herd with his spear.

After ten laps (of 334) Goldsmith still had a toe-hold on the money position, with Foyt (Ford), Lorenzen (Ford), Isaac (Dodge), and Roberts (Ford) all close enough to get a whiff of cash, bombing around in a tight little knot. A bit back from the leading covey, Richard Petty's Plymouth struggled to stave off Larry Frank in a Ford; Junior Johnson, driving a Dodge; Marvin Panch in a Ford, and Billy Wade's Mercury.

Things held steady for a while, if one can use that term in conjunction with a Ben Hur chariot race personified. Then Darel Dieringer, who had scattered an engine during qualifying and started seventeenth, suddenly caught the fever and poked his Mercury into fifth, ahead of Isaac, Johnson, and Frank.

Goldsmith, still leading, apparently stretched his Firestones a tad too far. One of the rears blew and he fetched the retaining wall on the first turn a tremendous blow. The red Plymouth gathered itself up, flipped end over end, and pirouetted, upside-down, across the track and into the infield. Incredibly, he lucked out with no major injuries, though the Plymouth was decimated.

This thrashing around and the resulting yellow-flag parade gave everybody an excuse to dash in and go to the rest room, causing a squirreling about of positions. After lap 70, when the smoke had cleared, lo, Marvin Panch of Maserati-burning-at-Daytona fame, had his Ford in front of Lorenzen's same brand, and Buck Baker's Plymouth. Fireball had dropped to sixth, and Dave MacDonald was running ninth, having skipped Pensacola and a chance at more SCCA-USRRC points.

Then Darel Dieringer eliminated himself, along with Dan Gurney, and A. J. Foyt in a four-car ballet



Second place finisher in Atlanta-500, Bobby Isaac in Dodge, leads eventual winner Fred Lorenzen piloting the winning Ford, as Dearborn got even for Chrysler Motors' upset at the Daytona-500. (Bill Brannon photo)



Dave MacDonald in no. 17 Mercury races Ned Jarrett's Ford as they head for the pits during a yellow flag period. MacDonald ran the Atlanta-500, by-passing the Pensacola sports car race to lose his lead in USRRC-standings to Jim Hall. (Bill Brannon photo)

on the first turn. MacDonald responded with a loop down the backstretch, giving the spectators their money's worth and more. The race average was 132.823, and the race record was taking a drubbing as was the long-suffering machinery.

Just to keep everybody stirred up, Dave Pearson blew a tire on his sixth place Dodge just after the 100th lap. He clobbered the third turn (they say an oval has four turns, you know) crash barrier a heroic blow, spun down the banking in front of Roberts, whose aim was good, and both gents ended up parked about a foot into the infield crash barrier. Tiny Lund looped his Plymouth without injury, and the mechanical carnage continued unabated as soon as the wounded cars were carried off. Nobody got hurt, though.

All this, and all the opportunistic pit stops, left Isaac (Dodge) in the lead, with the Fords of Lorenzen, Panch, and Jarrett all within cussin' distance. Next, Rex White removed his Mercury from serious contention with an assault on the much overworked guard rail at turn one.

With the speed down to 128.801 by half distance 'cuz of the frequency of yellow flag applications, Isaac still led Lorenzen, with Panch and Jarrett one lap behind. Wade and Baker were two down,

with Junior Johnson, and his relief driver Jim Hurtubise, Richard Petty, Tiny Lund, and Jim McElreath three down.

When Isaac stopped for petrol and tires, Lorenzen motored into a lead he was never to lose.

Wade glonked the Mercury and with forty laps to go only ten cars were still circulating. Lorenzen obviously had his third straight Atlanta-500 win in the bag.

So what did it all prove? Well: for one thing, the FIA isn't the only crew that lets GTO-type creatures loose on the competition; the back-room boys at Ford don't intend to be caught napping; and, the bunch-'em-crunch-'em-up NASCAR derbies are about as hairy as J. Fred Mugg's legs.

Wonder what Plymouth is gonna pull out of the hat next? Thirty-two valves and four overhead-cams, maybe?

Results:

1 Fred Lorenzen, Ford	\$15,150
2 Bobby Isaac, Dodge	7,750
3 Ned Jarrett, Ford	4,500
4 Jim Hurtubise and Junior Johnson, Dodge	2,725
5 Buck Baker, Plymouth	1,825
6 Tiny Lund, Plymouth	1,200
7 Richard Petty, Plymouth	1,100
8 Jim Paschal, Dodge	1,000
9 Bill McMahan, Pontiac	900
10 Tim Spikes, Dodge	800

WINNING AVERAGE: 134.25 mph for 500 miles.

S.F. Region Plans European-Type Rally

SAN FRANCISCO — Plans are well underway for a three-day, 1900-mile European-type rally on Nov. 26-29 by the SCCA's San Francisco Region. The event will be entitled the Trans-Sierra Rally.

A minimum of three speed contests are planned for the event, which would cover portions of Nevada and Northern California. Speed legs would be cut out for contestants not deemed qualified to compete in these higher-speed parts of the rally, thereby enabling both experienced and inexperienced contestants to participate.

Gene Babow, regional activities administrator, has been appointed chairman of an interim committee to look into fund raising possibilities.

Preliminary investigation of the course has been made by Woody Harris and Bill Birdsey.

Aintree Attracts Top Formula One Entries

AINTREE, Eng. — The Aintree International "200" drew entries from Team Lotus with Jim Clark and Peter Arundell; Graham Hill, Ritchie Ginther and Bob Attwood on BRM; Jack Brabham and Dan Gurney for Brabham; Bruce McLaren and Phil Hill for Cooper; Innes Ireland and Trevor Taylor for BRP; Joakim Bonnier for Walker, Brabham-BRM and Cabral for Cooper-Maserati.

Formula 2 cars also ran in the same race.

Four-Wheel-Drive Grand Prix Car Set for BRM

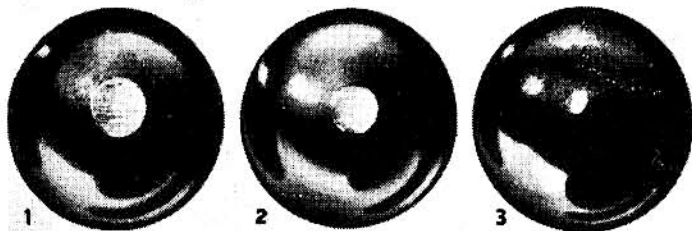
BOURNE, Eng. — Development of a four-wheel-drive Formula 1 GP car is currently underway by BRM. This firm is combining with the Harry Ferguson Research Group to produce a Grand Prix prototype, powered by the V-8 1.5-liter BRM engine.

The car is primarily intended to provide experience for a 3-liter unblown, or 1.5-liter unblown car, when the new Formula comes into effect at the start of 1965. It is hoped that the car will be ready to race late this season.

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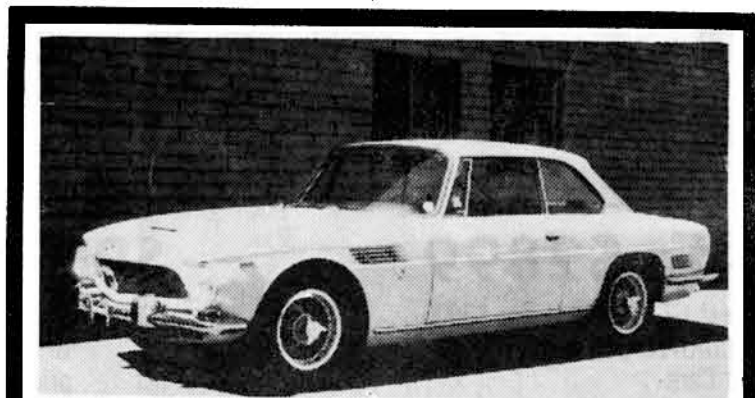
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Lowther Beats Skimpy Field to Win at VIR

April 25-May 8, 1964

COMPETITION PRESS

Page 7

By Frances Walker

DANVILLE, Va. — Ed Lowther of McMurray, Pa., drove his Super Genie-Cobra to victory in the second annual Virginia Intl. Raceway "National" Cup race today, widening his lead in class C modified point-standings, having also won the previous week at Marlboro.

Lowther gained the post-position and was never seriously threatened during the 45-minute, 18-lap race involving only nine other cars. A class D Ferrari driven by Tom O'Brien of Ridgeway, N.J., was a pre-race favorite with the fans, and managed to hold second place until it developed an oil leak and retired on the fourth lap.

O'Brien later took over his brother Jim's Lotus-Ford in class C and managed to finish it fourth over-all. This was the same car Charlie Kolb drove at Marlboro the previous week, but Kolb couldn't make the jaunt to VIR.

When O'Brien retired the Ferrari, Michael Goth, Staatsburg, N.J., inherited second place for keeps, and also won class F modified driving a Lotus 23-B. Third place went to Richard Young, Wash. D.C., in an Elva Mk. VII.

A Saturday race for five Formula Vee cars and one lone Formula Jr. turned out to be the most exciting race of the weekend, with the Formula Jr. Cooper driven by Michael Taylor of Wash. D.C., a walk-away winner. The three Vees changed their lead six times. There was never more than five seconds difference covering the three near-equal cars. Their final order: 1. Wilt Tharin, Allendale, S.C.; 2. James Miller, Orangeburg, N.J.; and 3. Jim McDaniel, Arlington, Va.

Although the winner, Tharin, wasn't protested, all the other Vee drivers gave his machine a thorough once-over just as a matter of course, apparently standard procedure in Vee racing.

Sunday's opener, a race for H modified, and G and H production cars, was an easy win for St. Louis' Ed Walsh in a Lotus-Saab.

John Gordon of Rockaway, N.Y., took second in an Osca, just the reverse of the first two positions the previous week at Marlboro. A similar reverse found Pete van der Vate of Vienna, Va., winning over the Triumph Spitfire of Erwin Lorinez, Newtown, Pa., with a Morgan (instead of the Sprite he raced last year).

A real battle developed for H production honors, after Bob Nagel, Bethel Park, Pa., retired with a broken axle after building up a formidable lead in his Sprite. This left two Fiat-Abarth drivers to fight it out in grand fashion, with Ronald Catalano of Roslyn, N.Y., finally edging Sam Caronia of Norfolk, Va.

Bob Tullius of Alexandria, Va., "National" class D production champion in 1963, took his race in his trusty Triumph TR-4, although he was closely followed by the Porsche Carreras of Bruce Jennings, Towson, Md., and John Kelly, Wash. D.C., who finished second and third respectively.

That Volvo man, Art Riley of Franklin Square, N.Y., won fourth and first in F production with his P-1800.

Corvette Sting-Rays, Cobras, and a Ferrari GTO, all helped liven things up in the big production car race, with Dick Lang of Xenia, Ohio, actually holding the lead for three laps in a 'Ray. But when Mark Donohue, New Providence, N.J., took over the lead with his Cobra on lap six, he did it for keeps. Bob Grossman of West Nyack, N.Y., did no better than fourth with the GTO, being shutout of the win-place-show column by Shelby's snakes.

Results:

RACE 1—G & H PROD. & HMOD. (Winning Average: 74.3 mph, in 47:46.2): 1. Ed Walsh, St. Louis, Mo. (Lotus-Saab); 2. John Gordon (Osca); 3. Peter van der Vate (Morgan 4/4 Mk. IV). Class G: Van der Vate. Class H-P: Ronald Catalano (Fiat-Abarth). Class H-M: Walsh.

RACE 2—C, D, E, & F PROD. (Winning Average: 74.8 mph in 46:44.9): 1. Bob Tullius (Triumph TR-4); 2. Bruce Jen-

nings (Porsche); 3. John Kelly (Porsche). Class C winner: Jennings. Class D winner: Tullius. Class E winner: Ron Grable (Porsche). Class winner: Art Reilly (Volvo P-1800).

RACE 3—A & B PROD. (Winning Average: 80.6 mph in 43:16.8): 1. Mark Donohue. (AC Cobra-Ford); 2. Graham Shaw (AC Cobra-Ford); 3. Harold Keck (AC Cobra-Ford). Class A winner: Donohue. Class B winner: Don Yenko (Corvette).

RACE 4—C, D, E, F & G MOD. (Winning Average: 79.6 mph in 43:51.0): 1. Ed Lowther (Genie-Cobra-Ford); 2. Michael Goth (Lotus 23-B); 3. Richard Young (Elva Mk. VII). Class C winner: Lowther. No Class D & E finishers. Class F winner: Young. Class G winner: Roger Donovan (Elva Mk. VII).



At the recent rain-swept Snetterton meet in England, Graham Hill used a new face shield that spins in the air stream, thanks to small ridges on the shield, flinging away excess water. (Geoffrey Goddard photo)

MORE ON:

MacDonald Spins King Cobra, But Wins Phoenix

(Continued from page 1)

tenders, Frank Monise's Lotus 23-B and Stan Harris's Dolphin-Porsche, jumped the starting flag and were set back to the bottom of the list in the final finishing order.

Rick Muther, who won the 2-liter class in his Lotus 23-B, picked up \$800 for his efforts.

In the GT class, Ken Miles eased a sick Cobra into eighth overall to pick up top money, \$800, in that division ahead of two Corvettes driven by Dick Guldstrand (11th) and Joe Frietas (14th).

VERY FAST CHEETAH
Bill Thomas's Cheetah, driven

by Jerry Titus, was very fleet, actually pulling the MacDonald Cooper-Ford on the straights, and was running a strong third until a pulley went through the oil pan in the middle of the race.

Another Cheetah, the Bardahl Special driven by Don Jensen of Seattle, stayed together the entire distance and finished in sixth place.

In the curtain-raising Formula car race, Jim Moisen was the victor in his Lotus 22 after Ray Herrera's Lotus 22 dropped out after having built up a good lead.

Following Moisen to the finish was Boyd Groberg's Lotus and Wayne Jones in a Cooper.

Results:

PHOENIX NATL. OPEN (60 laps, 155-mi.)—1. Dave MacDonald, Cooper-Ford; 2. Skip Hudson, Cooper-Chev; 3. Rick Muther, Lotus 23-B; 4. Miles Gupton, Merlyn-Porsche; 5. Dave Jordan, Porsche RS-60; 6. Don Jensen, Cheetah; 7. Bud Morley, Elva VII; 8. Ken Miles, Cobra; 9. John Timanus, Lotus 11; 10. Pete Voevodsky, Pontiac Spl. 91.5 mph. Class wins—Over 2.0, MacDonald; Under 2.0, Muther; GT, Miles.

WINNING AVERAGE: 91.5 mph, a new record.

FASTEST QUALIFIER: MacDonald, 1:44.6, 94.8 mph, a new record (Old record, Jack Hinkle, Cooper-Monaco, 1:47.4, Feb., 1964).

FORMULA RACE (1 hr.)—1. Jim Moisen, Lotus 22; 3. Boyd Groberg, Lotus 22; 3. Wayne Jones, Cooper. 83.1 mph.

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Auto Racing in 1964 To Draw 45,000,000 Paid

NEW YORK, Y. Y. — Predictions on the paid attendance at motoring sports events in 1964 range as high as 45 million, based on 1963's estimated attendance of 38 million and the fact that the sport is growing rapidly and that the Indy-500 will be shown on closed-circuit TV on May 30.

The sport of motor racing still holds second place among paid

spectator sports to the combined figure for horse and trotter racing, according to New York's Triangle Publications, producers of five turf dailies. According to Triangle, 38 million attended motor sports events in 1963, a gain of three million over 1962.

Although the season is barely under-way, Steve Petrask, 21-year veteran of Firestone Tire and Rubber Company's auto racing tire design dept., predicts there is no question that 1964 will be the biggest year in motor sports history. He bases his prediction on the increased attendance at the widely separated 500-mile stock car races at Riverside, Calif., (58,000) and Daytona Beach Speedway (82,000). Atlanta, Charlotte, Darlington, and Indianapolis Speedway, are among the tracks expecting record crowds this year, according to Petrask.



Jet Car

Art Arfons and model of his new world land speed record jet car with cockpit located on left side of the four-wheel vehicle. The record attempt set for this summer at Bonneville Salt Flats is sponsored by Firestone Tire & Rubber Co.

L.A. Builder Eyes 'Lay Down' Offy Roadster for Indy

LOS ANGELES — Yet another rear-engine machine being built for Indianapolis has been unearthed in the L.A. area.

This one should be different from any other, for it is a "lay down," with the Offy engine inclined to the left. This, of course, is borrowing a page from the front-engine roadsters.

The machine will be owned by Bob Estes, who's front-engined entries have run at the Speedway many times. "This will be my first entry since 1961," Estes said.

Bill Benck is doing the work on the tube framed, Lotus-like machine. Originally, Estes was definitely going to run the machine at Indy, but a serious parts shortage has put the project "about 30 days" behind schedule.

Should the car not be finished in time for the 500, Estes says it will be raced at various mile paved ovals. No driver has been inked as yet, although a well-known road racer has been mentioned.

Drivers Clinic Set May 9-10

By Art Peck
BRIDGEHAMPTON, New York— Newly-elected president of the Road Racing Drivers Club, Lake Underwood, has set May 9-10 for the 1964 running of the annual RRDC Advanced Drivers Clinic. Once again, the very fast and demanding Bridgehampton course will be used and, as always, the instructors will include many of the biggest names in eastern road racing.

The clinic has grown greatly in popularity in its few years of existence because it admits only licensed competition drivers who are experienced in the fundamentals and wish to put on that fine polish the clinic makes possible. Again this year the New York

Region, SCCA, will supply the expert flag-and-phone personnel and the event is listed on their calendar.

Others elected for 1964 in the RRDC are George Constantine, vice-president; Mark Donohue, secretary; and Gordon Lipe, treasurer. With Underwood as president, this group will carry along the RRDC's policies of pushing for safer road racing and acting in a consulting role in cooperation with any group or organizer.

The club boasts 80 members in 19 states, District of Columbia and five foreign countries. For further information (such as an early entry blank for the clinic), write Harry Cushing, Room 512-B, Argonaut Bldg., Detroit 2, Mich.

THE EAST COAST

Mustang's Wild

By Art Peck

I doubt if there's anyone in this country that hasn't heard all about the Mustang by now. Ford really went for broke on the introduction of their new baby with one of the biggest ad campaigns of all time. They saturated radio and TV coverage, put ads in some 2600 newspapers and countless magazines, and saw to it that billboard signs appeared like magic over night.

Along with all this was one of the greatest public-relation jobs in history when both Time and Newsweek featured Lee Iacocca (head man in the Ford Division) and the new Mustang on their front covers and in lead articles.

You'll undoubtedly recall when Ford unveiled the Mustang I at the U.S. Grand Prix at Watkins Glen in 1962. This was a two-passenger, rear-engined V-4 job that was a styling-and-design exercise for sure.

Then, under the same circumstances, the Mustang II was introduced in 1963. A four-passenger, front engine conventional job, this car carried on the styling theme set the year before and, if less interesting, it was surely more practical, and quite obviously a great possibility for production had been engineered into the package.

At the press debut, Lee Iacocca was asked why the four-passenger car was called a Mustang when it differed so greatly from the 1962 dream car. With his customary forthrightness, he broke up the gang by replying, "Well, they're both painted white."

As CP pointed out two issues ago, the Mustang can be delivered in just about any power-train form desired. There's been a hitch, however. It seems the CSI of the FIA feels the independent rear-end version will not immediately be homologated as a GT because it represents a completely different design, not an evolutionary development of the basic car. Oh well, Ford will take a day off and build 100 of them as GT's and then homologate the standard rigid rear-axle jobs as Touring and/or Improved Touring series.

As to the basic car? I think they've got a winner in any form and that the Mustang will sell... and sell.

ONE TRACK MIND

A. J. Foyt is planning to win the 1964 Indy race. Of course, so are a lot of other people, but Foyt's determination was brought out in an interesting manner awhile back. Following the Goodyear press introduction of their new Speedway Special line of tires, they took us all down to the Indianapolis Athletic Club for lunch and we had a further chance to question A. J.

He had been working for some time for Goodyear in their tire testing program and we mentioned to him that obviously he would run Goodyears on May 30th. He said not necessarily. There was no such a clause in his contract and anything he could do to win that race would be done. If Firestone, for example, came through with a tire that seemed a fraction of a second faster, he'd use it. Ditto for Sears Roebuck or Dunlop. (Yes, it's

THAT Sears. Mickey Thompson's entries are all named Sears, or Sears-Allstate Specials.)

As to cars, Foyt had the same approach. He plans to practice both the MG Liquid Suspension Special and his conventional front-engined car up until the qualifying trials start. Also, there's a possibility of a Lotus-Ford being offered to A. J. and he will weigh all possibilities before the first day of qualifying, because it is the car that earns that pole position, not the driver. Should he decide to change cars after he has qualified one, then he would have to start all over. Decisions, decisions.

ALFRED MOMO HONORED

The Road Racing Drivers Club is hosting what should be one of the greatest events of the year with their testimonial dinner being given in honor of Alfred Momo's retirement from active participa-

EVENTS EAST



- Apr. 25 LISCA club race, Lime Rock, Conn. (non-spectator event)
- Apr. 26 SCCA Divl. Race, Vineland, N. J.
- Apr. 26 SCCA Drivers School, Thompson, Conn.
- Apr. 26 NASCAR Grand Natl., Martinsville, Va.
- Apr. 26 USAC Stock cars, Langhorne, Pa.
- May 2 SCCA Regl. race, Lime Rock, Conn.
- May 3 SCCA Drivers School, Marlboro, Maryland.
- May 2-3 SCCA drivers school, Nelson Ledges, Ohio.
- May 9 LASC Regl. Race, Harewood Acres, London, Ontario, Canada.
- May 9-10 RRDC Advanced Drivers Clinic, Bridgehampton, L. I.
- May 10 SCCA Regl. Race, Vineland, N. J.
- May 10 SCCA Drivers School, Thompson, Conn.
- May 12 Chowder Society Luncheon, Sardi's West, NYC.
- May 16-17 CCCC 13th Annual Yankee Monte Carlo Rally.
- May 17 SCCA Natl. Race, Cumberland, Maryland.
- May 21-23 SCCA Natl. Rally, Washington, D. C., Region.
- May 24 SCCA Regional Race, Thompson, Conn.
- May 30-31 SCCA Natl. Race, Bridgehampton, L. I.
- May 30-31 SCCA Regl. races, Nelson Ledges, Ohio.
- May 31 SCCA Regl. Race, Marlboro, Md.

tion in racing. (Art: Is it because they're happy or sad that he's retired, Ed.)

The dinner will take place on May 5 in the Belasco Room of Sardi's West (where the Chowder Society holds its Christmas Parties). Mr. Momo's 20-year career in racing has been linked with many members of the RRDC and the full membership will be assembling from many corners of the world for this tribute.

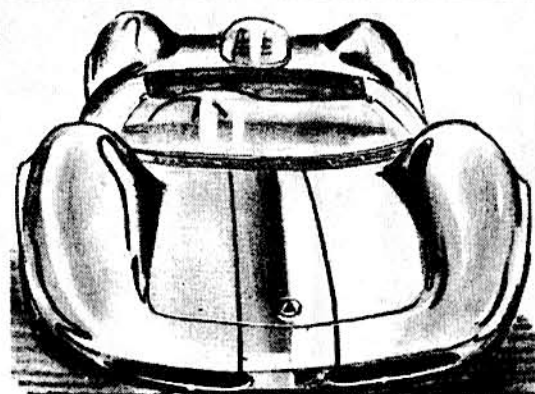
WHAT'S THAT AGAIN?

Back to Sebring for our wrap up. The biggest laugh of the week came on the Friday before the 12-hour race. The pits were convulsed with a headline carried in the Tampa paper out that morning. Referring to a boxing event taking place in Madison Square Garden that evening, the headline read, "RODRIGUEZ FAVORED OVER MIMS TONIGHT."

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Write for 1964 schedule

MAY 9 - 10

Spring Classic
Midwestern Council
of Sports Car Clubs





- Apr. 26 NASCAR FIA Natl. Open stock car 500-miler, Martinsville, Va.
- Apr. 26 TARGA FLORIO, SICILY.
- May 1 Belgium, Slalom of Liege
- May 1-3 Spain, R. A. C. E. Rally.
- May 1-3 Austria, Munich-Vienna-Budapest Rally.
- May 1-3 West Germany, St. Petrus Rally.
- May 2 England, Silverstone races.
- May 2-3 Japan, Grand Prix at Suzuka.
- May 2-3 France, St. Raphael Rally.
- May 3 U.S.A. Yankee 300, Indianapolis, Indiana.
- May 3 France, Endurance circuit of South-East.
- May 3 Italy, Grand Prix of Touring.
- May 3 Germany, GT race at Trier.
- May 3 France, hillclimb of Le Pin.
- May 3 Denmark, Race at Korsko.
- May 3 Great Britain, Prescott hillclimb.
- May 3 Italy, Cup of Milan race.
- May 7 France, St. Antonin hillclimb.
- May 7-10 W. Germany, Rally of Wiesbaden.
- May 9 Monaco, Formula III Grand Prix.
- May 9 U.S.A., NASCAR "Rebel 300," Darlington, N.C.
- May 10 GRAND PRIX OF MONACO.
- May 10 Luxemburg, Tele-Dudelango hillclimb.
- May 10 Denmark, Circuit of Roskilde race.
- May 10 France, St. Beaulieu hillclimb.
- May 16-17 Great Britain, Mallory Park races.
- May 17 Belgium, GP of Spa.
- May 17 Italy, GP of Roma.
- May 17 W. Germany, Nurburgring Silver Cup race.
- May 18 Great Britain, Crystal Palace race.
- May 21-24 Greece, Acropolis Rally.
- MAY 24 NETHERLANDS, GRAND PRIX OF HOLLAND.
- May 24 Italy, Consuma hillclimb.
- May 24 Germany, Grand Prix of Berlin.
- May 24 U.S.A., World-500 stock car race, Charlotte, N.C.
- May 24 France, Prix of Paris.
- May 24 France, Beaujolais hillclimb.
- May 24 Spain, Vallvidrera hillclimb.
- May 25 Hungary, Budapest Grand Prix.
- May 28-30 Austria, Austrian Alpine Rally.
- MAY 30 U.S.A., INDIANAPOLIS-500 MILE RACE.

Lowther's Genie-Ford Wins Marlboro President's Cup

By Mike Kelly

MARLBORO, Md.—The ninth annual running of the President's Cup race by the SCCA attracted none of the big name drivers that it always has in the past, and this made it one of the most competitive events seen here in a long time.

The field consisted of several interesting machines including Genie-Fords, Ferraris, Lotus-Fords, Elva-Porsches, and two Cheetahs. With no well known drivers it was hard to pick a winner. Three local drivers succeeded in filling the top three slots, Ed Lowther won in a Genie-Ford, with Tom O'Brien second in a 3-liter, rear-engined Ferrari, and Charlie Kolb was third in a Lotus-Ford. This also marked the first time the President's Cup was won by an American car.

It was the first "National" of the season and was notable for some spirited competition and a high DNF rate.

The first race, for class H production, was notable only because 66 percent of the starters did not finish. The F production race was almost as bad with a 52 percent DNF rate. It is a sorry condition when basically sound cars like Sprites cannot complete a 45 minute race.

The fourth race was probably the highlight of the meet as Porsche drivers Hans Zeireis, Ron Grable, Bruce Jennings, and Warren Matzen changed positions as they ran nose to tail for several laps. Grable led at the start with Jennings, Matzen, and Zeireis following. Zeireis then methodically passed the other three, and Matzen crashed at the hairpin, but was unhurt.



The Porsches of Ron Grable, Bruce Jennings, Warren Matzen and Hans Zeireis (the eventual winner), provided the hottest event of the President's Cup meet at Marlboro. (Mike Kelly photo)

Zeireis was never out of danger, running only five seconds ahead of Grable, and seven seconds away from Jennings at the finish.

Pierre Mion won the fifth race in a Cooper Formula Jr., with Jim Miller winning Formula V in a Formcar. Mion had the fastest lap for any class at 1:36 and the second fastest total time of 46:04 for 29 laps, even though no one was close behind him.

Bob Tullis in a TR4 passed Bruce Jennings' Porsche a few yards from the finish to win the sixth race. Dave Clark led from the start in a Lotus Super Seven, but fell back with mechanical trouble and salvaged a third place. Don Gremel brought a Turner in fourth, and John Kelly in a Porsche was the only other car on the same lap with Tullis.

An expected Cobra-Corvette battle failed to develop in the seventh race as Charlie Hayes, Harold Keck, and Dan Gerber, all in Cobra-Fords, ran one, two, three for the distance with only seven seconds separating the first two. The first Corvette to finish, some distance back, was in fourth place and driven by Dick Lang.

Ed Lowther took the lead on the first lap of the President's Cup race for C through G modified cars and was never passed, although he was never more than 10 or 15 seconds ahead of the second place car. Second place changed several times; George Wintersteen held it first with an Elva-Porsche, but he crashed on the oil slick hairpin turn. Then Tom O'Brien's Ferrari and Charlie Kolb's Lotus-Ford changed places several times, but O'Brien passed Kolb on the finish line to get second overall, and first in class D.

There were only four seconds between the first three cars at the finish. Class E modified and fourth overall was won by Scott in an Elva-Porsche. First in F modified and fifth overall went to Dick Young in an Elva.

Art Tweedale in a Lola took class G and seventh overall.

A very happy Ed Lowther was awarded the President's Cup trophy by General Curtiss LeMay.

Results:

RACE #1—H PRODUCTION (24 Laps—Time: 46:01): 1. Carl Truitt, Sprite; 2. Sam Caronia, Fiat Abarth; 3. Martin Dodenhoff, Sprite; 4. Fred Ingham, Jr.,

Fiat 1200; 5. M. L. Wood, Fiat Abarth; 6. Walt Biddle, Sprite; 7. Wm. Parker, Sprite; 8. Tom Tomlinson, Sprite.

RACE #2—G PROD AND H MOD (26 Laps. Time: 46:21): 1. J. Gordon, OSCA, HM; 2. Ed Walsh, Lotus Saab, HM; 3. Erwin Lorinez, Spitfire, GP; 4. C. M. Miller, OSCA, HM; 5. H. Hanna, Renne Bonnet, HM; 6. F. Stark, Saab Spider, HM; 7. Ed Diehl, Saab, HM; 8. Pete VanDerVate, Morgan, GP.

RACE #3—F PRODUCTION (25 Laps. Time: 45:11): 1. Bob Sharp, Lotus 7; 2. Dick Gilmartin, TR3; 3. B. Howes, Lotus 7; 4. Art Riley, Volvo; 5. Wm. Kneeland, Sunbeam; 6. Frank Picha, TR3; 7. Bob Nagle, TR3; 8. J. Croker, MGA; 9. J. Waters, Lotus 7; 10. Wm. Triplett, TR3.

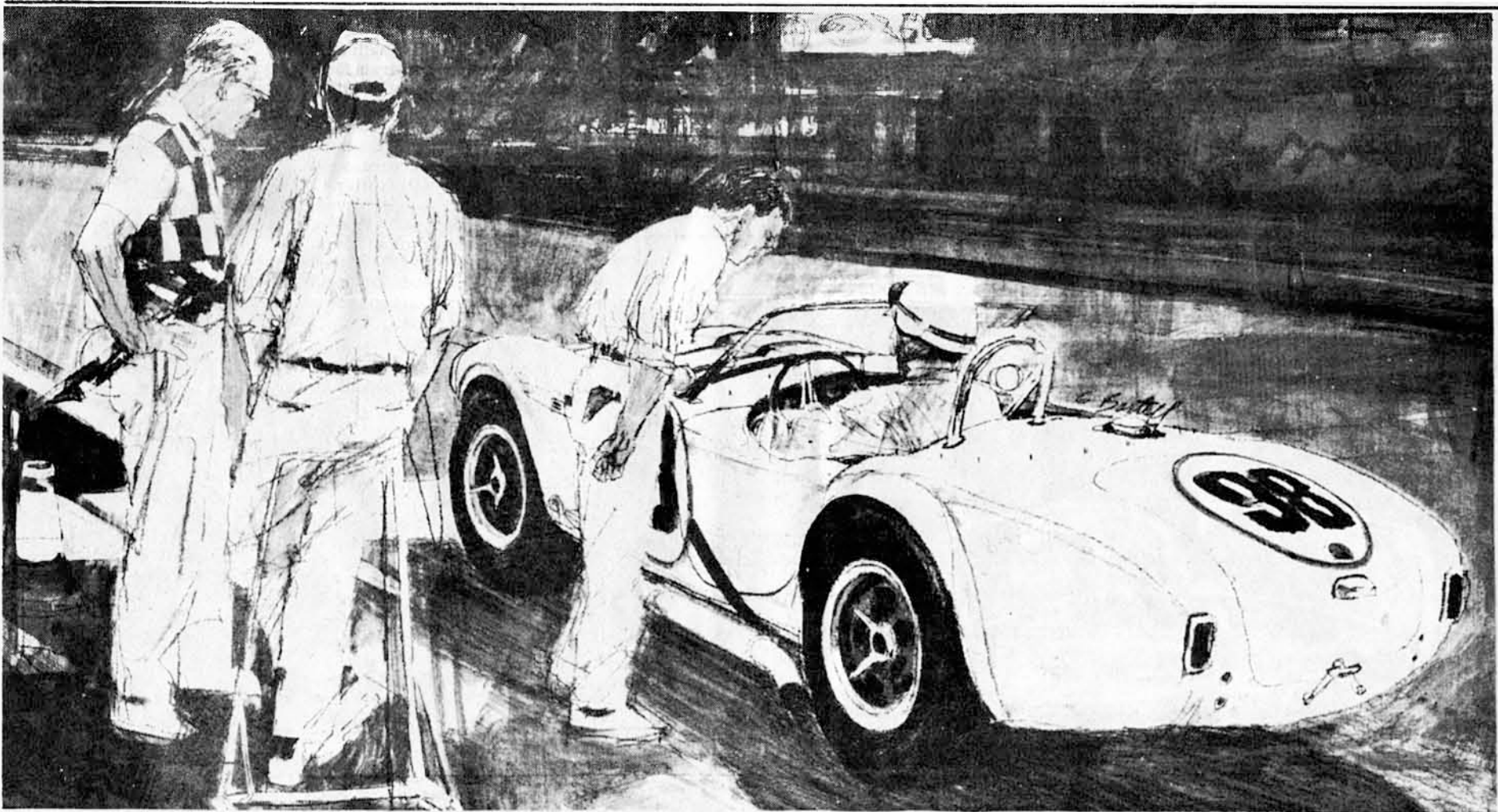
RACE #4—E PRODUCTION (26 Laps. Time: 45:18): 1. Hans Zeireis, Porsche; 2. Ron Grable, Porsche; 3. Bruce Jennings, Porsche; 4. John Stevens, Austin Healey; 5. Charlie Wenger, Porsche; 6. N. Bridwell, Porsche; 7. Stu Lichtman, Porsche; 8. J. Girdler, Porsche.

RACE #5—FORMULA CARS (28 Laps. Time: 46:04): 1. Pierre Mion, Cooper Jr.; 2. Mike Taylor, Cooper Jr.; 3. Dave Sharp, Elva Jr.; 4. Wm. Blankenship, Cooper Jr.; 5. James S. Miller, Formcar V; 6. Jim McDaniel, Autodynamics V; 7. M. Rothschild, Formcar V.

RACE #6—C AND D PRODUCTION (27 Laps. Time: 46:03): 1. Bob Tullis, TR4, D; 2. Bruce Jennings, Porsche, C; 3. Dave Clark, Lotus S7, C; 4. Don Gremel, Turner, D; 5. John Kelly, Porsche, C; 6. Alex Dearborn, TVR, D; 7. John Moore, Porsche, D.

RACE #7—A AND B PRODUCTION (29 Laps. Time: 46:38): 1. Charlie Hayes, Cobra, A; 2. Harold Keck, Cobra, A; 3. Daniel Gerber, Cobra, A; 4. Dick Lang, Corvette, A; 5. Bob Mout, Corvette, B; 6. Ed. Myers Sting Ray, A; 7. Don Yenko, Corvette, B; 8. Bob Sinn, Corvette, B.

RACE #8—C THROUGH G MODIFIED (29 Laps. Time: 45:21): 1. Ed Lowther, Genie-Ford, C; 2. Tom O'Brien, Ferrari, D; 3. Charlie Kolb, Lotus-Ford, C; 4. R. Scott, Elva-Porsche, E; 5. Dick Young, Elva, F; 6. R. Salyer, Cheetah, C; 7. Art Tweedale, Lola, G; 8. B. Clusserath, Cheetah, C; 9. Steve Quigley, Revmaster Spl., F; 10. Henry Hironaka, Ferrari, E; 11. Ed. Arnold, Elva, G; 12. Ben Warren, Elva, G; 13. Eugene Woodruff, Lotus 11, G; 14. George Burke, Ferrari, C.



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an occasional bash at the local club events, the COBRA converts easily* from street use to a hands down winner! The standard COBRA sells for \$5995.00 FOB Venice, California and the competition versions start at \$6200.00. Check with your local "Total Performance" Ford dealer for a demonstration today!

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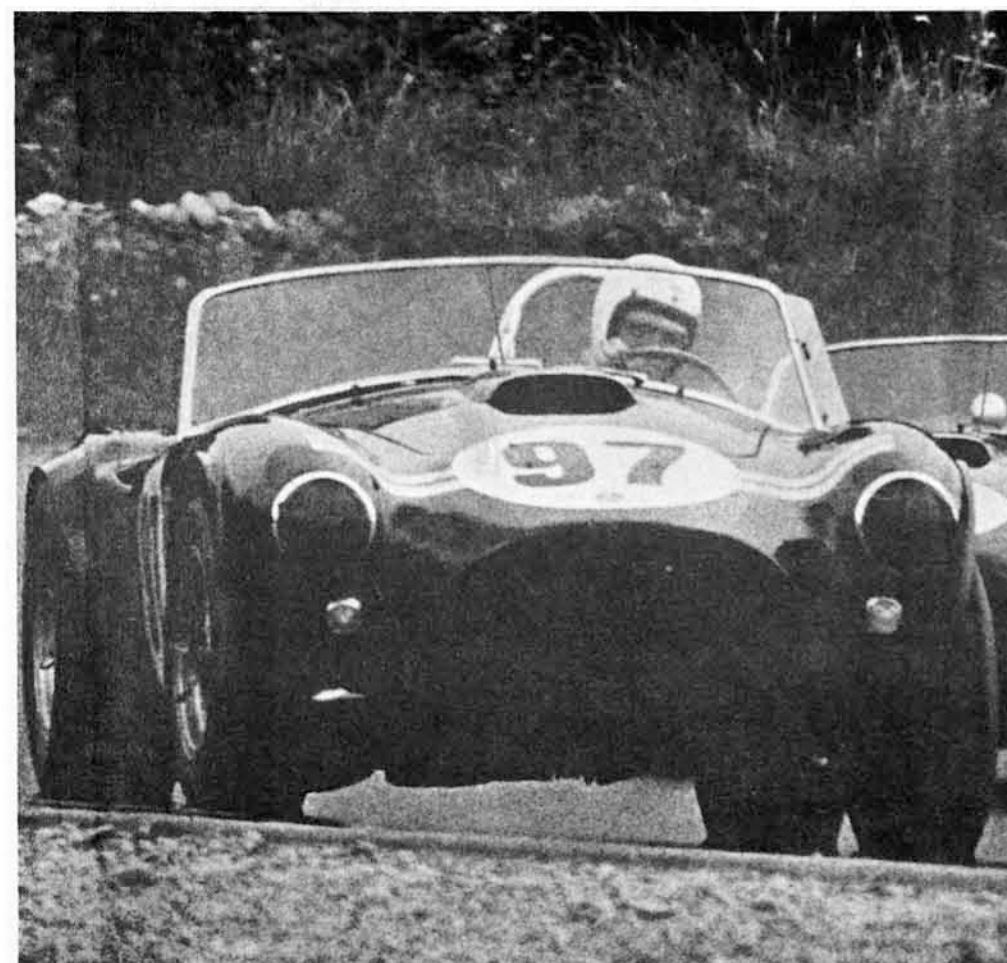
When Goodyear track-tests cord angles...



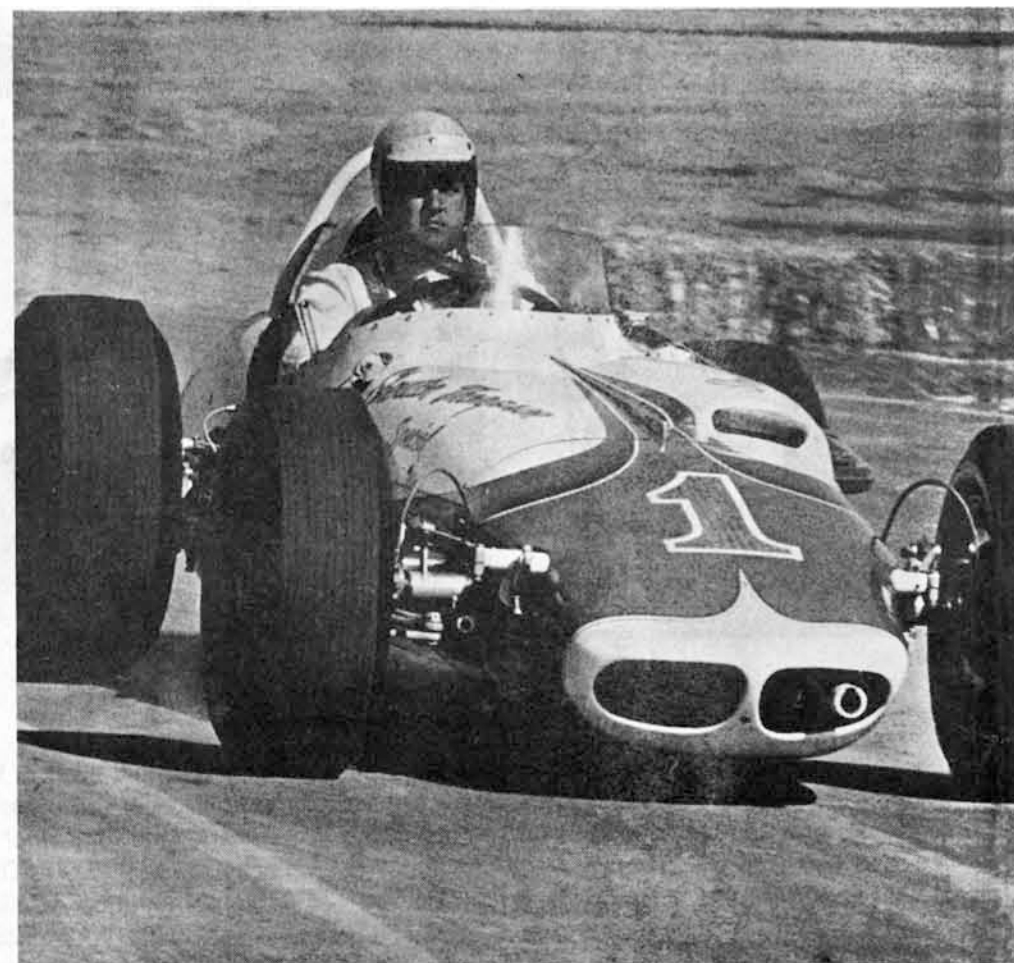
Richard Petty wins '64 Daytona 500 on Goodyear Stock Car Special tires.



A. J. Foyt wins American Challenge Cup on Goodyear racing tires.

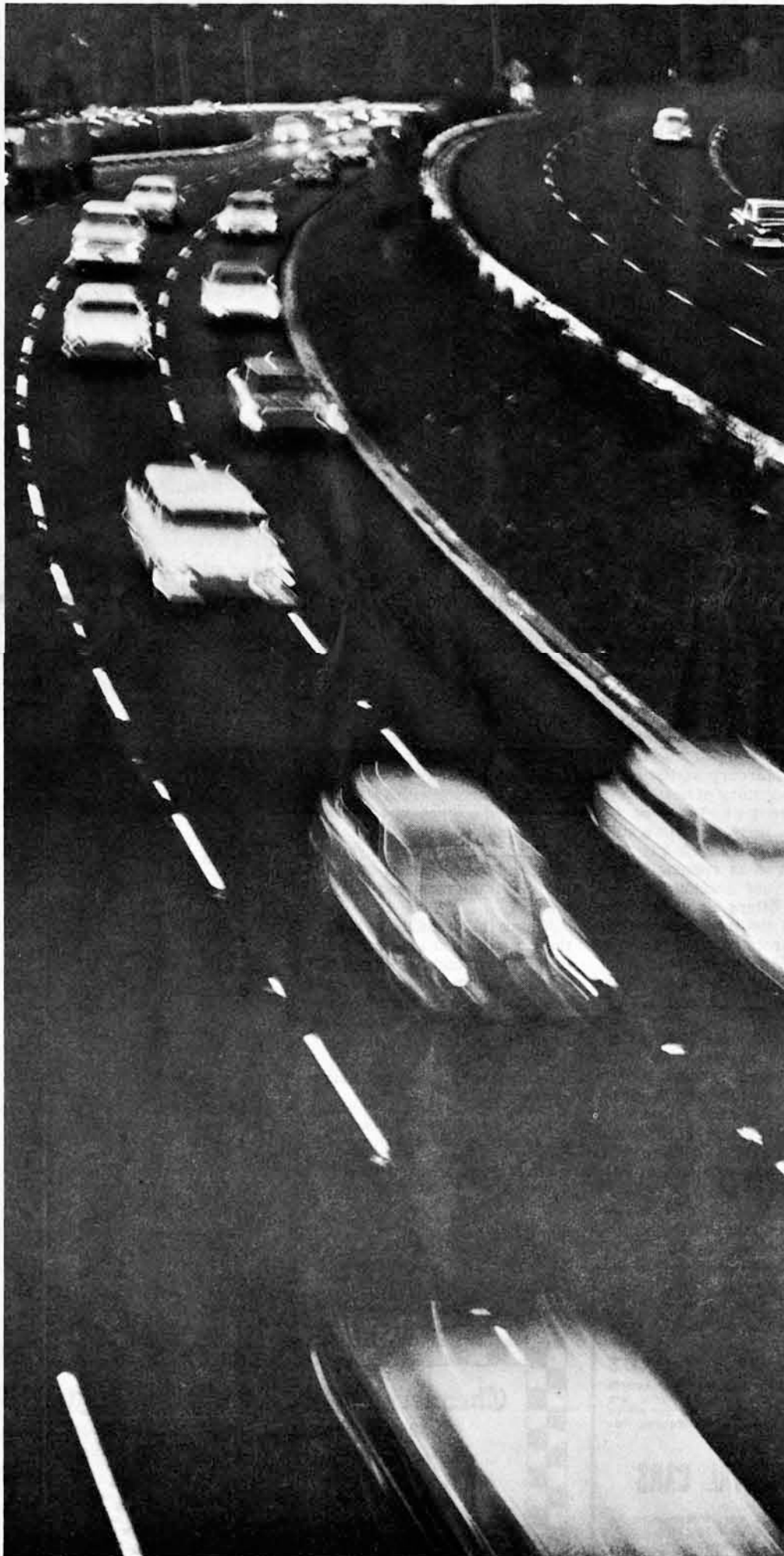


Shelby Cobra wins '63 Manufacturer's trophy—all team Cobras ran on Goodyear racing tires.



A. J. Foyt wins '64 Phoenix 100 on Goodyear Special High Speed Tires.

It pays off on the road



Goodyear racing research makes for better passenger car tires. That's because race drivers don't play patsy. Goodyear proves the engineering principles in competition—then passes them on to the auto tires. One example is the development of improved cord angles.

What's a Cord Angle? Cord angle is simply the diagonal which the fabric cords assume in the carcass of the tire. The "angle" is determined in relation to the direction of tire travel.

The Smaller the Angle the Faster the Ride. Racing experience teaches this: As cord angle decreases, tire flexing is reduced. This means less heat build-up, less centrifugal distortion and less wear. It adds up to one thing for the racing tire . . . more speed.

The Smaller the Angle the Harsher the Ride. There's the rub. In general, as cord angle decreases, the tire becomes a much stiffer structural unit. It goes faster but rides harder. That's why cord angles must be "balanced" to give a fast, safe ride without bouncing the car off the road.

What's the Racing Angle? Depends. Goodyear racing tires run the gamut from sports car rubber to giant "hoops" for the Breedlove jet car. Cord angles range from 5° up to 28°. The *particular* cord angle depends on factors such as: car type, weight and suspension.

What's the "Street" Angle? "Street" tires take it easy. Since more comfort is required, the Goodyear passenger car tire has a cord angle of approximately 35°—much higher than its racing brothers.

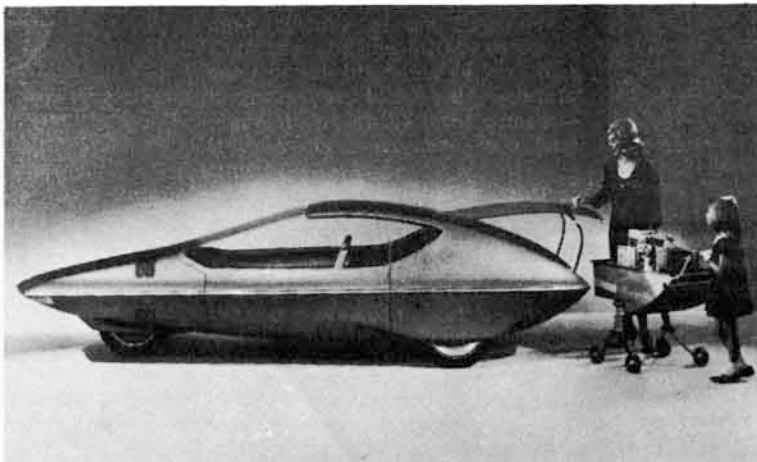
Racing Research Pays off on the Road. When Goodyear races . . . Goodyear learns. Working with low-angle racing tires, Goodyear has learned how to make passenger car tires safer for high speed turnpikes; more comfortable for rough city streets. Whether your driving is track or street, check your Goodyear tire dealer for the tires you need. He's got an angle. The *right* one for you.

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Fair Shows Exotic New Cars



GM's Runabout, as seen at the Fair. It includes two market baskets that roll into and attach to the rear body section.



A built-in couch, swivel front seat and built-in TV are featured in Mercury's unique Aurora station wagon on display at Ford's Rotunda at the New York World's Fair.

Calif's Bucknum Signs with Honda For Formula One

By J. G. Anthony
 LOS ANGELES — Ronnie Bucknum, Manhattan Beach, Calif., sports car driver has been signed by Honda as a driver for their new Formula I car.
 Bucknum, who is best known as a production car driver, was invited to Japan just after the Sebring 12-hr. race. He drove the new 12-cylinder F-1 Honda at the Suzuka circuit, nipped several seconds off

the previous lap record and was later signed as a driver.

A number of other drivers were also contacted by the Japanese firm. These included ex-world champion Phil Hill, Richie Ginther and New Zealander Dennis Hulme. Hill reportedly gave serious consideration to the Honda invitation but decided to accept the offer of a ride with the Cooper team. Ginther was already under contract to BRM for the 1964 season and was not available. Hulme, who had a very successful season "Down Under" in a 2.5-liter Brabham, was already committed to Brabham for 1964.

It has also been reported in Europe that motorcyclist Jim Redman, who rode a motorcycle for Honda, has been approached to drive the car, but this is unconfirmed.

Little is known about Honda's plans for 1964 as Bucknum and everyone else concerned with the

project have been sworn to secrecy.

Several sources have reported, however, that the transverse-mounted V-12 shown in photos that appeared around the world (CP, March 7-20) is putting out about 220-hp. If so, the car should be highly competitive so far as power is concerned. It has also been reported that the car that makes its appearance in Europe later this year, probably at the Dutch or Belgium GP, will be considerably slimmer and lighter than the car shown in the photos.

It does not appear likely that Honda will seriously contend for the World Championship during 1964 but will use the present season to gain experience for an all-out assault in 1965.

In fact, sources from Japan indicate that only one car will be raced this year and that only about half of the championship events will be entered.

MORE ON: World's Fair

(Continued from page 1)

the super-market, laundry, or department store. The car itself is a three-wheeler with power-plant over the single front wheel for maneuverability and drive-train simplicity.

If television, stereo hi-fi, a game table, and a refrigerator is your idea of what every family man wants in his car, then the Firebird IV is your chariot. Since it's styled and designed to run on automatic highways, perhaps it makes sense at that. You pull on to your super-super-highway under your own power, line the car' up and flip a lever over to "automatic." Then you decide whether you want to watch TV, listen to stereo, or go to sleep.

Under manual operation, the Firebird IV is steered from grips in the arm rests. On an automatic highway you would put an IBM-type punched card, programmed for your route, into a slot in the dash and the car will do the rest. Can't you see it now?

"Pick a card, baby, any card." (But for godsake don't lose the card marked "home.")

Over at Ford's Pavilion, built at a cost of more than \$30-million, you get yet another big dose of Walt Disney, plus three dream cars. Two of them, the Cougar II and the Allegro have been seen previously in CP.

The third car, a unique station wagon called the Aurora, is described by Mercury stylists as a "rolling laboratory of new ideas." Spear-shaped panels along the sides of the body provide a solid blue-green illuminated glow at night to serve as running lights. A glassed roof section over the front seats offers a polarized sun screen, and the front passenger's seat can be rotated to face a curved sofa and TV set in the rear.

"Come on baby, to heck with the 'Mouseketeers,' talk to me while I drive."

Main feature of the Ford display is a "Magic Skyway," in which spectators travel through tunnels full of scenes by Disney, depicting the evolution of man. (He mercifully left "the bomb" out of the last scene.) You ride through the scenes in automatically-controlled Ford convertibles.

The fair will be open by the time you read this, and if all goes well it will run for two years.

Ford Kicks Off Mustang At World's Fair Preview

NEW YORK—Kicked off by a press showing at the Ford Pavilion at the World's Fair, the Ford Mustang has received one of the most enthusiastic receptions of

any car in recent history.

Ford hosted some 200 newspapermen at a combined showing of its World's Fair display and the new Mustang, then bundled the newsmen in Mustang hardtops for a two-day rally and economy run to Dearborn.

Although there are no immediate plans to market the Mustang on the continent, Ford held simultaneous press conferences at eleven separate locations in Europe.

The company also used extensive advertising to introduce the car. Ads were run in 2,600 newspapers, 24 major magazines and all three major TV networks concurrently.

Reaction from dealers in the Los Angeles area was enthusiastic.

"The Mustang announcement and introduction stirred up more lookers and prospective buyers than any car ever introduced," is the way one Ford executive put it the day after the new model's introduction in Los Angeles.

"I haven't seen anything like it since we unveiled the Model A," an old-time dealer in San Diego said.

"We've written orders for over 70 cars already," a dealer in Long Beach exulted, "I hope I can get them delivered while the enthusiasm is still high."

"I admit I didn't know it," another Ford dealer said, "But this must be the car that the American public has been waiting for."

Mustang Options Offer Economy Or Luxury

NEW YORK—Obviously designed for a broad market of buyers, the new Ford Mustang is, as announced in CP two issues ago, a "do-it-yourself" automobile.

The economy-minded buyer can have one for \$2,345, fob Detroit, while a person who wants the car loaded with all accessories would look at a price tag near \$3,500.

The basic \$2345 price includes a Mustang hardtop with a six cylinder engine and a three-speed standard transmission. The lowest priced car has bucket seats, nylon carpets, a floor mounted stick shift, all vinyl interior and full wheel covers.

To get the price tag up to \$3,500, the car would be a convertible with the 289-inch high performance V-8 engine, the special handling package, four speed transmission, a clock/tach package and nearly all Ford extras.

The options and prices:
 MUSTANG MODEL: hardtop—\$2,345; convertible—\$2,587.
 ENGINES: 164 hp V-8—\$116; 210 hp V-8—\$181.70; 271 hp V-8—\$437.80 (includes sports handling package equipment).
 TRANSMISSIONS: Cruise-O-Matic (6 cylinder)—\$179.80; Cruise-O-Matic (V-8)—\$189.60; 4-speed (6 cylinder)—\$115.90; 4-speed (V-8)—\$188.
 POWER ASSISTS: brakes—\$43.20; steering—\$86.30; top—\$54.10.
 SAFETY EQUIPMENT: padded visors—\$5.70; deluxe retractable front seatbelts—\$7.55.
 OTHER ITEMS: Accent group (side paint strip, rocker panel molding)—\$27.70; air

conditioner—\$282.20; heavy duty battery—\$7.60; backup lamps—\$10.70; closed emission system—\$5.30; full length console—\$51.50; glass (tinted with banded windshield)—\$30.90; glass (tinted windshield only)—\$21.55; radio—\$58.50; rally pac (tach and clock)—\$70.80; rocker panel molding—\$16.10; sports handling package—\$38.60; vinyl roof for hardtop (black or white)—\$75.80; simulated knock-off hubs—\$18.20; wire wheel covers—\$45.80; two-speed windshield wiper and washer—\$20.10; white side walls (13 inch)—\$33.90; 15-inch competition tires (available only with high performance V-8 or with special handling package)—\$51.50.
 NOTE: Prices do not include state or local taxes or destination charges from Detroit.

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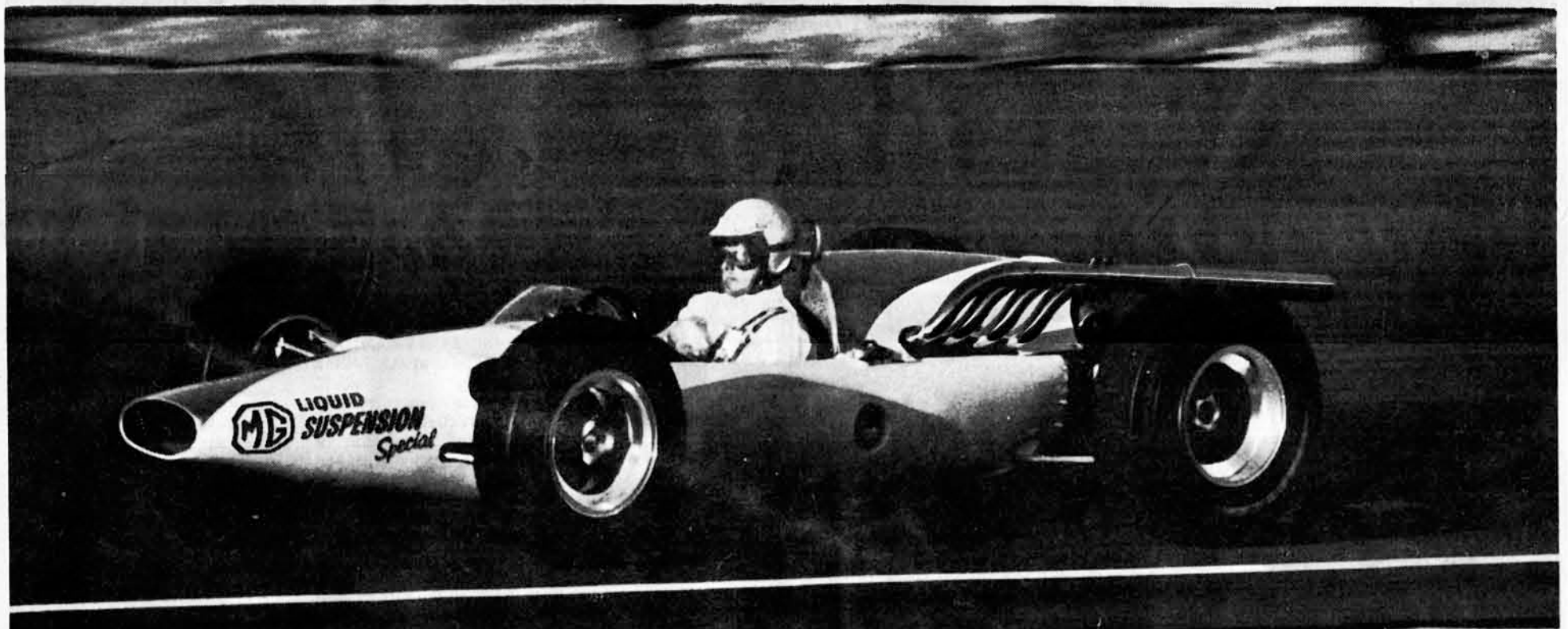
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The MG Sports Sedan's liquid suspension . . .



. . . creates a revolutionary Indianapolis racer

Come Memorial Day, a brand new kind of racing machine will flash past the stands at the Indianapolis "500"—the MG Liquid Suspension Special. Instead of conventional springs, shock-absorbers, and torsion bars, it will ride on liquid, permanently sealed in rubber "springs".

The MG Liquid Suspension Special has already lived up to its promise. During tire tests at Indianapolis in March, U.S.A.C. National Champion A. J. Foyt was clocked at 154.37 mph—nearly three miles per hour faster than the fastest qualifying time last year.

It is our revolutionary liquid suspension which gives the MG Sports Sedan such an exceptional ride. This not only keeps the

wheels more firmly on the ground, but gives Sports Sedan owners—whether they race, rally or simply make the supermarket run—less tire wear, better braking, and effortless handling.

Sports Sedan owners also have the advantages of front-wheel drive...excellent traction through mud and snow, firm control around corners, no wandering in crosswinds. The East-West transverse engine leaves 80% of car space for passenger comfort and luggage room, and liberal use of glass eliminates irritating blind spots.

The MG Sports Sedan is awfully easy on the purse. Not only a low initial expense—\$1898—but an absolute minimum of maintenance. And 30-plus miles-per-gallon

economy is a significant saving.

One of our thousand dealers in the U.S. and Canada will open your eyes to a fresh point of view about driving. Go see him, if you will, about our Sports Sedan.



MG SPORTS SEDAN

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Record Crowd Sees Froines Win Season-Opener at Vaca

By Gordon H. Martin
 VACAVILLE, Calif. — SCCA schedules some 200 regional race meets a year, but there are two significant reasons that the recent regional event at Vaca Valley Raceway deserves special mention. First, it was the season-opener for the San Francisco Region of SCCA, and it drew a record Saturday and Sunday crowd totaling more than 15,000 spectators. This was an over-all attendance record for the circuit, and a record for a Northern California season-opener.

Secondly, without one out-of-region car in the modified main event, some 30 cars were entered for what must be the best field of hot cars in any region in the country.

By the time two practice sessions and Saturday's qualifying event was over, 10 modified machines had dropped by the wayside for various reasons, but mostly mechanical failure. This still left 20 stalwarts for Oakland's Steve Froines to fight his way through on Sunday before he emerged the winner of the 45-minute race in a well-worn, but strong-hearted Porsche RS-61 Spyder belonging to Ralph Wood of Orinda.

Although Froines had a number of wins under his belt from his days of production car racing, primarily in an Alfa Romeo, it was his first-ever modified win.

At the opening gun, San Francisco's Dave Ridenour tore off and left the pack of modified cars with his Mercury-Comet-powered

Super Genie. Ridenour had won handily on Saturday, but even when he had a 45-second lead on the field in Sunday's race he was still going flat-out, knowing only two speeds; stopped, and full-chat. After 30 minutes a Genie rear-suspension unit gave way and Ridenour limped into the pits, hors de combat.

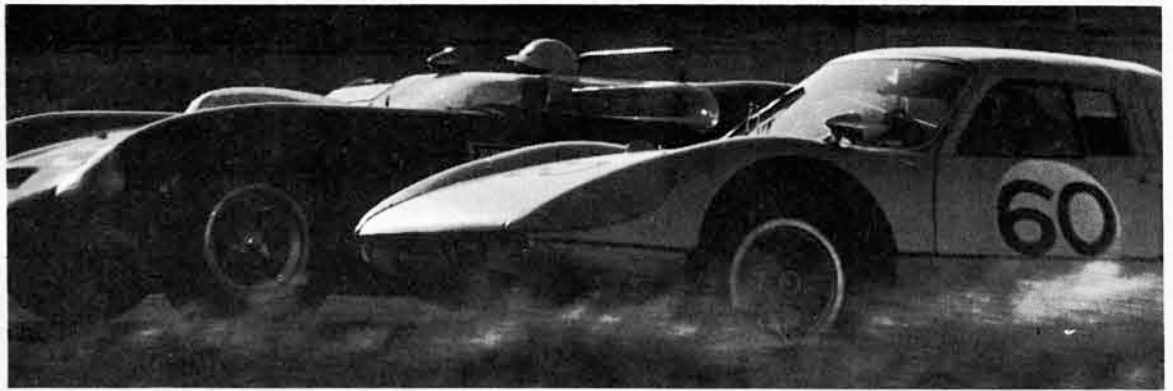
This left the lead to be battled over by Froines and Monterey's Don Wester, in his first outing in a new Porsche model 904. At this point several bigger cars had DNFed ahead of the Porsche battle, or the win might have been theirs.

Wester and Froines dived it up, with Froines sticking his nose past Wester on several occasions, but failing to make it stick. Finally four laps from the end Froines got the lead and started pulling away from Wester in spite of all the 904 driver could do. Wester almost lost it trying to retake Froines on the high-speed banked turn one. On the final lap Wester again ran into trouble on turn one, but this time a rear wheel broke, and the 904 spun crazily off the bank and disappeared over the bank. Fortunately it never flipped, and Wester walked away unscratched. The Porsche is repairable.

Froines won, followed by Frank Crane of San Carlos in B. H. Spencer's front-engined Ferrari V-12, who was within seconds of being lapped by the hard-pressed Froines.

Results:

RACE 1—C & E PROD. (Winning Average: 74.2 mph, for 18 laps, 37.8 miles, in 30:39.3): 1. Fred Keyser, Monterey (Porsche); 2. Ron Dale, Mt. View



U.S.'s third ranked road racing driver, Don Wester, takes Frank Crane in a 3.0 Ferrari V-12, by cutting to the inside with his new Porsche 904, only to crash later. (L. I. Feuerhelm photo)

(Porsche); 3. Walt Benson, Sausalito (Porsche). Class winners: C, Leonard Gamage; Travis AFB (Morgan); E, Keyser.

RACE 2—ALL FORMULA CARS (Winning Average: 80.9 mph, for 18 laps, 37.8 miles, in 28:05.6): 1. Al Brizard, Livingston (Cooper F-Jr.); 2. Bill Webb, Fremont (Auspier Ford Jr.); 3. Tony Escalle, San Francisco (Cooper-BMC Jr.). Class winners: F-Jr. I, Brizard; F-Jr. II, Webb; F-Jr. III, Don Radbruch, Palo Alto (BMC-Jr. Mk I).

RACE 3—A, B, & C PROD. (Winning Average: 81.2 mph, for 19 laps, 39.9 miles, in 29:28.5): 1. Ed Leslie, Monterey (AC Cobra-Ford); 2. Merle Brennan, Reno (Jaguar XKE); 3. Paul Reinhart, San Leandro (Sting Ray Corvette). Class winners: A, Leslie; B, Brennan; C, Bob Cole, San Bruno (Triumph TR-4).

RACE 4—ALL MODIFIED CARS EXCEPT CLASS H (Winning Average: 83.2 mph, for 29 laps, 63 miles, in 45:17.2): 1. Steve Froines, Oakland (Porsche RS-61); 2. Frank Crane, San Carlos (Ferrari V-12); 3. Eldon Beagle, Sacramento (Porsche RS-61). Class winners: C, Danno Raffetto, Placerville (Ferrari-Chevy); D, Crane; E, Froines; F, Charles Kuhn, Novato (Porsche 550); G, Buzz Appleby, San Jose (Elva Mk. VII).

RACE 5—F PROD. & H MOD. (Winning Average: 75.2 mph, for 17 laps, 35.7 miles, in 28:26.8): 1. Jerry Demele, Stockton (Lotus 7-A); 2. Prudence Baxter, Sausalito (Lotus-Osca); 3. V. Hudson, Palo Alto (Lotus 7-A). Class winners: F-P, Demele; H-M, Baxter.

RACE 6—G & H PROD. (Winning Average: 69.4 mph, for 17 laps, 35.7 miles, in 30:27.7): 1. Red Geesaman, Monterey (Triumph Spitfire); 2. Stew Williams, Sacramento (AH Sprite); 3. Rick Hilgers, Monterey (AH Sprite). Class winners: G, Geesaman; H, Don Quackenbush, Palo Alto (Sprite).



Mary Jo and Steve Froines in a well-earned moment of victory at California's Vaca Valley Raceway aboard Porsche RS-61. (Julian Veovich photo)

Economy Run Was A Gas; Rambler Wins

NEW YORK, N. Y. — Mobil's longest Economy Run in history finally came to a halt after 3243 miles rolled up on a Coast-to-Coast run ending up at the New York World's Fair, with 45 cars ringing up an over-all per gallon average of 21.77.

Best individual car in the run was the Rambler American 440, running in class B for Large Engine Compacts with an impressive 27.83 miles per gallon (all cars ran with automatic transmissions). Class A for Small Engine Compacts was won by a Dodge Dart 170, second place over-all, with a 26.11 mpg.

The event was supervised by U. S. Auto Club (USAC) officials under the general promotion of J. C. Agajanian, still one of the most colorful men in the sport. The time-lag of seven days for the run allowed "J. C." to flag off the starters, meet them at the Indianapolis Speedway, where every car took a couple of laps, and be in New York City at the fair to give them a well-deserved checkered flag.

Worthy of note is the fact that all Chevrolets in the run were manned by teenagers selected from major cities throughout the U.S.

for their good citizenship and grades.

Results for best three in each class:

CLASS A—SMALL ENGINE COMPACTS	
1 Dodge Dart 170-6	26.11
2 Plymouth Valiant-6	25.89
3 Ford Falcon-6	23.83
CLASS B—LARGE ENGINE COMPACTS	
1 Rambler American 440	27.83
2 Dodge Dart 170 V-8	25.24
3 Chevy II - 100	23.21
CLASS C—MED. SIZE CARS 6-CYL.	
1 Buick Spl. V-6	25.29
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PACIFIC COAST

Vee for Victory?

By J. G. Anthony
Formula Vee cars are clearly listed in the Sports Car Club of America's General Competition Rules as a regular class, yet they are having a hard time gaining recognition...



- Apr. 25-26 SCCA-USRRC races, Riverside Intl. Raceway, Calif.
Apr. 26 NASCAR 100-mile stock car race, Yakima, Wash.
Apr. 26 SCCBC Gendebien driver training, Westwood, B. C.
Apr. 26 SCCA driver training school, Newport, Oregon.

six one-day club races scheduled for the season, plus of course the two Divisional races set for the Region. This, the growing numbers of Vee drivers are not at all happy about, and they've got the GCR to back them up.

Quite a sticky wicket, this one.
IN THE PACIFIC NORTHWEST
Portland's Jerry Bruhl is testing out his Lotus-Fiat at Pacific Raceway at Kent, Wash., in preparation for its first outing at the Laguna Seca USRRC contest May 1-3.

Bill Goodrum's Volvo 122-S has arrived and is getting its final touches for the May 2-3 meet at Westwood in British Columbia. It's being touted as a hot sedan race contender.

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this issue of CP Bill Sendelback's report on the first season race by ICNSCC at Kent Intl. Raceway).

LAKESIDE DEAD

Lakeside Raceway, which sounded like a good idea when it was announced a few months ago, is definitely out of business. The story goes that San Diego officials would not re-zone the area to permit a race circuit to be operated.

In Northern California the long-rumored new circuit for the Livermore Valley is similarly dead. Reason given: lack of funds, Real reason: bad land lease arrangement, poor location, poor promotion, and lack of support for head man Red Faris from those who would have benefited most. Again, too bad.

COBRA PLANS

With a team of Carroll Shelby's Cobras going to Europe to contest the FIA Intl. Manufacturers' Championship, what is the status of Cobra's defense of its U. S. Road Racing Championship crown? Actually, not much change - two Cooper-Cobras for Bob Holbert and Dave MacDonald (when available) in the driver championship, plus Ken Miles and whoever else is needed, in the manufacturers' division with two production AC Cobra-Fords.

For the European effort, where it looks like the Cobra coupes are going to carry most of the effort, drivers mentioned so far include Phil Hill, Dan Gurney, Masten Gregory, France's Jo Schlesser, plus the latest additions, Bob Bondurant and Jerry Grant.

RIVERSIDE PLANS GOOD

Riverside Raceway, making plans for its USRRC races this weekend, is doing the usual fine job of getting the word out. The field is shaping up as the best ever seen at Riverside outside the Los Angeles Times' race in the Fall and a purse of \$7500 has been posted by the raceway with another \$3000 marked for accessory money.

Not as much can be said for the Phoenix FIA National Open the preceding weekend - in Los Angeles two days before that race no one know for sure there was still going to be a race.

OAKLAND RACE ON AND OFF

Oakland, California's short-sighted Port Authority sat firmly astraddle their huge white elephant, better known as the Oakland "International" Airport, which is visited by more albino jackasses than aircraft, and refused to grant a charity race weekend on an unused portion (most of it) for fear that passengers trying to get to ONE scheduled airplane departure might be delayed.

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English Ford Wins Storm Swept Safari Rally

By Garnet Ireland
NAIROBI, Kenya-British Fords swept to victory in the rugged East African Safari Rally with Cortina GT's finishing first and third in the four day event. Peter Hughes and Billy Young finished first and teammates Armstrong and Bates came in third, thus giving Ford the team award as well. Veterans Erik Carlsson and Gunnar Palm in a Swedish Saab were the only ones to provide any serious competition, as they were closing fast on the lead car at the finish.



Severe storms and almost impassable roads wrecked winning chances for many, including the first U. S. Mercury-Comet rally team in the 12th running of the East Africa Safari Rally.

Detroit entries in the form of Mercury Comet Calientes ran into severe rear suspension troubles, but despite this Kim Mandeville and co-driver Walker brought their Comet into 18th place and Joginder and Jaswant brought up the tail in 21st. The third Comet failed to finish.

Scrutineering produced the usual panics when the six leafsprings on the Cortinas were questioned as non-stock, and the roll bars on the Calientes had to have all bracing removed. The Volvo entries almost failed to arrive on time when the boat on which they were being transported was delayed, allowing no time for preparation of the cars. Starting order is decided by straws, and a Hillman Super Minx led off the 93 car field from the City Hall in Nairobi. Only 21 made it to the end.

The Cortinas established a solid lead on the first section by pushing through rainswept forests. This lead they were to hold for the remainder of the rally. The Comets

got into trouble early on the Kampala leg, running through Uganda when the event was but 12 hours old, their rear suspensions bottoming on viciously hard surfaces. The field gradually thinned out, and as the cars approached Nairobi, the Cortinas held first, second, fourth, and fifth places. Meanwhile the Saabs of Erik and Pat Carlsson lay third and seventh respectively. Heading south after a brief rest, heavy rains and accompanying mud gradually took a toll on the Cortinas, and Erik Carlsson moved up steadily to second place, closing to within a bare 11 minutes of the leaders. Jill Lead and Lucille Cardwell, through dint of careful motoring, brought their Mercedes-Benz up to fourth over-all and won the

Table with columns: Pos, Drivers (and car), Pts.
Results:
1 Hughes-Young (Cortina GT) 63
2 Carlsson-Palm (Saab 96) 74
3 Armstrong-Bates (Cortina GT) 78
4 Cardwell-Lead (Mercedes) 151
5 Preston-Syder (Ford Zodiac) 161
6 Shankland-Kassum (Peugeot 404) 164
7 Coniglio-Huth (Mercedes) 172
8 Jaffrey-Sargeantson (Peugot) 180
9 P. Carlsson-Mayers (Saab 96) 219
10 Elford-Baillon (Cortina GT) 220
11 Iqbal-Lawrence (Peugeot 404) 225
12 Nowicki-Cliff (Peugeot 404) 241
13 Dixon-Mytton-Watson (Ford Zod.) 242
14 Lionnet-Smith (Peugeot 404) 267
15 Youngusband-Hechle (Cortina GT) 297
16 Fjasted-Jasani (Volks. 1200) 307
17 Din-Barnes (Peugeot 404) 327
18 Mandeville-Walker (Mercury Comet) 380
19 Mayers-Potter (Saab 96) 395
20 Jeeves-Alexander (Cedric) 402
21 Joginder-Jaswant (Merc. Comet) 402

TEAM PRIZES
1 Ford Cortina GT 361
2 Peugeot 404 585
3 Saab 688
CLASS WINNERS
Carlsson-Palm (Saab 96 Sport) 74
Fjasted-Jasani (Volks. 1200) 307
Hughes-Young (Cortina GT) 63
Shankland-Kassum (Peugeot 404) 164
Mrs Cardwell-Mrs. Lead (Mercedes) 151
Viscount Mandeville-Walker (Mercury Comet) 380

Newest Harrison Machine is Lotus 21 Ford

By Joe Scalzo
COSTA MESA, Calif. - A highly-desirable open-wheel race car nears completion in Jerry Eisert's small but tidy garage here. If it resembles a Lotus Mk. 21, that's because it is one - but with one major difference. There's a 289 Ford engine fitted in the rear, with a Colotti road racing gearbox. The machine, being built for J. Frank Harrison in Tennessee, should be ready for preliminary tests at Riverside Raceway about April 15.

Eisert, whose sanitary work made the old Arciero Lotus 19 a two-time Nassau winner, and who built the Harrison Ford Special that Lloyd Ruby used to win last year's Kent GP, isn't sure where the new car will run, or who will drive it.

Texan Ruby left the Harrison stable to drive the front-engined roadster and dirt car of Chicago's Bill Forbes.

Eisert's machine could run both road races and mile oval track races on USAC's championship trail. His original plans were to build a machine for Indianapolis,

but time ran out. "Next year," he says. Hanging on the wall in his shop is a Lotus 24 chassis in which he will drop a Chevrolet engine as soon as he finishes his present car. And the Harrison team also expects delivery of a Lotus 30 in the near future. Instead of building an all new chassis, Eisert has instead chosen an already-proven one, a step he feels many of the Indy carbuilders should have taken. "I know this is a good chassis, and it will work," he concluded.

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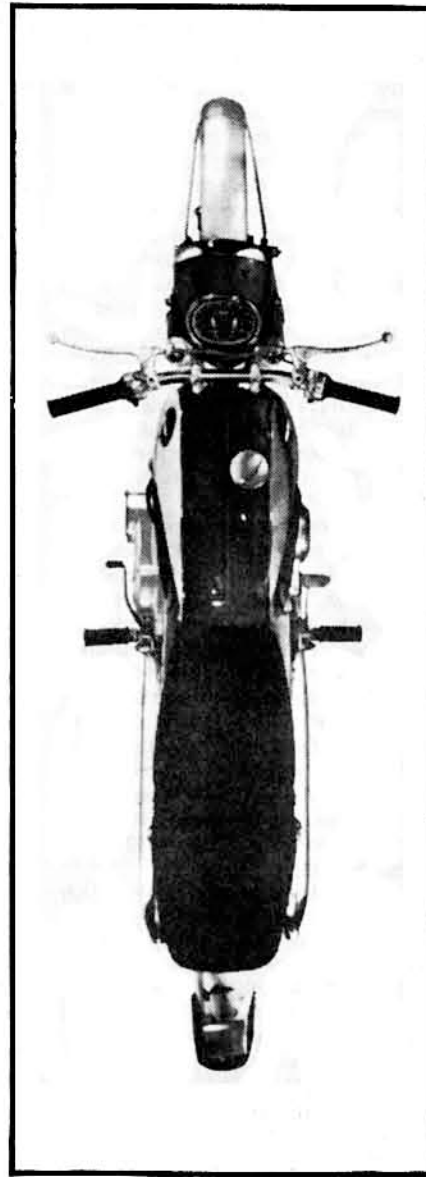
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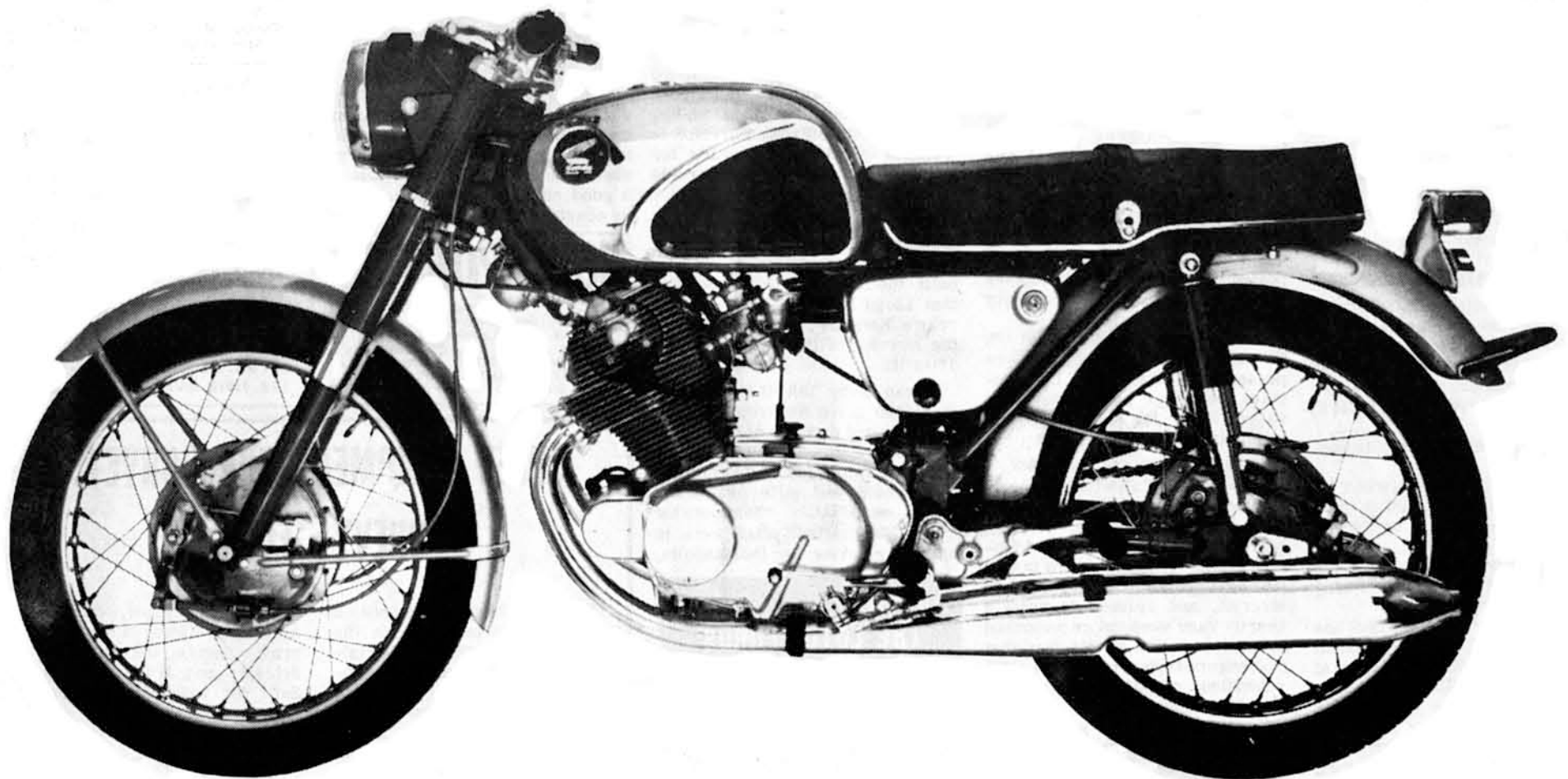
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Cops Scare Clark Away from Syracuse

(Continued from page 1)
 ing from the fatal von Trips accident at Monza in 1961. After clinching the World Championship at Monza last year Clark was taken into custody for questioning by the Police.

Clark went to the British National meeting at Oulton Park in-

stead and won three out of the four events on the program, driving a Lotus-Cortina, a Lotus-Elan, and a Lotus 19 sports car.

A NEW V-8 FERRARI

The new Ferrari is a monocoque employing slightly different methods of construction from

the V-6 models which appeared at the end of last season. The frontal area of the new car is much reduced, but not quite so low as that of the Lotus 25. Suspension components (including inboard coil spring shock absorber unit at front) are the same, but suspension geometry has been altered. New extra light cast alloy wheels carry new Dunlop 550L-13 and 700L-13 racing rubber. The new 1.5 liter V-8 engine produces a maximum of about 200 bhp at 11,000 rpm. The Bosch direct fuel injection equipment has been modified, inlet trumpets have a sliding throttle like that of the British Lucas port injection system used on BRM and Coventry-Climax Formula I engines.

Coil ignition is still used to spark the two plugs per cylinder, but the spare V-6 car was fitted up with electronic ignition, developed by the Italian firm of Marelli. The new car was not completed in time for Ferrari's usual pre-race testing at the Modena autodrome, so ran for the first time during the first session of training.

Despite numerous stops for adjustment Surtees recorded the second best time at 1:52.2, or 1.7 slower than Bandini who lapped in 1:50.5. Both times were inside the lap record which has stood since Stirling Moss whipped a 2.5 liter Vanwall round this fast, 3.5 mile circuit in 1:54.4 way back in 1957. Pete Arundell was the next fastest for Lotus at 1:55.6, but the time was disallowed as the Team Lotus cars were not weighed before practice. The organizers, it was suspected, had sour grapes because of Clark's defection.

The second practice took place in heavy rain, and this time Pete Arundell was fastest with his Lotus, the car in which Clark won at Goodwood but back on 15 inch wheels. Surtees did a great many laps in the atrocious conditions trying everything to get the new car au point.

WET FOR RACE

Weather on race day was little better, a continuous drizzle fell right up to start time, replacing the heavy showers of the previous day. The drizzle stopped shortly after the start but parts of the track remained wet throughout the race.

The Ferraris got the best of the start with Bandini moving ahead

of Surtees, while Arundell worked hard to keep the green and yellow Lotus in behind the red cars. This he was able to do for about four laps but then he had difficulty getting fifth and sixth gears and went to the pits after seven laps. Bandini was in trouble with a loose visor and he lost a little time struggling with it. Surtees moved ahead to maintain a completely unchallenged lead for the remainder of the 40 lap race.

ARUNDELL FOR SPENCE

After the Team Lotus mechanics found they were unable to solve Arundell's gearbox trouble, Lotus competitions manager Andrew Ferguson had Spence called in; Arundell took over the second car and sped off in pursuit of the leaders. He was seventh when he rejoined the race on lap 12 but worked his way through the field passing Amon into third place on lap 25.

With Bandini some 20 seconds ahead it seemed that the Lotus had no chance of splitting the Ferraris and that the Surtees-Bandini-Arundell order would be maintained for the remaining 15 laps. But suddenly Bandini raised his hand and pulled sharply into the pits at the end of his 27th lap, threw down his already freed visor and collected a pair of goggles amidst the usual Italian flap. He set off again now about ten seconds behind Arundell and just behind Amon who was also in gearbox trouble at this stage.

Bandini took Amon at the end of the lap, and proceeded to reduce Arundell's advantage by three seconds on the next lap. The 80,000 Sicilians, most of them standing in the orange groves and leaning over the stone walls and safety fences which line the circuit, went quite hysterical as the Milanese Bandini closed the gap.

Arundell found a bit more speed, but by lap 35 Bandini was on his tail and the lead changed several times. Arundell found some more speed in the Ferrari's slipstream, but had difficulty holding the 13-inch-wheeled Ferrari on acceleration out of the circuit's three slow corners. More than once Bandini broke the lap record, eventually recording 1:53.9.

On occasions Bandini shot by on the inside under braking, but Arundell was able to take a faster line out of the corner and led away. The crowd went mad when Bandini held second place right to the timing line on lap 37, then again on 38 and 39, but Arundell was right with the red car each time. Then as they came out of the tight banked right-hander before the pits on the 40th lap, the cars were still nose to tail, but at the flag, Bandini's Ferrari was just 0.1 ahead, to the immense delight of the crowd.

Surtees had taken the flag more than half a minute ahead, bringing him his third Formula I in five seasons, one win in the Lola at Mallory Park in 1962, and last year's German Grand Prix being his only previous success in this category. After this promising debut of the new Ferrari V-8 it appears that the former motorcycle champion may finally have a car capable of regularly disputing the championship Grands Prix.

Pos.	Driver (and Car)	Laps
1	John Surtees (Ferrari V-8)	40
2	Lorenzo Bandini (Ferrari V-6)	40
3	Peter Arundell (Lotus 25)	40
4	Jo Bonnier (Cooper)	40
5	Chris Amon (Lotus 25)	40
6	Masten Gregory (BRM)	39
7	Mike Hailwood (Lotus-BRM)	39
8	Ian Raby (Brabham-BRM)	36
9	Jack Epstein (BRM)	33

WINNING AVERAGE SPEED: 102.63 mph. for 40 laps of 3.487-mi. circuit, (139.48-mi.), in 1:19:51.8.

FASTEST LAP: Bandini, 107.953 mph, in 1:53.9.

ERIE NOTES

A Coloring Book?

By Wally Huskonen

A new coloring book, "The Complete Race Car Coloring Book," was introduced at Sebring. It was written, illustrated, and published by Frank Porath, whose chief claim to fame is that he raced a Renault sedan a couple times last summer. As one who is addicted to the sport, however, he has scrutinized racing far and wide for years, and in his book he takes some humorous swipes at people, places, and cars on the contemporary scene.

According to the author, all proceeds from the book will go to a very worthy cause—seems he is raising funds to expand his racing activities this summer in that Renault. What cause could be more worthy than the support of a budding hero driver? If you would like to help out, and get some laughs in the bargain, you can acquire a copy of the book by sending a dollar to Frank at 2828 Euclid ave., Cleveland, Ohio 44115.

Pete Burgess provides dope on Kent Fields, the new racing venue adopted by Central Western Michigan Region. A course of about two miles is laid out on runways and taxi strips of the abandoned Kent County airport, located conveniently near Grand Rapids, Mich. The road surface is asphalt and should be reasonable on tires. Features include paved and fenced-in paddock, plenty of parking space, and empty hangars for shelter in inclement weather.

The annual Shaker Square Concours d'Elegance for sports cars will be held April 26. Set in Shaker Heights, the swanky Cleveland suburb, this event usually draws about 75 vintage and contemporary show cars. This year, there will be four classes including one for bona fide competition cars. Info is available from Bill Broa, 467 Adrian Dr., Berea, Ohio.

Clevelanders Ernie Mishne and Harold Kline have obtained U.S. distribution rights for the speed equipment and accessory line of Speedwell Ltd., England. They are forming Speedwell, USA, and will be setting up a network of local dealers.

Car France, of Cleveland, has purchased Jaguar-Cleveland Motors and will continue to operate it under that name with Lee Seidman in charge. The Car France-Jag Cleveland combine now is the largest outlet for new and used sports cars in Ohio.

Limited slip differentials will be available soon for Spitfires and Sunbeam Alpines, and later for Sprites, says Bill Baugh, the "lim-

ited slip man" from Utica, Mich. He reckons he has supplied about 50 limited slip units to date for Healeys, MGs and TRs.

Cleveland achieved some sort of status recently when Hertz established a sports car rental service here. If nothing else, it proved that the Hertz people aren't superstitious: this is their 13th sports car outlet, and it was opened on Friday the 13th.

RACING NAMES AND NEWS

Bob Johnson, '63 SCCA "National" champ in A Prod, will campaign to keep his title again this year, having acquired a "new" 1963 Cobra. He also will be after the Central Division A Prod championship and a crack at the national SCCA Divisional run-offs at Riverside Nov. 14-15.

Dave Causey recently purchased an Autodynamics Formula Vee and plans to run it along with his Lotus 19, now "powered by Ford." Chuck Akins, former manager of Mid-Ohio, is the new owner of Tom Yeager's Lotus 7.

Corvette enthusiast Dick Lang aims to surprise some of the Cobra drivers on the CenDiv circuit with his '63 Sting Ray, which features a new Dick Doane-prepared engine and has been lightened by 100 lbs.

New constructor of Formula Vees, Austin Davis, Brookfield, Ohio, is in the process of completing a batch of Vees for spring and early summer delivery.... Chuck Tummonds is preparing a Valiant with 170-cu. in. 6-cylinder engine, limited slip, and 4-speed gearbox for CenDiv sedan racing.

An all-Formula Vee race weekend is listed tentatively on the Nelson Ledges calendar for Aug. 22-23.... Prospective SCCA race stewards in the Central Division will attend a training session at the Mid-Ohio drivers' school May 16-17. Under a new SCCA program, all race stewards must be licensed.

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LeMans to See Revamped Turbine Rover-BRM Car

By Garnet Ireland

LONDON—The 1964 Rover-BRM turbine car, which will be competing in the LeMans 24-hr. race in the same class as the 2-liter piston-engined cars, will have improved performance through mechanical improvements and better aerodynamics.

As a roadster last year, it captured a special prize for turbine-powered cars by averaging almost 108 mph for the 24 hours. The car will appear in coupe form in 1964.

The general arrangement of components will remain about the same as last year, with the engine in the rear and air intakes for the turbine on each side. The rear part of the body will hinge upward from the rear. At the front, disappearing headlights will be used so that aerodynamic cleanliness will be retained.

As last year, the chassis will be of the tubular space frame type with the basic suspension components from the BRM F-1 car.

The engine this year will utilize a heat exchanger, which last year's model did not have, and this is expected to offer fuel economy comparable to the piston-driven cars in the 2-liter class. Last year there was no restriction on the quantity of fuel the car could carry.

As in 1963, the Rover-BRM will be driven at the 24-hr. race by England's Graham Hill and Richie Ginther of California.



Artist's drawings of the 1964 Rover-BRM turbine race car for LeMans shows a vastly more attractive machine from last year's very successful car. In the top illustration the aperture for airflow to the turbine is visible, and from the side view the effect of the lines, with fold-away headlights in the down position, is startling.



Bonneville Nat'l Speed Week Set For Aug. 23-29

LOS ANGELES, Calif.—Burke Le Sage of the Southern California Timing Association has announced that the 16th annual Bonneville National Speed Trials will take place on Aug. 23-29.

This year's trials will include a

total of 72 different classes that include everything from the streamliners capable of more than 300 mph to 20-hp motorbikes.

Entry blanks are available from Le Sage at 9607 Poinciana, Pico Rivera, Calif.

Drivers Buck Ban In ICNSCC Race

By Bill Sendleback

KENT, Wash. — More than a dozen drivers and race officials thumbed their noses at the Northwest Region of SCCA to participate in the non-SCCA sanctioned International Conference of Northwest Sports Car Clubs' first championship race of the season at Pacific International Raceways here.

The ICNSCC race was not approved by SCCA because proof of adequate insurance was not submitted in time for approval to be granted, according to SCCA officials. Even so, many local SCCA-licensed racers joined with more than 100 ICNSCC-licensed drivers and about 5,000 spectators to put on one heck of a fine race for the kick-off of the Northwest championship schedule.

A dubious "highlight" of race day was the short appearance of the very fast Chevy-powered Cheetah driven by Kent's own Jerry Grant. The speed of the car was spectacular, but the car's debut left something to be desired when a door fell completely off while big Jerry was negotiating a turn.

Bob McLean, Vancouver, B. C., again showed what a Lotus 23-B can do, by easily winning the modified event. McLean admits he has been easy on the car in its first two outings as he's saving it for later competition in bigger races in Canada and the West Coast.

Dan McMahon, Portland, won the sedan race and the compact class of the formula libre event with his "Avanti mit Lark body." The Lark is going better at each outing, and even bigger things are expected since McMahon has been spending quite a bit of time talking long

EVENTS SOUTH



Apr. 26 NASCAR 250-miler at Martinsville, Va.
 May 2-3 SCCA Divl. at Savannah-Effingham Motorway, Savannah, Ga.
 May 3 SCCA Divl. at Walterboro by Charleston Reg.
 May 3 SCCA Regl. race at Opelousas, La.
 May 9 NASCAR-FIA "Rebel 300-miler" at Darlington, S. C.
 May 10 SCCA Divl. race at Memphis, Tenn.
 May 17 SCCA Divl. Hammond, La.
 May 24 NASCAR Grand Natl. 600-mile for stock cars, Charlotte, N. C.
 May 29 NASCAR Grand Natl. stock car 100-mile race, Asheville, N. C.
 May 31 SCCA Divl. races, Courtland, Ala.
 June 7 NASCAR Grand Natl. Atlanta-400 stock car race, Ga.
 June 14 NASCAR Grand Natl. stock car 100 miler, Nashville, Tenn.
 June 19 NASCAR Grand Natl. stock car 100 miler, Chattanooga, Tenn.
 June 21 NASCAR Grand Natl. stock car 100 miler, Birmingham, Ala.
 July 4 NASCAR Grand Natl. "Firecracker-400" Daytona Beach, Fla.
 July 5 SCCA Divl. races at Galveston Tex.

distance with Andy Granatelli (of Paxton, Studebaker and Novi fame).

Spence Stoddard, Seattle, won the formula libre race with his Lotus 15. The formula junior honors were captured by Mike Fisher, Seattle, in a Lotus 18.

In production car racing, Mike Madsen, Portland, won class-B in an ancient Corvette; G. B. Sterne, Vancouver, B. C., took class-D in his Morgan Super Sport; Dave Cooper, Vancouver, B. C., won class-E in a TVR; Bob Trickett, Victoria, B. C., won class-F in a TR-3; Fred Roehr, Portland, took class-G in a Porsche; Dave Ogilvy, Vancouver, B. C., took class-H in his MGA-1500; and Dan Sherwood, Vancouver, B. C., took class-I in his fast Sprite.

The next ICNSCC race is scheduled for May 2-3 at Westwood, B. C., Canada.

Attwood Signs with BRM

GOODWOOD, England — Following his fine drive here in Easter Monday's Formula One race, BRM is negotiating with Richard Attwood to drive a third team car if and when it should become available.

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Cars for sale

ABARTH ALLEMANO 750 ROADSTER—Excellent condition \$895, Crosley H mod with trailer \$150, also many extra Crosley and Fiat engines, transmissions, suspensions, and other parts cheap. Fred Myer, Box 343, Westport, Conn.; (203) 255-0017.

ABARTH 1960 ALLEMANO 750cc ROADSTER—New red paint with white racing stripes, new Michelin X tires. Buy in the Midwest: Rubini Motors, Inc. 5874 Dorr st., Toledo, Ohio; (1-419) 536-8311.

1953 ALLARD J2X—1960 Oldsmobile engine, B & M hydromatic transmission with overdrive. Completely rebuilt and in top concours condition. New 25 coat red lacquer paint, 5 new Dunlop heavy spoke chrome wire wheels, new upholstery with cockpit room for driver over six foot, new Goodyear Blue Streaks all around. Licensed for 1964, \$5000. 8x10 glossy photo and tech sheet, \$1. Interested parties only, please. Lee R. Hallerberg, 910 East 108th st., Los Angeles, Calif. 90059.

BMC FORMULA JUNIOR Mk II—1st 1963 Pacific Coast Class II. Disc brakes on front, new body, 1100cc BMC factory engine, 4-speed full synchro. close ratio gearbox, Armstrong adj. shocks at rear, many spares, Dunlop R5 casings w/Bruce cap. \$1800. \$1400 less engine. Tony Escalle, San Francisco, Calif.; HE 1-4280 days. BA 1-5914 evgs.

BRABHAM FORMULA JUNIOR 1963—Most successful formula junior in Canada in 1963; with or without engine and transmission. Write or phone Ted Regan, P. O. Box 254, Montreal 6, P. Q., Canada; 933-6822.

C MOD, KURTIS—Fantastic bargain, disc brakes, mag. wheels, Blue Streaks (6 ea.), quick change rear, 389 Pontiac, sell \$1850

or trade. Photo on request 50¢. Bill Durst, 5017 Olivehurst ave., Olivehurst, Calif.; 743-2917.

1959 COOPER MONACO—Excellent condition, with trailer \$2900. 1600cc ALFA GIULIA ENGINE, complete \$900. 4-speed Hewland, \$250. 5-speed Hewland \$350. R. C. Macon, P. O. Box 291, Fairhope, Ala.; (205) 928-5810.

DEUTSCH BONNET—Completely prepared for H mod. 850cc engine, special 7500 rpm cam, new tires, brakes, shocks, wheel bearings, LeMans front brakes, roller throwout Porsche type clutch. Seeley Foreign Cars, 323 E. North st., Springfield, Ohio; (513) 324-5546.

1963 ELVA VII—1600 twin-cam with Hewland 5-speed. Spare wheels and gear ratios. Like new, very fast. \$5500. Castle Racing Team, 7220 S. W. 47th ave., Miami, Fla.; MO 6-2146.

ELVA Mk III—Climax stage 3, with new Devin body \$2200. **1959 LISTER**—427 cu. in. Ford engine, many spares, concours condition, \$2250 w/o engine; \$3500 w/h-riser engine. Import Motors Ltd., 943 Selin rd., Silver Spring, Md.; (301) 587-9687.

1959 FERRARI 250 COUPE—Aluminum body, radio, heater, 11,000 miles original tires, silver, red leather, seat belts, drive lites, \$5900. Will trade. Color picture \$1. Botruff Auto Sales, 2200 East Main, Galesburg, Ill.; 543-1915.

FERRARI '61 FARINA COUPE—Discs, overdrive, low mileage, excellent throughout, white with red interior, M. O'Brien, 735 Clinton ave., Bridgeport 4, Conn.; (203) 367-4540.

FERRARI MASERATI—200 SI with 3 liter 280 hp Monza Ferrari engine. New red paint, Birdcage 4-wheel disc brakes, fresh engine and newly overhauled transmission. 10 wheels and tires, spare cams, pistons, bearings, axles, etc. too numerous to list. Go racing in D mod. for only \$2750. Tracy Bird, Route 8, Box 28, Tucson, Ariz.; (602) AX 8-1150.

FORMULA JR. 1961—Elva BMC rear engine, VW gearbox, new tires, car in excellent shape. Priced to sell H. William Smith, Jr., 80 E. Main st., Norwich, N. Y.; (607) 334-3273.

FORMULA VEE FORMCAR—Three races only. Engine balanced, flywheel lightened, strictly legal. With trailer, race ready, like new, \$2100 firm. No trades. Don Taylor, 8107 Rampart, Houston, Tex.; MO 7-0052.

1963 LOLA Mk VA F. Jr. as new, with or without trailer. Will sell with 1100cc Cosworth Jr. engine or 1600cc twin cam Cosworth for Formula Libre or will sell less engine and gearbox. Hewland Mk IV gearbox with complete set ratios (new). C. Kelsey, 1210 Golden Hill dr., Indianapolis 8, Ind.; (317) WA 3-6987.

LOLA 1100 CLIMAX—Latest Lola sports built. New April 1963. S. E. Divisional Champion, class winner at Nassau. Just rebuilt, with trailer \$4500. Castle Racing Team, 7220 S. W. 47th ave., Miami, Fla.; MO 6-2146.

LOTUS 11—Frame never damaged, unbeaten by other elevens. Many new spares, strong climax stage III plus Isky's latest cam. Offers over \$1500. Production trade? Jim Baker, 710 River Bluff ct., Sheffield, Ala.; (205) 383-2969.

LOTUS MK 11—Good clean condition. Ready to race, excellent car to learn with. \$1800. Anthony E. Diamond, 4010 Everts st., San Diego 9, Calif.; 488-1960.

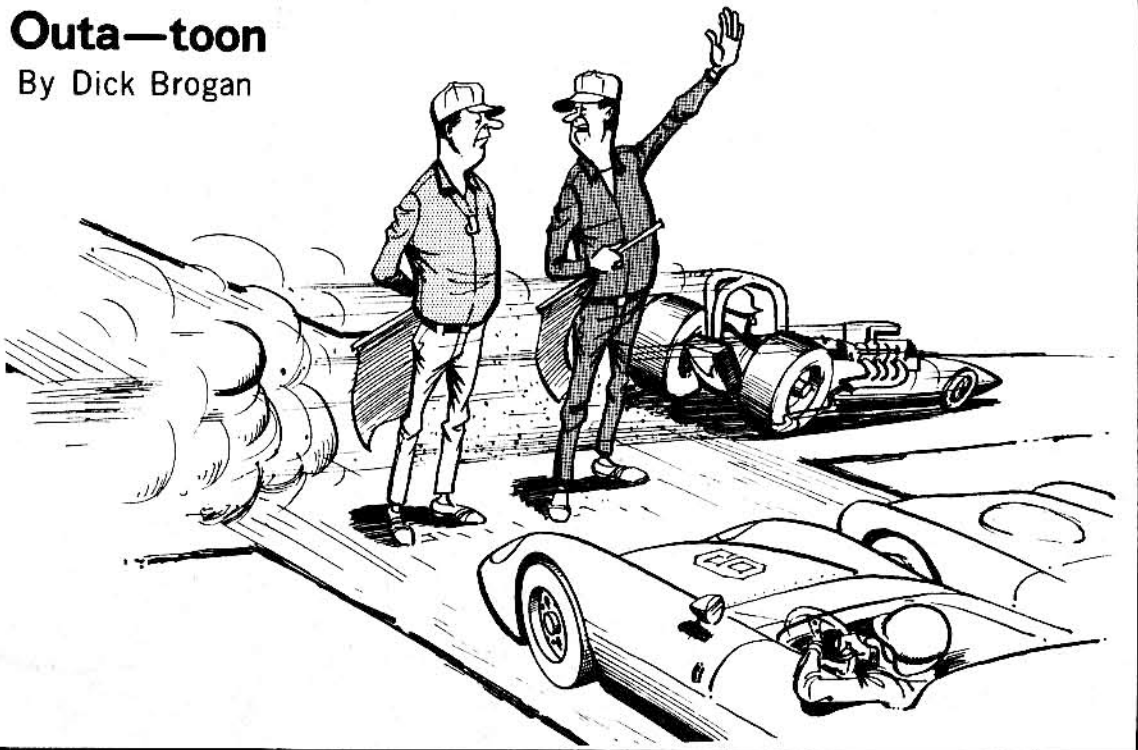
LOTUS 23B—Raced once, 1600 twin-cam engine. Hewland 5-speed transmission, extra wheels, tires and gear ratios. ALSO CHAPARRAL—(ex-Jim Hall) with 301 Chevrolet engine. Completely rebuilt. Extra wheels, tires and gear ratios. Ed Cantrell, P. O. Box 1385, Municipal Airport, Zephyrhills, Fla.; (813) 782-5357.

LOTUS XI CLUB MODEL—fresh engine, zero hours, cherried throughout, many spares, including complete rebuilt spare engine, zero hours, \$2700. F. Drake, 2411 Granada, Long Beach, Calif.; 438-1531.

LOTUS 19B—brand new, powered by 327 cu. in. Chevy, 400 hp, with 58mm Webers, latest Hewland HD4, transaxle (with limited slip differential, discs 11-1/4" front, 10-1/2" rear, 8 wheels, 6-1/2" & 7"), trailer. \$11,500. Dailu Cars, Suite 333, 1255 University st., Montreal, Canada; (514) 866-7757 or 937-0273 after 7.

Outa-toon

By Dick Brogan



LOTUS SUPER 7—1962 London Show car. Minimal road mileage since complete refurbishment (engine, paint, shocks, gear-box, etc.). Car garaged during most of 1963 and in excellent condition. Spares included in \$2500 price. Tom Eversole, 3533 Muldae ave., San Pedro, Calif.; TE 1-9434.

MG-TD 1952—BRG, rebuilt engine by Autodynamics. White vinyl top, recalibrated instruments, a beautifully maintained original example of the marque. \$2000 invested, asking \$1175. Robert L. Wareham, 13 Gloucester st., Boston 15, Mass.; CO 2-0154.

PORSCHE 1700—engine complete, latest type, 176 hp, 2-1/2 hours since new, \$3000. Chuck Stoddard, 38845 Mentor ave., Willoughby, Ohio; (216) 946-1040.

PORSCHE RS—RSK engine recently rebuilt by factory engineer. New paint, spares, and trailer. Ready to race. Best offer. Jerry Salyer, Box 653, Oklahoma City, Okla.; CE 5-1328.

PORSCHE RS62—1963 championship car. Disc brakes, latest 1700cc modified engine. Still the fastest two liter car going. All my spares included, alone a \$3000 value. Ready to win USRRC, National or Divisional championship. Can't miss earning trip to Riverside for final runoff and be top car for 1964. Excellent value all for \$8400. Bob Holbert, Holbert's Garages, Inc., 1409-1410 Easton rd., Warrington, Pa.; (215) DI 3-1600.

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