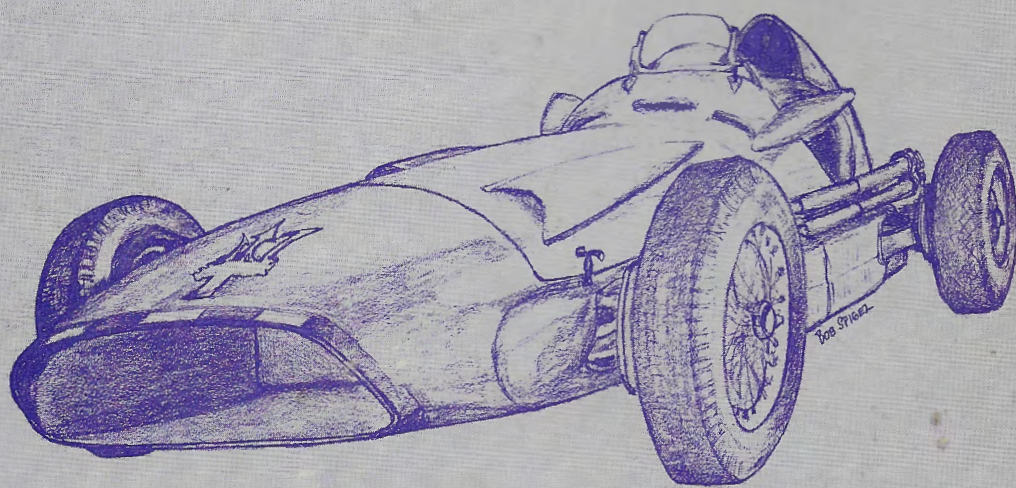
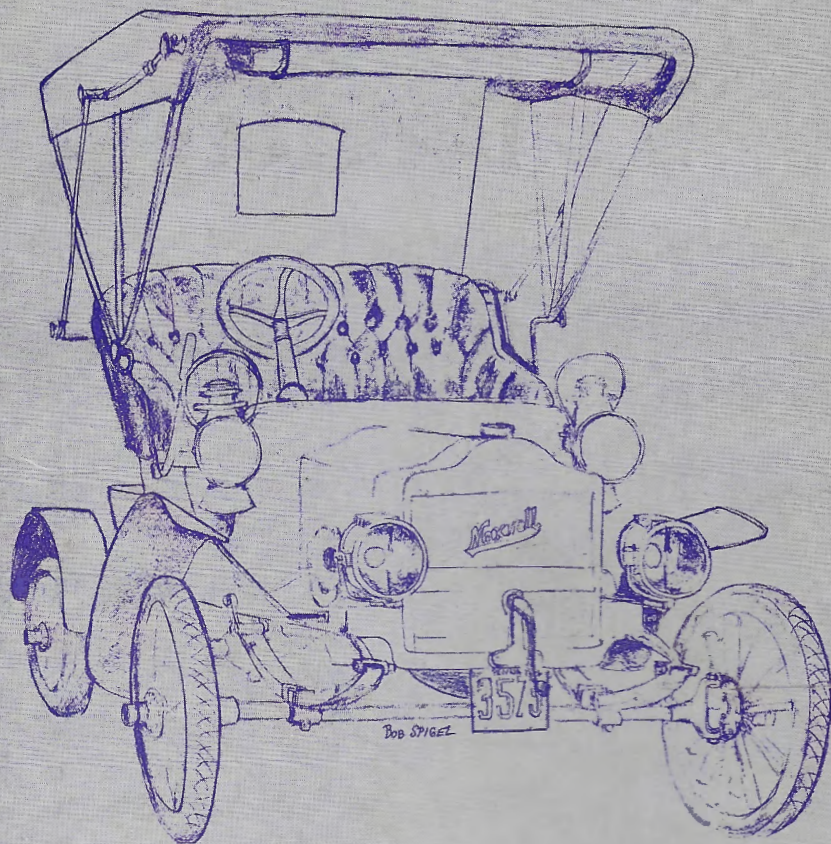
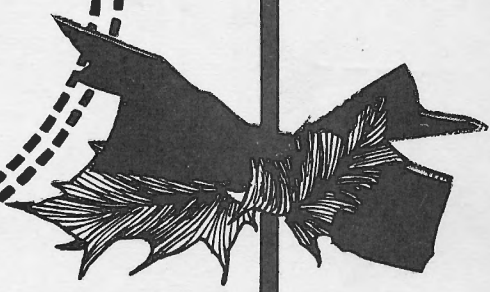
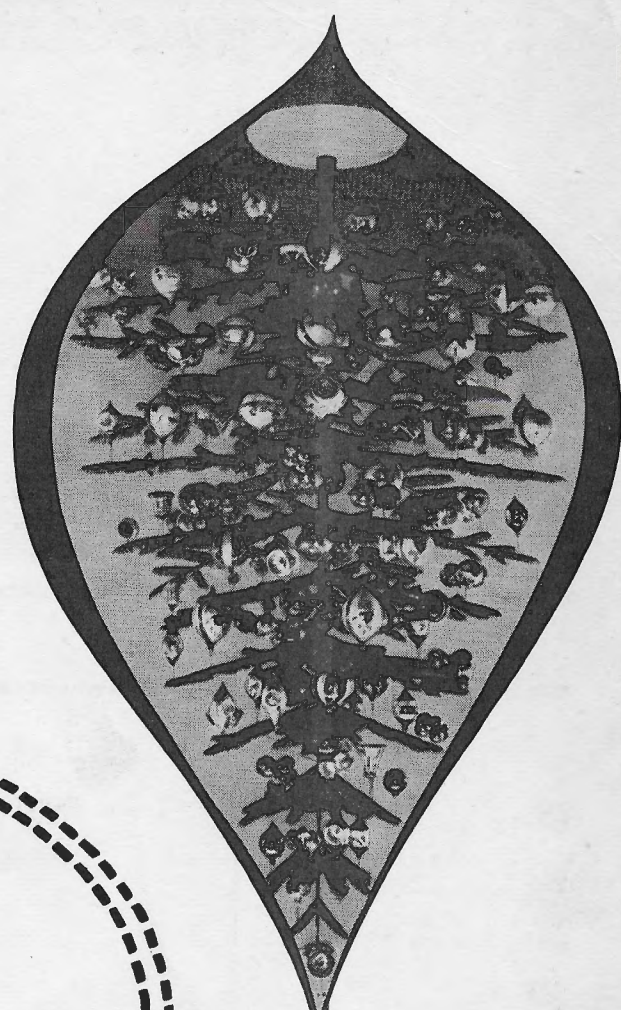
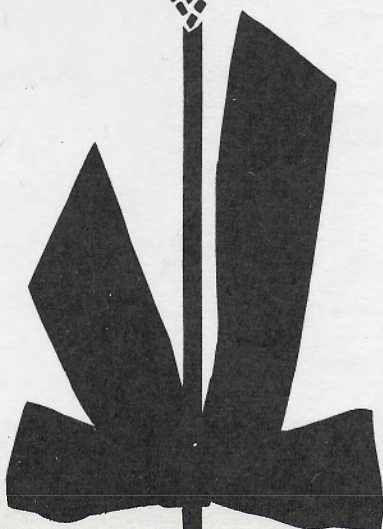
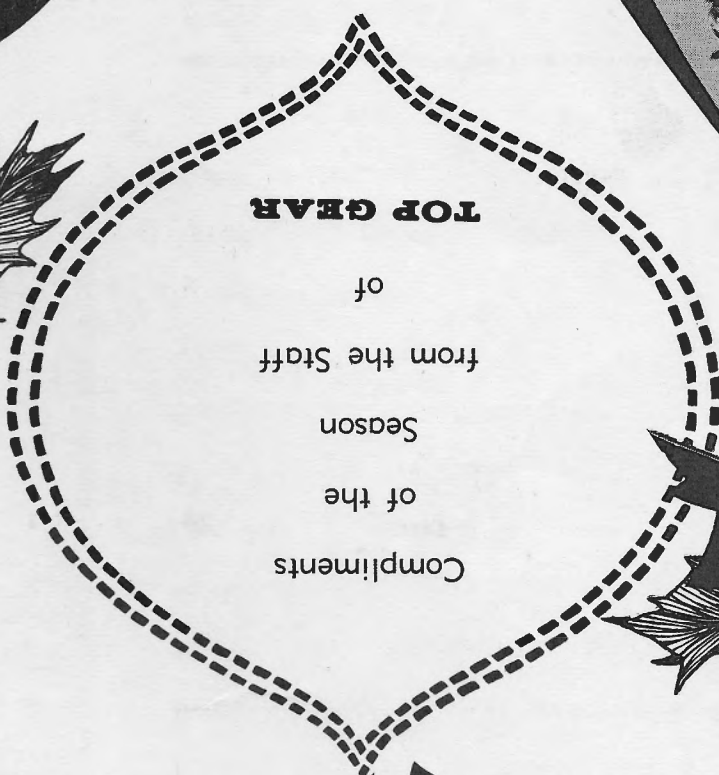
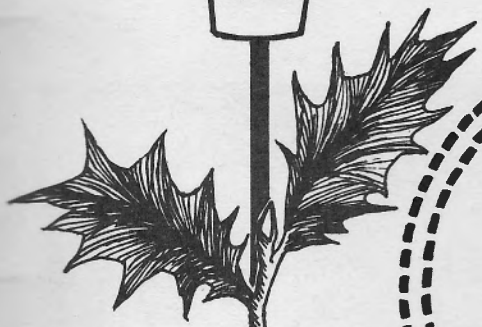
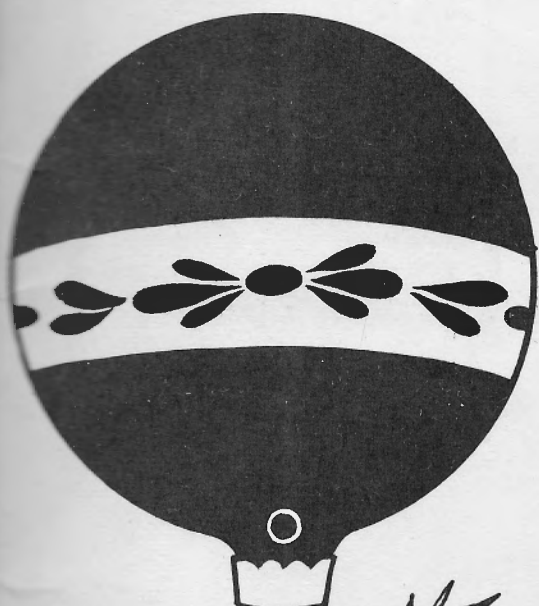


TOP GEAR

December
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MOTOR SPORT NEWS OF DELAWARE VALLEY

TOP GEAR

DECEMBER 1963
Volume I, Number 5

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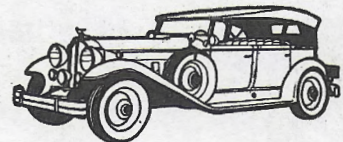
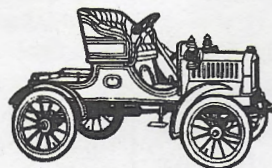
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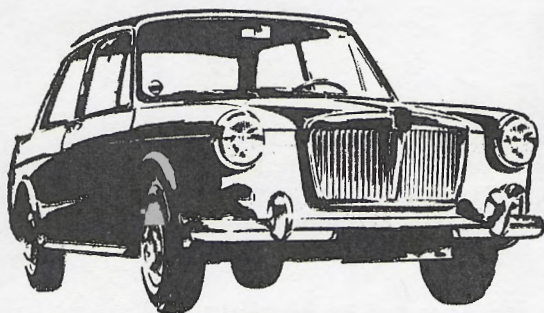
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COVER STORY

Our cover this month was sketched for us by young, new talent, Bob Spigel, of Jenkintown, Pa. The upper sketch is that of Steve Pitcairn's 1906 Maxwell, while the lower is of Pitcairn's 8CTF Maserati. Bob only started sketching cars in September, and a lot of his success has to do with the fact that he enjoys what he is doing. We will be bringing you other examples of his work in the months ahead.



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TOP GEAR

TGBC

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By the time you read this our group of 95 escapees will be lolling in the beautiful Nassau sun, in between cocktail parties, that is! And our only regret is that all you TGBC members could not be with us for the Nassau Speedweeks. However, as a consolation, the January issue of TOP GEAR will contain a complete picture and story report of the Escape to Nassau festivities.

As previously announced, membership in the TOP GEAR Boosters' Club will be confined to those who subscribe to TOP GEAR, and as before our main purpose is to travel as a group to some of the national and international sports car and racing events wherever they may occur.

Since it is never too early to start planning we'd like you to know that TGBC is planning several trips for the 1964 season. Among these will be a one-day trip to the Indianapolis 500 race; most likely another Escape to Nassau next December; and a 30-day jet trip to Europe for the Le Mans 24 Hours, plus one or two European Grand Prix events which would be taking place within the same 30-day period. In the past few weeks we have been working up some rough figures on this European Escapade and it looks as though the 30 days, including the round-trip, will run about \$550 per person. For anyone interested in traveling to Europe, but who would not wish to go with the gang for the racing, the bare trip cost would be \$250.

Since our European Escapade is still in the planning stages, we would like to hear from those of you who would be interested in going on this month-long extravaganza of motorsport viewing. Dates are still tentative, but would be approximately late June to late July.

As an added attraction to this tour (just to gild the lily, so to speak!) we are checking the possibility of making available automobile purchase facilities, so that any of you who wish to buy your next car in Europe, this would be the time to do it. And for those of you who may wish to look for a vintage or antique automobile while on our European Escapade, then we may just be able to take care of you enthusiasts too!

The Indianapolis Interlude will be a one-day flying visit to the Brickyard, Saturday, May 30th, 1964. We will need to fill the 90 seats of our own Constellation aircraft, and departure will be set for around 6:30 a.m.; return to Philadelphia International Airport will be the same evening. Approximate cost of this trip will be \$70 or so, and will be all-inclusive — plane round-trip, meals, bus to and from the Speedway, and seat admissions to the 500-Mile race. Check next month's column for further details.

The way we see it

... the job of any publication is to plug for better things! If a magazine covers gardening topics say, then it should push for better gardening. Since we are a sports car and auto enthusiasts' magazine, we feel we are on the right lines in plugging for anything that will improve the sports car picture in our area. And that goes for all branches of motorsport, Racing, rallying, hillclimbing, restoration, socializing, etc. All of them!

So the Open Letter which appeared in last month's issue was not just thrown in to be controversial. Nor was it printed to draw venomous response from those interested in slanging or criticizing the Vineland management. This office has accumulated many responses from readers, spectators, drivers and club officials who, we believe, are all genuinely interested in seeing an improvement in the local road race picture.

We had a brief opportunity to talk with Bill Nocco during the course of the South Jersey Region, SCCA, Regional race meet held at the beginning of November. As before, he expressed his interest in doing something, and we have forwarded to Mr. Nocco all mail received by us covering this topic. So now we shall see what develops.

While on the topic of racing circuits and race venues, those of our readers who live in the Philadelphia-Camden area will no doubt have been piqued by a recent flurry of news items in all three Philadelphia newspapers announcing that a group going under the name of Road Races, Inc., had made application to the Philadelphia Fairmount Park Commission to hold a series of road races during August 1964.

Confusion arose all around down in Philadelphia when it was also mentioned that the local SCCA Region would be cooperating in the project. As it turns out the Park Commissioners turned down the project on the grounds that the immense job of spectator protection would be too costly.

Almost as soon as the story broke we were in touch with Mr. Alan Hess, nominal president of Road Races, Inc., a group supported or backed by Albert M. Greenfield, Jr., Philadelphia real estate and investment tycoon. Our resulting conversation with Mr. Hess is reported in this issue, and a most interesting chat it proved to be. Whether this group's plans were well considered or not, is not for us to say, but Philadelphia Region people were somewhat perturbed about the reports concerning their involvement, especially since no overtures had ever been made in their direction prior to the newspaper newsbreak!

Someone goofed . . . but this does not mean that Road Races, Inc.'s, sincerity in our sport is any the less because of this seeming breach of protocol.

Since this is the last of the free-mailing issues of Top Gear, we'd like to say "Hello!" and "Goodbye." First of all, "Hello", to all of you who have so generously plunked down your two-and-a-half bucks for the coming year's subscription. We will continue to make TOP GEAR the brightest and best regional motorsport news magazine ANYWHERE. In fact that should be ONLYWHERE, because as you all know this is the only publication slanted to the regional events taking place right here in our own backyard. Second of all we'd like to say "Goodbye" to those of you who have decided not to subscribe to TOP GEAR. Statistics are a hard cruel fact of life, and we fully realize that all the averages point to our retaining but a percentage of the present mailing list. So those of you have decided that TOP GEAR can do nothing for you, we can only say it's been nice being with you.

One group which has helped strengthen our hold on regional motorsport enthusiasts, is the TOP GEAR BOOSTERS' CLUB. As most of you are now aware, TGBC has started to do things on a scale never before attempted in this area, and stalwart Bill Mayberry was the guy who kicked the initial idea across our editorial desk. Since we felt that TGBC could be one of the "better things", we gladly gave the greenlight to use our name in the club's organization. Figure it this way: even if you don't really care what goes on at the local club level, the \$2.50 subscription fee brings you a full year's membership in the club, and the chance to participate in all the travel opportunities that the group can dream up. So if you are still on the fence about the magazine, maybe you'd like to go places with a free-swinging bunch of automotive nuts. Like us!

The coming year should be fun. And we are very, very happy that your confidence in TOP GEAR has had a part in assuring us a great 1964. Since this is about the end of the piece, all of us here at TOP GEAR would like to wish all of you out there in Sports-car-land the Compliments of the Season. And have a great 1964 too!

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Delaware Valley Sports Car Club Register Planned

Lately it seems as though we have been receiving more and more requests from sports car owners concerning club information. These owners, at least the majority of them, are usually newcomers to the sports car thing, and most of them ask us how to go about joining a club. Others are interested in speculating gymkhanas, races and so on. A few of our enquirers are people moving into the area who were sports car club members in another part of the country, and are therefore mainly interested in getting in touch with an active group in their new location.

Naturally all this activity led us to consider the inclusion of a Delaware Valley Sports Car Club Register in subsequent issues of TOP GEAR, and to that end we are happy to announce that TOP GEAR's first Club Public Relations Director will be Charlie Mercer of Bristol, Pa. Charlie was the author of a humorous rallying piece in the Oct./Nov. TOP GEAR, and while he himself is a relative newcomer to the sports car world, he does have a pretty complete list of all the clubs active in the three-state area which our distribution covers.

It will be Charlie's intention to contact, in the near future, by letter, all clubs or club secretaries, to solicit their assistance in the compilation of this register. Once the register has been collected, this magazine will carry it every month as a reader service, and we hope to add this feature with the March issue.

In the meantime, those of you who read this, please pass the word on to your club secretary and urge them to cooperate with us in collecting the data Charlie will need for the task before him.

Pa. Hillclimber Charlie Beidler Appeals Suspension

Charges filed against Pennsylvania Hillclimb Association President Charlie Beidler, by Ike Williamson, Chairman of Stewards of the July 26th Giant's Despair Hillclimb, have resulted in Beidler receiving a six-month suspension from competition activity, plus a reprimand, on two of the four charges.

The hearing on this matter took place October 27, at the Holiday Inn in Harrisburg, Pa., and was officiated by SCCA Stewards Wesley Dalton, Bob Crone, and Dr. M. R. J. Wyllie, with Wyllie presiding.

BULLETIN BOARD

The main substance of the charges brought by Williamson, following an altercation between himself and Beidler during post-event activity, were as follows:

- 1—Abusive language directed at an SCCA Steward;
- 2—Intimidation of an SCCA Steward;
- 3—Pushing, striking or shoving an SCCA Steward;
- 4—Attempting to run in competition without prior registration, signature of release forms, or having gone through technical inspection.

Williamson was assisted by Oscar Koveleski, who acted as his legal advisor in this matter, and Beidler was similarly assisted by Steve LeBoutillier. After presentation of all pertinent evidence the hearing was adjourned and the Stewards advised the parties involved that their decision would be forwarded by mail.

As a result of their deliberations, Beidler drew a 6-month suspension on charge 1, on the grounds that he violated the standards of good sportsmanship. He further drew a reprimand on charge 4, in that he attempted to drive to the vicinity of the start line while in helmet and coveralls; at the same time the Stewards' report signified that he was, in the main, innocent of actually attempting to run in competition without having completed the prior formalities. He was found to be innocent of the remaining two charges and it was interesting to note that the Stewards' report also included the comment that, in their opinion, charges 2 and 3 were untrue, and that Williamson had conducted himself in a manner unbecoming that of an SCCA Steward.

Beidler has filed an appeal against the disciplinary recommendations.

It is indeed unfortunate that these two personalities have become embroiled in this way, and certainly it would appear that had a period of cooling off been observed, Williamson's charges may never have been filed. Certainly his initial recommendation that Beidler be suspended for life was entirely out of line, and we are relieved to learn that Dr. Wyllie and his panel did not apply this severely drastic measure. Possibly

the sporting (and charitable) thing to do would have been to have settled this difference of opinion without recourse to an official Stewards' hearing.



New Group Plans Complete Racing Plant

Following recent pronouncements in Philadelphia daily newspapers, that a business group, going under the name of Road Races, Inc., was planning a slate of racing for Philadelphia's Fairmount Park, it did not take long for the Park Commission in the City of Brotherly Love to squelch the whole deal. Ever since then the Eastern Pennsylvania-South Jersey area has been buzzing with rumors galore, and so, in order to dispel the gloom somewhat, TOP GEAR had the opportunity recently to talk with representatives of the corporation and hear their side of the story.

RRI, as a corporate group, is made up of the following persons: Alan Hess, president; Albert M. Greenfield, Jr. (Philadelphia realtor), treasurer; Bob Gruver, publicity; Jack Taylor, publicity; Tom Moorehead (Philadelphia sporting personality), public relations; John Bartol, legal advisor.

As a matter of record, Hess and Moorehead were the sparkplugs behind RRI, since it was these two who first formulated the idea of bringing top-flight road racing to the area some three years ago. In proposing the Fairmount Park plan RRI assembled an impressive mass of data, including such items as the historical precedent for such an event (races had been run in the Park 1908 thru 1911), a detailed program of races, budget projections, etc., etc.

Unfortunately, it seems that a copy of this interesting prospectus managed to get into the hands of

the Philadelphia press, and consequently the whole affair was treated in somewhat condescending fashion before the plan had been properly proposed. One fly in the Philadelphia Region, SCCA, ointment was that the region's officials had not been contacted in any way whatsoever during the planning stages, and in fact region officials first read of the group's existence in their daily newspapers early in November!

Notwithstanding this protocol blunder, Philadelphia RE Al Bochrach established relations with RRI, and Messrs. Hess, Gruver and Bartol attended the Region meeting, Thursday, November 14, to explain their purpose and the reason things had gone astray.

Now that Fairmount Park has been ruled out as a venue, RRI is presently examining several tracts of land in and around the Philadelphia-Camden area, and plans are in the making for a complete road racing plant — ovals, road course, drag strips, clubhouse, pit facilities, parking areas, and everything else that would be required to make the establishment one of the finest in the country.

Current road estimates would call for cost of approximately \$75,000 per mile of three-lane highway, therefore it can be seen that a considerable expenditure of money would be called for if the group does find a suitable tract upon which to start construction. Mr. Hess indicated that an expenditure of \$500,000 is in view, and that this amount would be financed from within the group itself. At no time, now or in the future, is it planned to sell stock on a public basis.

Further RRI plans, as outlined by Hess and Moorehead, will call for setting up a Stewards Advisory Committee, to be drawn from the ranks of local SCCA people (presumably the three regions — Phila. S.J., N.J.); an advisory panel of national race drivers will also be called in to assist with recommendations concerning the type of circuit, its layout, etc.; a complete program of publicity will be devised and implemented; and last, but by no means least, an intensive program of circuit utilization will be set up, so that while two or three big national events will be

run each year, additional monthly or bi-monthly attractions will be scheduled in order to make the track a financial success.

Along these last lines, some consideration will be given to making the plant available for use by the average sports car or stock car owner for a day fee and signing of a release waiver. In addition to SCCA events, of course, NASCAR and/or USAC national events will also be wooed, as well as similar ranking events under the auspices of NHRA.

RRI officials make no pretense of their intentions. "We are out to make this a paying proposition," claims Alan Hess, "and to pretend that there would be any other reason would not be truthful."

Interesting sideline on this proposal is the fact that WFIL-TV in Philadelphia, has asked for first refusal on ABC-TV television rights. One other television network is also interested, and it is to be hoped that the Philadelphia newspapers will make the decision to acknowledge automobile sports as the large-scale spectator attraction that we all know it can be.

Publicity Manager Bob Gruver asks that all mail be addressed to him, at: Road Races, Inc., 1620 Locust St., Phila., Pa.

1964 SCCA Classes

Production Category racing classes for 1964 have been determined by SCCA's Car Classification Committee and approved by both the Competition Board and Executive Committee. The eight classes, based on relative performance and designated A through H, will prevail for the coming racing season.

Fifteen new models will be accepted for the first time in 1964, and various other models will be recognized in different classifications from 1963.

Specifications of all Production Category cars, including approved optional equipment for each model, are being prepared for publication before December 31, 1963.

'64 SCCA PRODUCTION CATEGORY '64 SCCA PRODUCTION CATEGORY CLASSES

CLASS A
AC Cobra
Corvette 327
Corvette Sting Ray
Ferrari 250GT (SWB)
*Ferrari GTO

CLASS B

**Aston Martin DB4GT, DB4GT Zagato
Aston Martin DB4, DB2/4, DB2
Corvette 283
Ferrari 250GT (LWB)
*Ford Thunderbolt ("Sunbeam 260")
**Jaguar XKE
Mercedes 300SL

CLASS C

Alfa Romeo Speciale, Sprint Zagato
Elva Courier MK. III 1800
*Elva Courier MK. IV 1800, 1800T
**Lotus Super 7 (Ford 109E)
*Lotus 7 (Ford 116E)
**Lotus Elan
Morgan Plus 4 Super Sports
**OSCA 1600 GT
**Porsche Carrera 1500, 1600, 2000
**Simca-Abarth 1300
Springer Sebring Sprite
T MGB
TVR
WSA Coupe

CLASS

**AC Bristol
**Alf 1600
Alf 1600
*Alf 1600 Giulia Sprint GT
Arr 3000, 3000 Mk. II
Au.
**BM 3000, 3000 Mk. II
**Dai
**Fiat 900 dohc
**Fra
G.S.
**Jag 40, 150, 150S, 150S (3.8)
Jensen
Lanc 4 GT and Spyder
**Lotus Elan
MGB
Porsche 356B Super 90
Porsche 356C, 1600SC
SIATA 208S
Triumph TR 4
**Turner (Climax)
*Turner (Ford 116E)
TVR (MGA)

CLASS E

AC Ace and Aceca
**Alfa Romeo Giulietta Super (Veloce)
**Alfa Romeo Giulia 1600 Standard
Austin Healey BN1, 2, 4, and 6
Elva Courier Mk. III (1622)
*Elva Courier Mk. IV (1622)
Fairthorpe Electron
Fiat-Abarth 700 (dohc), 750 (dohc)
Fiat-Abarth 1000 (pushrod)
MGA (dohc)
Morgan Plus 4
*Morgan 4/4 Mk. V
Porsche 356, 356A, 356B 1600
*Porsche 356C 1600
**Renault Alpine

CLASS F

Alfa Romeo Giulietta Standard
Berkeley B95, B105
Deutsch-Bonnet
Denzel 1300S
Facellia
Fairthorpe Minor
Lotus 7 (BMC)
*Lotus 7 (Ford 105E)
Mercedes 190SL
MGA
Sabra Sports
**Sunbeam Alpine
Triumph TR 2, TR 3
Turner 950S
Volvo P1800

CLASS G

Austin-Healey Sprite (948) with options
Austin-Healey Sprite 1100
*Datsun SPL 310-U
Fiat-Abarth 850S
Fiat 1500 Spyder
MG Midget (948)
MG Midget 1100
Morgan 4/4 Mk. IV
Porsche 1300S
Triumph Spitfire

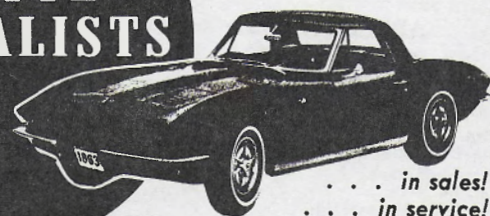
CLASS H

Austin-Healey Sprite (948) limited options
Auto-Union 1000SP
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Fiat 1200
Lancia Appia GT
MG, TC, TD, TF, TF1500

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** indicates class change.

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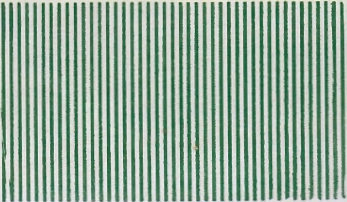
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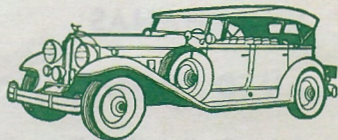
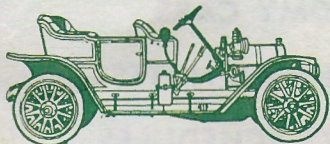
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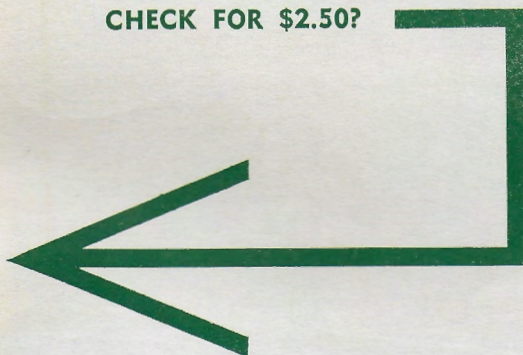
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by
Penny Mercer

NFSCC

Take first R after Landy's Inn; turn L at 102; don't go to school; continue for 2 miles; AR at "Meyers"; bad bump after bridge. . . . To the average driver, this lingo may seem like a modern teenager's method of giving directions. However, to the 39 members of the Neshaminy Foreign and Sports Car Club, this is the formula for fun, frolic, and frequently trying experiences.

As with most sports car groups, NFSCC's main interest is in rallying. History reveals that its initial rally, the May Meander, was staged in 1958. Having been conceived in the Lower Bucks County area of Pennsylvania, the club adopted its name from the nearby Neshaminy Creek. In April of that year a few sports car buffs met at a local foreign car dealer's to discuss the possible interest in formally organizing as a group. Today, that small spark of interest has kindled so brightly that Neshaminy's program has now expanded to include a time trial school in April, under the direction of club member Ray Brunell.

The 1963 schedule boasted five rallies, the first of which, B. J.'s Ice Cube Rally, was run in March. This unique title was devised when the rallymaster, in the excitement of being "appointed" to the position, swallowed an ice cube! Of course, this did not offer her much of an opportunity to refuse, so . . .

One of this year's highlights was the June Membership Rally, which commenced in the Levittown Shopping Center. This is the only

club event which regularly features a novice division. Thirty-three of the 34 starters rambled through the area and managed to find their way home. The 34th turned up much later.

The month of July brought rain and the second annual Country Fair Benefit Rally, which will continue as an annual NFSCC affair. The New Hope Auto Show was practically a must on everyone's list. This year, the group was represented in every event except the sports car course. On a previous occasion, Neshaminy took top honors in this category.

Most rallyists, whether experienced pros or neophytes, are familiar with the Indian Trail Rally, a Neshaminy hardy annual. To encourage participation by outsiders, the club pays its members for competing in this event. Unable to adhere to its original policy of a rally a month, NFSCC has designated specific activities sponsored by other groups to count as club points.

In promoting the true spirit of competition within the club, Neshaminy annually awards trophies to the top rallyists (driver and navigator) in the equipped and non-equipped classes. The prizes are awarded on the basis of points accumulated during the year, which runs from November to November. Points are assigned to a driver according to the number of cars he beats in his class. A first place in class would yield 100 points. The trophies are presented at the club's annual banquet in January.

Anyone considering membership in NFSCC

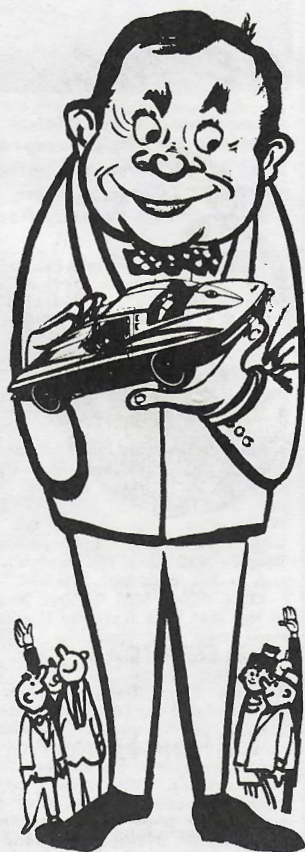
must participate in four events (two meetings, two "rolling-wheel" events — rally or time trial) within a six-month period. All applications are forwarded to the executive committee where they may be refused by one black ball. If this is the case, the application would then be open to a club vote.

Members are assessed a \$2.00 initiation fee, which includes a car badge, and \$5.00 per year dues. A family plan is available, and this cost is \$2.00 for each additional member.

Bob Chambers, outgoing president, told us that the main ambition of the group is to encourage careful and skillful driving on the highways, good driving habits, and to maintain the preservation, operation, and ownership of a sports car.

The interests of various members run the gamut from working at Vineland to actually participating in road racing. The feminine influence extends to the timing groups, while Dr. Leonard Camnitz wheels his H Production Sprite in SCCA road racing, keeping pace with the best of the contenders.

NFSCC foresees a bright future with more strictly fun-events. The club is interested in anyone who is interested in joining them, be he a member of either the Coventry or Detroit set. Meetings are scheduled for the first Thursday of every month at the Sherwood House, Route 1, Morrisville, Pa. Information may be obtained by contacting Ray Brunell, (215) WI 6-1879, or Bob Chambers, (609) 877-8235.



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For a change of Pace, TOP GEAR Visits the 'Horne

Anybody who looks down on modified stock car race drivers hasn't taken the time to watch the really hot boys at work. A great array of driving talent from some 30 eastern half-mile (and smaller) tracks turned up at the fabled mile dirt track at Langhorne, Pa., on Oct. 13, to vie for a \$16,000 purse before some 38,000 fans.

Of course, this hundred mile annual championship event called for careful pacing of these fast, souped up cars so there was not the usual fender banging at the start, nor the usual pile up at the first corner. Instead, the cars streaked away on the broad oiled track and wound up their 427-inch engines to something like 6,500 rpm which put the fastest of them in the 95 mph bracket.

This speed puts the cars into a permanent broadside on this uphill-downhill circular mile, an attitude which requires continuous concentration such as is rarely required on the usual track where the straightaway provides the driver with a few seconds of comparative rest. It also requires considerable stamina on the part of the cars. Sixty started; 32 finished.

Mechanical troubles took out some of the top stars such as Al Tasnady, who broke a tie rod while in the lead; Frankie Schneider; Bill Wimble; Freddy Adam and Bill Deskovic.

The winner, Dutch Hoag, defied convention by driving car number 13 on the 13th of October in the 13th running of this biggest modified stock race in the country! A strong, steady pace brought him his third victory in this annual event.

Like any other race, this one had standouts who didn't win. Most astounding was Bud Olsen who failed to make the field and was started second in the consolation. Dueling for the lead, he spun, recovered, and picked up seven spots to finish third and thus make the absolute tail end of the main event. Even on a flying start, this put him 25 seconds and 58 cars behind pole-sitter Bill Wimble. However, he carefully picked off almost the entire field and finished 14 seconds behind winner Hoag. Third was Wally Dallenbach.

For sports car fans who stayed away in droves, this event will seem far from their idea of a race. However, when you consider that the drivers represented 30 eastern tracks (or a total of at least 3,000,000 paid admissions each summer) and that most of them had to beat as many as 75 other drivers for the honor of appearing at the venerable oval, which is the world's fastest track bar none, its significance to America's basic race fan should become apparent.

Keep in mind that these are part-time drivers who hold regular jobs. To my mind, at least ten of those present have the talent, courage, strength and determination to show up very well in the top ranks of SCCA, USAC or NASCAR. The reason you don't find them there is that they don't want to cut off home ties and go on the road. Besides, these bests are doing very well indeed!

Al Tasnady, who led almost half the Langhorne race and looked like a sure winner till his tie-rod broke, has won 36 races this season — and at least \$7,000. Which isn't bad for a weekend hobby, and probably is a better net than all but a few USAC stars end up with after paying their travel expenses all over the country.

True, stock car drivers aren't chic — but their cars are fast, their courage is tremendous and their ability admirable. In fact, after watching them at Hatfield, Flemington and Nazareth — and, of course, at the 'Horne — I've even developed a certain affection for the

muscular, chunky cars they drive. They're not Cobras but man, they really go!

— Allen Ward

QCSCC's Mischief Proves to be a Mischief-maker

On Oct. 13, 31 cars ventured forth on the Mischief Mission, a gosh-awful hard rally put on by Quaker City SCC. This is the second year of the mission and favorable comments seem to be aiding its development into an annual event.

It is unusual in several respects: The clues represent the rally master's challenge to stay on course. Average speeds are quite low in anticipation of some off-course time, or at least considerable time spent at intersections. The difficult clues ensure that the navigator helps look for clues instead of cranking expensive equipment! This emphasis on alertness gives the family team an equal chance with the pros. The rally was short, and was followed by a walking poker rally through the colorful autumn foliage at Valley Forge Park, King of Prussia, Pa. A hamburger and hot dog roast rounded out the day.

Congratulations are due all participants, since very few became hopelessly lost.

— Ken Roper

Koelmels Continue Their Winning Ways On the Rip

The Rip Van Winkle National Rally, Oct. 11-12-13, with headquarters at the Hotel Thayer, West Point, N. Y., found the folks from Delaware Valley far outnumbering (17 out of 59 cars) and in most cases out-rallying (24 trophies in all) contenders from all other parts of the country.

The sterling performance (in more ways than one!) of this rallying weekend was that of Dennis and Sally Koelmel, Huntingdon Valley, Pa., who placed first overall as well as being members of the winning 3-car Chrysler 300 Team. Neither three days of tough competition, nor the endless counting of Falling Rock signs daunted their feat. With only four more national events to be run in 1963 indications are that the Koelmels will place in the top five nationally.

Dick Norton, Wyomissing, Pa., and Don Kirkpatrick, Conshohocken, Pa., placed third overall, notched Best Friday Run, and were also the Best Volvo, all of which sent them home with six items of hardware.

Otto Kellerman, N. Haledon, N. J., and Roger Bohl, Holmdel, N. J., placed fourth overall, took the Best Sunday Run, and rounded out the Chrysler 300 Team with the 08 O'Learys and the winning Koelmels.

After winning two nationals in a row, John and Renee O'Leary, Newark, Del., managed but a fifth on the Rip. Paul Ely, Doylestown, Pa., and Bob Mitchell, Phila., Pa., took the Corvette marque award as well as the Best Saturday Run, scoring a 15th overall in the process.

Other Delval-ites in the total picture were TOP GEAR staffer Jean Steagall,

and Evelyn Moyer, who were part of a makeup team which won the Catskill Cup. And: Dick Smith and Gus Shindle, Pa., 19th; Bill Hubbard, Pa., and Joe Adams, Del.; Derek Wilcox and Don Loomis, N. J.; John and Evelyn Mull, Pa.; Ralph Yoho and Bill Kapps; Hank Rublak and John Stiles, N. J.; Stan and Kathryn Trostle, Pa.; the Toney's; and Charles Ora and Milt Gravatt, N. J.; Bill Stiratt and Tom Weiner, N. J.; and Ken Dunkle and Bill Dodge, N. J.

— Renee O'Leary

Playboys Bunnies and Hi-jinks Hosted by DVSCC

The fourth annual Playboy Rally was presented by the Delaware Valley SCC Saturday evening, October 19. As usual, the rally was followed by a costume party, which saw some of the rally stalwarts attend as colorful bunnies.

More than 50 cars started from Barret's Restaurant located on Route 29 above Trenton. Starting at 6 p.m. the rally was 60 miles long running through the Jersey pines.

Trophies and silver cups were awarded to the following competitors: — EQUIPPED: 1—Eileen and Beck, Corvair Spyder, 35; 2—Connie England & Tom Weiner, Austin Healey, 35; 3—Alice and Ridge Ryman, Porsche, 53.

UNEQUIPPED: 1—Bob and Mary Zickwolf, TR3, 499; 2—Thierry and Thierry, Ford, 588; 3—Steve and Betty Myers, 3.4 Jaguar, 622.

Champagne was given to the winning novice team of Tony Miller & Ed Fowler. Prizes were also awarded to Steve Myers (best male costume) as the Playboy of the evening and to shapely Gail Stewart (best female costume) as the Playgirl of the evening. Rallymaster Al Ross, and the assisting club members did a first-class job in preparing both the rally and party. A fine time was had by all!

— Charlie Mercer

New Jersey Crews Spearhead Attack on New York Event

Eleven New Jersey cars, plus three from Maryland, formed a solid front of competition to take 9 awards on the October 26-27 Taconic Autumn Tour II, a 400-mile, three-phase TSD rally presented by Taconic Auto Sports Club of Yorktown Heights, N. Y. On its initial running in 1962, four New Jersey cars participated on the Tour, and all four were back this year—with their friends—to compete in a field of 60 for awards representing \$1000.

The Heel & Toe SCC team of Jack and Bob Schumann, Little Silver, N. J., in the same Porsche that took 7th overall and Best Porsche on the 1963 MG Car Club's International 1000 Rally, August 7-10, won the Best Phase II Award with one point, running from the lunch stop at The Chalet, Great Barrington, Mass., to overnight headquarters at Pleasant View Lodge in Freehold, N. J. Also taking 10th overall, the father-son team amassed 373 points for the two-day event with scoring based on 1 penalty point per .01 of

TOP GEAR



a minute early or late at each of 15 controls.

The Glenburnie, Md., Corvette driven by Bill Thompson and navigated by Joe Russell took the Best Chevrolet Award (with a 12th overall, 403 points), as well as the Best All Ma's Team Award.

In 16th spot with 450 pts. were Tour alumni Lois and Joe Deinet of Woodcliff Lake, N. J., taking Best Volvo Award as well as the New Jersey Cup, sponsored for TASC by Dave Benton, Wheelsport Foreign Auto Parts of Freehold, New Jersey.



Joyce Menegos and Claire Karslake smilingly accept their Best All-Girl trophies earned on recent Taconic Autumn Tour-II.
— Photo by Andy Rothman

Long Branch residents Flo and Harry Ryder were Second Novice in their MGA which also came in 25th overall with 755 points. Best All-Girl Team went to Triumph SCC of New Jersey members Joyce Menegos of Passaic, and Claire Karslake of Kearney, while Tour alumni Edward and Emily Tilton took a Merit Award in their Marlboro, N. J. MGA.

Since there was no Maryland Area Award, the Baltimore, Md.-Pleasantville, N. Y., Porsche of Carl Ezersky and Joel Goldfarb qualified for the Westchester Cup, taking the trophy with 37th overall, 1076 points. Carl Ezersky will have fun explaining that one to his Baltimore friends!

Aliza Erber, Miss Greater New York in the 1963 Miss Universe Contest, presided over the festivities, which included dancing and a 2 a.m. indoor swimming party, as Miss Taconic Autumn Tour. Designed as a social rally weekend for family enjoyment, the Tour is the only two-day, 400-mile, TSD rally of national caliber run by a small independent (28 members) club in the Northeast. Now proved to be an extremely popular event, Tour III, set for October 24-25, 1964, with the F. & M. Schaefer Brewing Company again the chief sponsor, has 10% of the entry already filled.

— Judy Lent

9 out of 10 Placers at Weatherly Sport Detroit Power

The next-to-last meet of the 1963 Hillclimb Season was held at Weatherly, Pa., near Hazelton, October 19th and 20th. Fastest time of day was taken by Oscar Kovaleski of Scranton, who topped the hill record by nearly two seconds. Oscar stormed up the hill in his Corvette-engined Ferrari in 65.54 seconds. Second overall, and also in CM, was Hal Keck in the Lister-Corvette, with a time of 66.29. In third, at 67.26 seconds, was the New Yorker who has done so well at Giant's Dispair for many years, John Van Meyer in the Pontiac-engined "Meyer Special." Fourth overall, first in AP, was the much-improved Ron Brobst, driving a Stingray up in 67.29 seconds.

In fifth overall, second in AP, was Al Loquasto, who turned a 67.61 in a Stingray. Weatherly was Al's first outing with this car after a 90 mph flip at Hyner in September. Sixth overall, third in AP, was Howard Fetterolf, also in a Stingray, with a time of 69.12 seconds. Writer, gourmet, photographer, driver, interviewer, and lover Steve Elfenbein took seventh place overall and fourth in CM in a solid-axle Corvette with a time of 69.48 seconds. Another older Corvette, driven by Craig Smith of Paoli, Pa., took eighth overall, first in BP, with a time of 70.73 seconds. Ninth place went to me, much to my surprise, in my first competition in a GM Lotus Mk. XI, with a time of 71.45 seconds. In tenth spot overall, was Chuck Arlet in a BP Corvette, who drove the hill in 72.16 seconds. Among the top ten places, nine spots were taken by cars powered by American V-8s and eight of these were Corvette engines. Mmmm!

Winner in the hotly contested EP class was Staten Islander Al Costner in his Sunbeam Alpine, with a time of 74.38 seconds. Second was Jack Rabold in a Porsche Speedster, who turned 74.74 seconds. In third spot was Dick MacDonald in a Porsche with a 75.01 second time. First in FP was Mike Harlow in a freshly-rebuilt Triumph TR-3 with a time of 75.82 seconds. Carroll Moorhead collected a second-place trophy on his 76.11 second first run. On his second run, his Triumph collected a good sized load of fire wood and some dents during an unscheduled trip through the woods near the finish line. Carroll told me that he got so far back in the forest that Smokey the Fireproof Bear had to lead the tow truck to him. Third in FP was John Schaible in a Lotus 7A with a time of 76.51 seconds.

In GP, Joe Cam's Morgan took first honors with a time of 74.63. Charlie Beidler was second in his 1300S Porsche, with 80.79 seconds. In HP, Sprites finished 1-2-3, with Jim Weber first, 81.84; Bob Kogut second, 83.05; and Phil Schwehm third, 83.86.

DP winner was Sam Price in a Porsche S-90, with a time of 73.03 seconds. He was hotly pursued by Roger Tobias in a three-litre Healey, time of 74.37 seconds. In CP this year you either win or lose, since there are usually but two cars in the class. Al Friedland took first in the BMW 507 with a 75.08 second run. Gary Smith, driving an AC-Bristol did not take first with a 75.09 second run. And if you'll look at those times again, dear reader, you'll see that .01 second separates first and last.

Among the HM cars, Ken Gee took first in the ex-Dave Elliott Banshee, a SAAB special, with a time of 77.09 seconds. Second place went to Roger Kiehart in a roofless SAAB, with a time of 79.12 seconds. In third spot, in a BMW 700, was Al Eisenhauer, who had a time of 80.47. In Touring I SAAB sedans swept the first five places. In first spot was Reading's "Ready Kilowatt," Jerry Long, with a time of 79.46 sec-

onds. Second and third were George Taylor and Ken Gee, with times of 79.85 and 81.68 seconds.

Only one Touring II car ran, Carl Mueller of Clinton, Conn., whose Volvo 122-S turned a time of 80.85 seconds. Only Formula Junior was Sam Simon-ton's front-engined DKW, which turned a creditable 78.56 seconds.

The Northeastern Pennsylvania Region of SCCA and the folks of Weatherly combine each year to hold an excellent meet. In particular, the officials deserve credit for making the drivers feel welcome. Too often, officials act as if the driver is an intrusion into something which would somehow be perfect were he not there. Friendly people, good weather, and between seven and eight thousand enthusiastic spectators combined to make this a most enjoyable weekend.

— Harry C. Reynolds

Flaming Fall National Dims Delval Championship Hopes

Despite the unbelievably beautiful late Indian Summer weather and the route, which was both a pleasure and challenge, the Flaming Fall Rally, Kansas City, Oct. 25-27, proved disappointing and frustrating to Delaware Valley entrants. Otto Kellerman and Roger Bohl, Evelyn and John Mull and we two, the O'Learys.

Basically, the rally was flawless and the average speeds proved the most interesting ever encountered on a national rally by the local entrants — most average speeds were OVER 50 mph!

Regretfully, the rally's one failure was a very grave one. Contestants were handed a special navigation problem at C. P. 11, Saturday. Of the 61 entrants, 38 did not solve the problem as the rally master had intended. None of the Delaware Valley entrants were among this group since academic problems of this type are old hat to them. Though the problem was fair and clearly stated, the contestants who did not solve it correctly managed to talk the rally master into accepting their solution. The real fly in the ointment was the adjustment of scores by the rally master for all of those contestants in error — none of whom had filed an official protest as required by National Rally Regulation 14E for scoring adjustments. This erratic scoring moved the O'Learys from 3rd to 6th place.

It is hoped that the National Rally Board will take steps to prevent this type of violation and score juggling in the future. And so we fizzled the Flaming Fall.

— Renee O'Leary

Mountain Goat Massacres Pros, Favors Clubmen!

Sixty-five cars turned out for the seventh running of Buckingham SCC's Mountain Goat Rally on November 10. Being the last event on the 1963 Phila. Region, SCCA, Appalachian Trail, the entry list included the program's point leaders Dennis and Sally Koelmel, the Kirkpatrick's, the O'Learys, the Rymans, and Ed Hein and Gene Bock. As the cars left the Doylestown Shopping Center, it was a foregone conclusion that the silver would wind up in the possession of this small, but impressive group.

However, by the time the contestants reached the lunch stop in Boyertown, Pa., this feeling had been dispelled. Already half of the field had been caught at an off-course control, and, all but Slim and Ethna Jordan of Collegeville, Pa., had accumulated more than 100 points!

The second half of the trip did not prove to be any easier as the combina-

tion of brisk average speeds and tough clues continued to take its toll. When the final results were announced, it turned out that the giants had been beaten.

The Jordans easily captured first place in the equipped class with a score of only 148 points and were 105 seconds ahead of the second place winners, John and Lois Wilkinson of Ardmore, Pa. The only Trail leaders to finish in the silver were National stars Dennis and Sally Koelmel who had to settle for third place with a total of 328 points.

In the unequipped class, the husband-wife team of Jim and Adair Groman, Doylestown, Pa., narrowly edged out Ken Smith and Andy Garr of Bethlehem, Pa., by only 38 seconds as they captured first place with a total of 417 points. Third place went to Bob Mackie and Fred Knauke of Southampton, Pa., who amassed a total of 727 points.

The surprise of the day came as the winning score was announced in the Novice Class. Emil Christofano and Herman Berstler easily took first place with a total score of only 390 points. This total gave them fourth place overall and was 27 seconds ahead of the Gromans.

So for once, it was nice to see the unknowns play lead the followers.

— Roger Conduit

HSCC 2-miles Twice Trial Closes Season

Fifty-one contestants lined up for the morning runs at the HSCC trials on Pleasantville Oval, Sunday, November 10. We were expecting maybe 30-35 cars for this one, and would have been happy with 25! A lot of new faces . . . perhaps our publicity is getting around. And maybe, you "ol' timers" are pleased enough with our trials to be telling your friends. Anyway, it's an encouraging sight.

The Field Trial was a trifle different than what Harbor usually stacks up for the Pee-Ville circuit. Each run totalled FOUR laps on the half-mile course . . . but it was confusing to tell where one lap began and the next one ended . . . mainly because we stuck in FOUR "U" TURNS! This certainly didn't seem to bother a goodly number of the drivers, as the three-minute barrier was broken no less than six times!

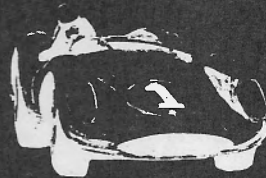
As the day droned on, we became a bit apprehensive. The sun began to drop toward the horizon. The large field of cars, coupled with the longer duration of each run, were taking their toll of the daylight hours. Sure enough, the last 5-6 cars of the afternoon (or should I say evening) run had to turn on the head-lamps! It certainly was a strange sight to behold . . . the silence of the darkness closing in around us and the little sports cars out there buzzing about, valiantly seeking the pylons on high-beams!

Chet Lisbon of Audubon, N. J., had things all his own way in Class A. His first run of 179.83 was a good six seconds faster than his nearest competitor. Dr. Leonard Camnitz piloted his Sprite to a second place in Class A with a time of 185.20. Dr. Camnitz hails from Trevoze, Pa.

Our own beloved Harbor member, Wicked Willy Walters, running his FIRST trial of the 1963 season, grabbed top honors in Class B. Willy's SAAB turned in a time of 201.06 which was enough to drop Dick Eggert of East Orange, N. J., down into 2nd. Dick drove his MG1100 to a second place time of 201.84.

Class C saw the Porsches do it again. (Or should I say, "yet"). Bill Bean, a new face at this track, garnered 1st in class with a time of 178.02 in his Porsche Normal. Bill comes from Glassboro, N. J. From the Delaware Auto Sport Club came Harry Smith in a

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JSCC 3-Mile Field Trial

For the past three years, Jersey SCC, one of the most active and competitive organizations in the state, has been holding a special type of field trial all its own.

Where most other trials give the entrant one or two runs on a course which is usually covered in a matter of one minute, this unusual JSCC event allows the driver to try his skill for over five minutes at a time, as this trial is some **THREE MILES** in length.

This year the three-miler was held at Old Bridge, N. J., and made use of the ½-mile stock car oval, as well as the smaller loop within the oval itself.

Every driver got in six laps on the course which contained both tight sections through pylons, which forced the driver to drive with great care, and other areas where the hot cars could actually get in a bit of a drift.

Because of the length of the runs, plus the end of Daylight Saving Time, a limit of 70 entries was placed on the event. Since all of the past three-milers met with such success, people were advised to come early if they hoped to run at all.

Registration opened at 7:30 a.m. and within a few short minutes the limit had been reached! In addition some 39 extra names were placed on a waiting list, just in case. The whole event went off so smoothly that the 26 extras, all of whom eventually stayed, were given the chance to run, even though the last few did so under the lights.

The New Jersey trials have their own class

make-up, as past experience has shown that the usual SCCA classes cannot be used in an event where the width of a car is often more important than the speed of the machine.

The small slower cars, such as Sprites, Midgets, Spitfires, etc., run in A; B is made up of sedans; Class C, Porsches, Alfas, Healeys and such; Alpines, MGAs, MGBs make up most of D; E is composed mainly of the Triumphs and Morgans. The big cars run in F, such as Corvettes, Rays, and XKEs; and G is for modified cars as well as the Lotus Super 7, since these are both very small and exceptionally quick. Class L is for ladies, God bless 'em!!

Since every car would run six non-stop laps, a system of flags was used to tell the driver how many laps remained, since he was generally a little too busy to keep track for himself; after a while a 3-mile run seems to go on forever!

The names of the drivers told stories of varied experience, from the novices to hillclimbers, trial champions, and even to one of the better road race drivers, Dick DuBois.

The day's best time was set quite early and gave the rest a target to aim for. The 20th car, a Porsche driven by Jim Chaffman, turned in a run of 311:528, for FTD. Another Porsche driven by Jack Van Wetering notched second-best with a time of 312:134 being so clean and unspectacular that it went quite unnoticed until his time was announced.

First in class F was the DuBois Corvette with a time of 314:504. Dick put on a great show and might have turned FTD except for one mis-

take that forced him to come to a full stop at one point on his run. Dick drifted the corners and slid through the pylons as if he were leading the pack at Vineland.

A real crowd pleaser was the third-place Corvette driven by Hillclimb Heartthrob Chuck Arlet. Chuck's run left the track covered with six sets of tire marks, one almost on top of the other, as he tried to catch the lead car. His run of 315:869 in a tired ol' '50 Corvette was only one second behind the leader but 5 more ahead of the XKE in 4th.

The day was very long and the cars many. Next year the line will probably start forming the night before, but think of the great party there will be while you wait!

RESULTS

CLASS A: 1—Rick Needham, Sprite, 328.996; 2—Bob Carrington, Mini-Cooper, 332.117; 3—Bruce Abbott, Sprite, 334.026.

CLASS B: 1—Mike Adler, Volvo, 355.547; 2—Carl Koester, Volvo, 356.328; 3—Stuart Nickerson, Austin-Mini, 360.790.

CLASS C: 1—Jim Chaffman, Porsche, 311.528 (FTD); 2—Jack Van Wetering, Porsche, 312.134; 3—Bob Hearn, Porsche, 317.769.

CLASS D: 1—Al Costner, Alpine, 324.978; 2—Lou Cooke, MGA, 330.728; 3—Jim Molinelli, Alpine, 338.593.

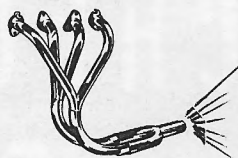
CLASS E: 1—Vic Franco, TR3, 328.561; 2—Ed Doerfer, TR4, 334.914; 3—Don Andrews, TR3, 336.795.

CLASS F: Dick DuBois, Corvette, 314.505; 2—Peter Stewart, Stingray, 315.126; 3—Chuck Arlet, Corvette, 315.869.

CLASS G: 1—Bob Scheurle, modified TR4, 332.314; 2—Al Sovansky, modified Daimler 250, 333.370; 3—Don Olinger, Lotus S7, 334.100.

CLASS L: 1—Karen Snow, Sprite; 2—Gail Avery, Healey; 3—Mary Ann Bradley, Sprite.

New Jersey



Exhaust Notes

by STEVE ELFENBEIN

As you read in last month's TOP GEAR Bill Nocco is having financial difficulty with the promotion of sports car races at Vineland. He has shown that a profit is being made in both drag and stock car races, but he is actually losing on our sports car events. I feel that much of this can be traced to the fact that there is little or no advertising connected with the average road races, which are convened throughout the year, while the other events are almost a weekly affair which everyone has known about for a period of years.

For the last event an attempt was made by this magazine to have its readers support the race, and reprints of the editorial were sent out with the actual entry blanks. To see how successful this private attempt was you had only to see the stands, which despite a week of rain, high winds, and just plain cold weather, were over half full. There were more spectators at this race than at any time since the first event of the year.

The problem of no advertising was brought home to me when I entered the event. When I

called to reserve rooms, only a few days before the race, I was told by the motel that *THEY DIDN'T KNOW THAT THERE WERE ANY MORE RACES AT ALL THIS YEAR!* If the local businessmen, the very people who make their living from these weekends, aren't aware of sports car racing, how then can the average spectator be expected to know?

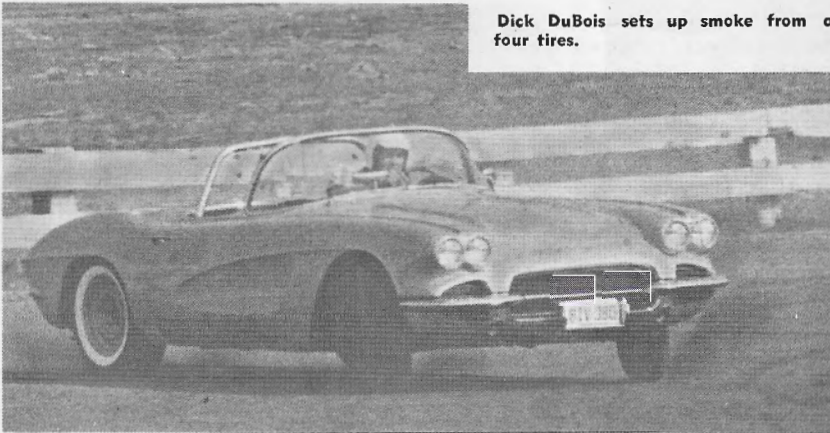
Too much is being left to chance, and to expect the friends and relatives of the drivers to fill the stands is foolish; everyone knows that *THEY* are all usually in the pits!



Bob Hearn and his Porsche score a class 3rd.



Dave Pannes bends his TR3 to the task at hand.



Dick DuBois sets up smoke from all four tires.



Unidentified Sprite grins its way through.

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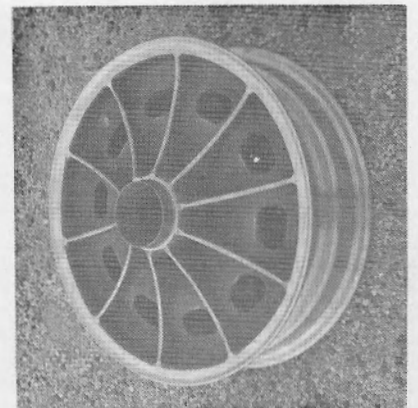
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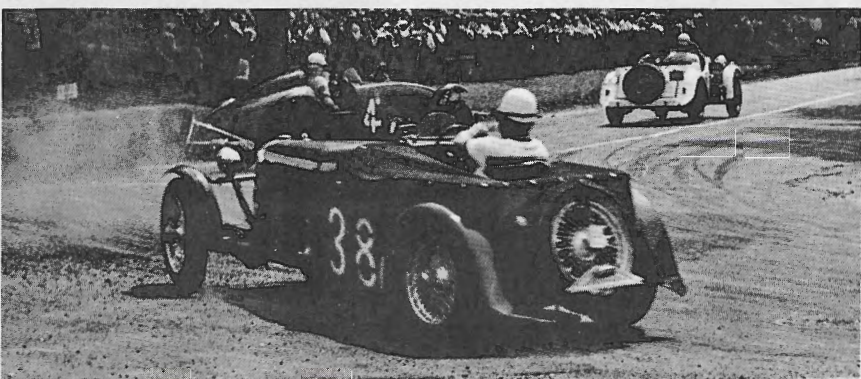
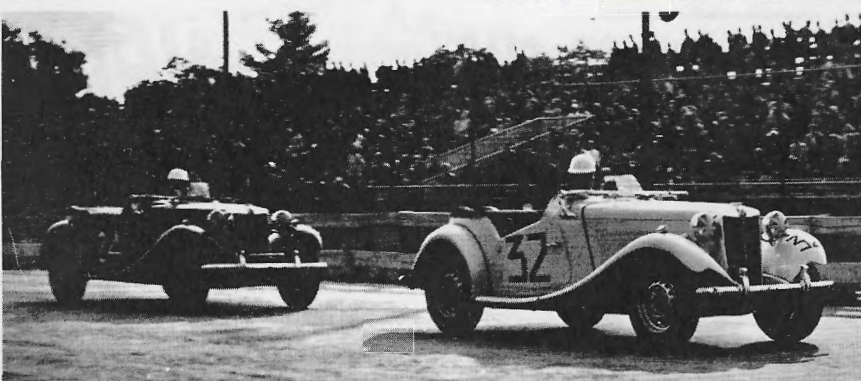
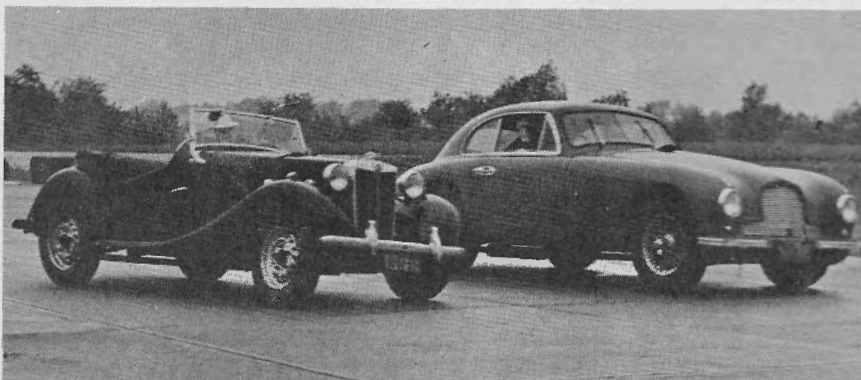
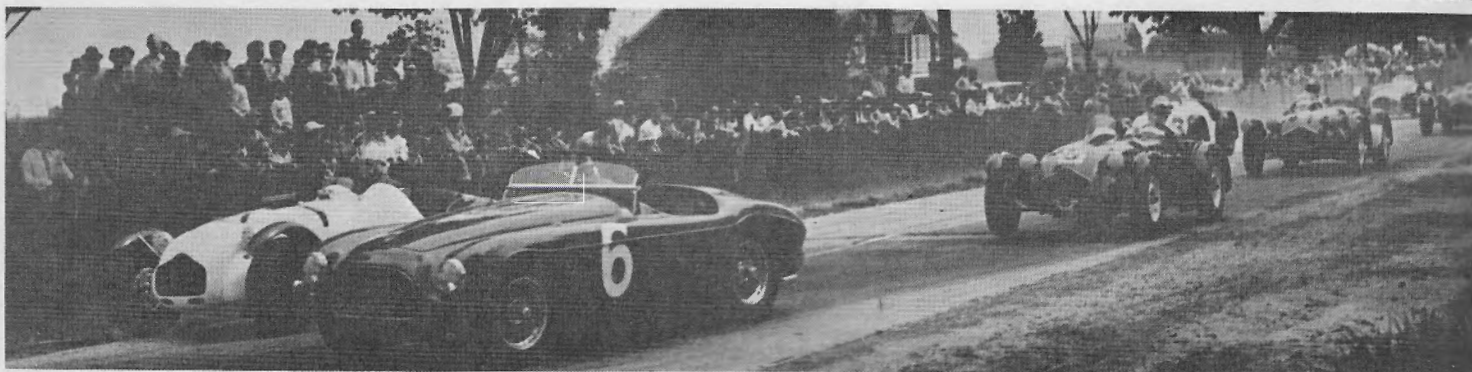
MG

MORGAN

TR

TVR





In order from top to bottom: The first picture is a first in itself, since it depicts the start of the first race ever held at the old Bridgehampton circuit, Long Island. Bill Spear (Ferrari #6) and Tom Cole, in one of the Allards, were among the top sports car drivers of that year—1952.

Though only two race events were held at the Convair Airport course, both were well attended by the public and competition alike. Here Bob Publicker, Philadelphia, in the Aston Martin, dices it up with an unidentified MG TD.

Among the well-remembered courses now no longer raced, was the Brynffann Tydan road circuit in northeastern Pennsylvania. This picture was taken at the last race meeting held on this narrow, demanding venue and shows Otto Linton, Osca, holding off a Lester-MG and a Porsche. Crowd control was difficult at best, and by today's standards would be entirely unacceptable—but the spectators certainly seemed to be getting their money's-worth!

This next shot is a memorable first for the driver in TD #24, since it shows Bob Holbert on his way to the first of his many subsequent competition wins. The year is 1953, the place Thompson, Conn. Len Bastrup, #32, appears to be looking over his shoulder in disbelief at newcomer Holbert, who was subsequently written up in the results as one, "R. Holber."

And our final reminiscence returns us to Bridgehampton, where the spirit of the then-young SCCA road race meets is exemplified in this three-car melee. MG TD out in front, followed closely by a special bodied single-seat MG, and a classic example of the modern-day vintage car, an HRG. These were the days before performance categories, and the three cars shown here are all competing in the up-to-1500cc displacement class for sports cars.

—All photos from the
Bill Baker
Collection

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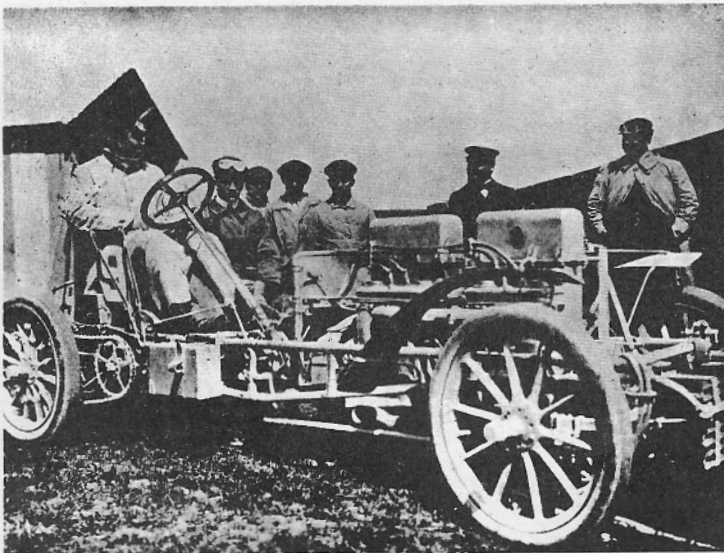
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Almost as soon as the magazines had settled last month, there must have been a burst of activity among our automotive students, since we had a flock of guesses in the late October mail as to the details surrounding the Oct./Nov. mystery car. Aston-Martin, Alvis, Skoda, ERA, and Dowson figured among the replies, but the first-received, and most complete correct answer (there were 7 this time) came from Carl Fritz, of Wilmington, Delaware. The car in question is the R-type MG single-seat racing car, constructed for the small-car races which were very popular in Europe during the mid-30s. The R-type first appeared in 1935, and only 10 cars were built. Some five or six are still in existence, and one example is currently being raced in Australia. The suspension was all-independent, by means of longitudinal torsion bars and steel wishbones. The engine of this car was a 746cc four-cylinder unit, with overhead cam and a Zoller 4RA blower. Initial power development was on the order of 110 bhp at 6500 rpm.

In the latter part of 1935 the MG Car Company passed into the hands of the Nuffield organization, and all racing activities came to a sudden halt. This was extremely unfortunate in the case of the R-type, since the car was never fully developed; initially the MG engineers had expected great things of this new revolutionary small car, and logical development could have seen this car become a 1500cc machine, which would have been highly competitive in the post-WW II Formula One. So Carl, thank you for your answer, which also earns you a one-year free subscription to TOP GEAR.



This month's mystery car was, in its day, extremely advanced, featuring many technical innovations which have since become standard practice in Grand Prix racing machinery. Tell us the make, the year it appeared as shown, its permanent world record, and any of the features you academic types might know. As before the first correct reply will win a one-year free subscription to TOP GEAR. Tie-breakers will be decided on the accuracy and completeness of information submitted. This car, incidentally, had one extremely unusual feature! Closing date, December 28th, 1963.

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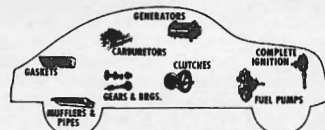
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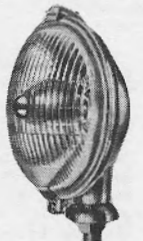
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Your recent Open Letter advising us of the attendance difficulties at Vineland Raceway, resulting in consideration being given to possible suspension of sports car racing, is of great personal concern to me. Though I am an active member of the Washington Region, doing the majority of my racing at our Marlboro course, my wife and I enjoy an occasional trip to your area as a change of pace. I, therefore, want to help you resolve your problems in any way that I might.

Since I have attended three recent events, the Autumn Sprints, November 1961; Divisional, April 20, 21, 1963; and The Vineland Four-Hour, September 1963; I feel I have experience which may help you.

First, while Vineland people are among the most friendly I have encountered in my travels, they are the most *disorganized*. The track's officials may be considered by some the *least efficient*, also. This is an internal problem within the region, or regions, to which an outsider cannot and should not offer a solution. Possibly you might combine regions (three into two) with the most experienced and best trained officials remaining in control of the racing programs. This point is one which you must discuss among yourselves.

Second, the Vineland road course is a *very dull* course for both spectators and drivers. It can also be very dangerous for the latter. It contains only three interesting turns: (1) that one at the end of the straight which the majority of spectators cannot see; (2) the turn at the end of the back straight; and (3) the oval which does not lend itself to intensive competition because of the danger involved for the car and driver if a mistake is made here. You might consider some improvement, or extension, of the course beneficial to both spectators and drivers.

Third, I have noticed from the entries I have received for Vineland races that while you stage many racing events, there is *little variety*. Fewer events of greater variety (such as the program put on by the Washington Region) would stimulate more spectator interest. Straight sprint racing can become boring even for the drivers!

Fourth, it is my personal opinion that points one and two are preventing you from staging a National event. This event is the attendance bread and butter of any region and its raceway. Your area should make every practical sacrifice to obtain a National sanction.

I believe that you have overcome the first great difficulty facing any organization, when all is not going well, by asking for honest and sincere open criticism. You have demonstrated a mature attitude which should allow you to resolve the shortcomings with a minimum of pain and loss of pride. All of the SCCA regions could stand to look at themselves very carefully from time to time.

If space permitted, I could cite specifics to support my generalities. I will, of course, do so at your request. While some of these criticisms are my personal opinions, some are conclusions resulting from past discussions with my friends in this area who have made the trip to Vineland.

The above is offered solely for your consideration. I personally will continue to return to Vineland as time permits regardless of whether the status-quo is maintained, or all or some of the suggestions are acted on and carried out. Best of luck in your campaign.

Bill Justice
Charlottesville, Va.

This is in reply to your Open Letter concerning the Vineland Speedway. Having driven at Vineland many times I have been well aware of the meager attendance figures. I think one of the main reasons is poor publicity. With the current interest in sports car racing and the vicinity of Philadelphia, New York and the many other surrounding towns, attendance should be at full capacity.

As far as the SCCA Regions are concerned, a permanent committee should be formed with members from all regions using Vineland. This group should, within their own region, approach radio stations, local newspapers, and all other news media, to make known the fact that scheduled sports car races are taking place at Vineland. Not all people who may be interested, read the announcements in the sports car magazines.

Also, if Mr. Nocco would take a look at other courses, he would find out, that spectators like to see action from more than one vantage point!

Fritz Hirschberger
Union City, N. J.

For what they are worth here are some suggestions which you may care to consider concerning Vineland.

- 1—Spectators cannot see most of the track and particularly the high-speed turn at the end where most of the excitement occurs.

- 2—The chicane is too much so. It is nothing but a tedious procession-maker most of the time. A novice spectator never knows who is ahead if he cannot hear the announcer.

- 3—Better announcing with regard to the personalities involved. The human side is of more interest to the audience than we realize. We drivers are too far away. We are like little impersonal toys out there. When the spectators cannot see, follow or know something of these toys, they drop them and go home. (This is true of all tracks, not just Vineland, and we in the clubs should help by giving any supporting data of interest we can.)

- 4—I'll bet if we sports cars raced in the oval with all due publicity given, we'd be better money-makers than others!

- 5—Let the public into the pit area for some kind of price (50 cents an hour?) to create more interest.

- 6—Some people have said "the public needs educating — that's all!" If this is so, I think we can all start right now. It's our pleasure that will be lost — not Nocco's, because he'll probably replace us with more profitable events. However, he should carry some of the burden too. But we must show him that we value the sport enough to do something.

- 7—Give out trophies right after the race, right in front of the stands with the steward and his mike asking the winner how it went, eyeing the driver's girl friend, etc. Why do we all hide under the stands for hours after the race to receive cups (some of which, incidentally, are hardly worth waiting for!) when we all have long journeys home? The public would like to see it all close at hand.

There it is. You asked for it. I only hope it can be of some help to you.

Frank Carpenter
Pittsburgh, Pa.

With regard to the Oct./Nov. TOP GEAR open letter, enclosed with the entry form for the Nov. 2-3 races at Vineland, I have a few comments, for what they are worth:

May I say at the outset, that, as a driver, I have always enjoyed racing at Vineland, in fact I learned to race there, and I think I have run more races at Vineland than any other track in the country, with the possible exception of Lime Rock. Although the total distance of the road course limits the number of cars on the course at one time, and therefore the magnitude of race meet which can be conducted there, I find the course, challenging (when you're really pushing it out to the edge), fun, and a hell of a lot easier on both car and driver than a number of other courses. As a place in which to learn to drive, I rate Vineland as one of the best, because in my estimation, until you really start flying, Vineland is very safe, and very forgiving, while at the same time providing exposure to almost all the conditions that anyone will find on any track, at least in this part of the country.

An adverse aspect to Vineland, which struck me when I first started going there, was the fantastic traffic and result of loss of time (and nerves!) between the N. J. Turnpike, and the course. I have subsequently discovered that the road over to exit #2 is virtually untraveled, and that although it is several miles longer, if you're going north, I have saved *half an hour* by going home that way on Sunday night. I feel that publication of this route would make drivers much more eager to come to Vineland.

As to the combination of events on a given weekend (stocks, drags & sports cars), I have found this to be not the deterrent that some do, but rather an attraction, or an inducement for me to race at Vineland, and at the same time, learn how the other elements of the racing world do their stuff. I feel that publicity to prospective entrants concerning this, could be helpful. I also feel, however, that as far as the publicity received (local radio station, and the papers), the sports car boys are really at the low end of the totem pole. The fellow who talks about the sports car races on the radio, when he does, couldn't be more poorly informed or qualified in the field. Possibly a guest driver, or Mr. Nocco personally, could elicit a little more enthusiasm for the spectator to attend, by simply knowing what they're talking about, and having a feel for the sport.

Speaking of spectators, I feel that the major problem at Vineland lies here, and this came blaringly to my attention on the one occasion that I arrived as a spectator, and had no friends in the paddock with open spots on their crews. The spectator at Vineland, is only able to see those portions of the road course which are "boiler plate"; which require very little of the driver except a heavy right foot (for both brake and accelerator). I speak, of course, of the infield turn, the oval, and the beginning of the main straightaway. To me, both as a driver, and as a spectator, these are the least interesting portions of the road course. The back part of the course, turns 2, 3, & 4 especially, represent to me the most challenging, most exciting part of Vineland, and it occurs to me that even the greatest clod, who has never seen a sports car, can tell when the driver is really putting everything he has into it, which one has to do in the back part of Vineland. It also occurs to me, that the expense involved (I don't know what fences cost) in making the back part of the course available to spectators, and also safe, would be minimal.

Robert P. Hutchins
New York, N. Y.

I read the TOP GEAR open letter about Vineland with a great deal of interest. You are highlighting a situation that has grown progressively worse during the past three years, namely spectator attendance and quality of racing at Vineland. I am personally concerned because I like to race, and I have raced at Vineland ever since it was opened.

What's wrong? I believe it's a two-fold problem — people do not come, and many good cars and drivers are not attracted to the track. Let's take the driver's position first.

The place is hot as hell and dusty in dry weather, and muddy in wet weather. Contrast this condition with Lime Rock and Thompson (shade trees, grass, spacious paddock and spectator areas), Reading (concrete paddock area), and other plants in our area. Frankly, it is not pleasant to go to Vineland. Next, the location of the paddock inside the track makes it impossible to move in and out when the track is in use (granted, other plants have the same trouble but who likes it). A tunnel or bridge would cure a lot of complaints. A little money spent on better facilities would attract some better cars and drivers, hence more spectator appeal.

The second problem, and in my mind the most serious, is purely back on Bill Nocco. People will not buy unless they are sold, whether it be shoes or sports car racing. Promote the races and you will have spectators. When Tony Natale did promotion for two races in 1961 (I think) the people came and Nocco made money. Every other track that advertises and promotes properly has no problem attracting spectators; look at Marlboro. Just listen to the ads on radio for Atco, see the posters, etc. for Hatfield, and the newspaper advertising for Langhorne and you can see why they attract people. If the man would spend a little money properly for the right advertising he would get people. How many sports writers are guests of the track? How much radio time is purchased? How much interest is generated by people who can reach the public like disc jockeys, etc.? In short, Nocco is a promoter who doesn't promote. Get publicity and you will have people.

I am tired of hearing the Nocco story after three years. He is always crying no people come, but is he willing to gamble a little promotion money to attract them? We staff the track, pay entrance fees, and put on a show — if the promoter can't turn that into a profit then he shouldn't be in the business.

I think the best way to preserve racing at Vineland is for Nocco to get off his butt and run it like

a business, or let a promoter operate it who knows how. Someone like George Marshman or the guy who operates Atco. I know, from the radio, that the hottest stock Chevrolet is dragging the hottest compact in the country — pure hoke; but when I heard the advertisement I wanted to go. At least I knew there was some activity there. Vineland, nothing!

Steps to improve the situation — only one, long green money spent properly for good promotion, and I mean GOOD. Stop treating the track like a hobby, and operate it to make money. Listen to the song, "Desert Pete" by the Kingston trio — you've got to give before you get.

Theodore P. Von Bosse
Rahns, Pa.

I think attendance would improve if it were more widely known how to get to Vineland, and the quickest, least expensive route made clear to all people in this area. Also, good publicity would make more people aware that there is a race scheduled. Why not make use of all the public announcement facilities available, such as radio and newspapers, as well as club magazines?

Robert L. Varner
New Milford, N. J.

I probably do not have any business writing this letter to you, but since this request was solicited by TOP GEAR, I feel I should answer it.

I have raced at Vineland as a competition driver, and found not too many things lacking from that viewpoint. However, after conferring with my wife, from a spectator's viewpoint there are many things left to be desired. First, the entrance is so peculiarly designed that it is easily missed from the main highway. One is upon it too soon. Secondly, the car on top of the pier certainly is not conducive to a lot of people to go into the races. It is not befitting the caliber of racing that takes place on that track. Thirdly, the park could be cleaned up to a considerable degree. I am sure it is quite distressing to learn that Vineland may be out of business. I, personally, would hate to see this happen.

The above mentioned three facts are offered in a constructive critical viewpoint only.

Donald M. Blatchley, M.D.
Greensburg, Pa.

You invited comments on how to save Vineland. As a Washington Region member who raced at Vineland three times last year, let me tell you that there is no solution. The track has three strikes against it as a spectator attraction.

First, it is *too far away* from major urban centers. Competitors may be motivated enough to drive for hours to a race, but spectators are not so highly motivated. A track roughly equidistant from the Baltimore-Washington, Philadelphia-New York urban complexes may draw a maximum of competitors, but a minimum of spectators.

Second, it is *too dull a plant* to be a good spectacle. For the driver, there are only two real problems, the first turn and the mickey mouse bit in the back. (I only brake three times per lap.) I imagine the spectator, who only gets to see the bowl and the main straight, wishes the stock cars were back. They go by more often. Contrast this with Marlboro, where several corners are visible without leaving the stands; or Cumberland, where the whole course is laid out like a map below you; or VIR, where the whole course can be walked.

Third, the course is *over raced*. Cumberland is raced once a year, VIR only two or three times. Marlboro is attractive and convenient enough to stand nine or ten events a year. Vineland is raced even more often than that. The course, the facilities, and the environs are not attractive enough to pull crowds every month, let alone twice a month.

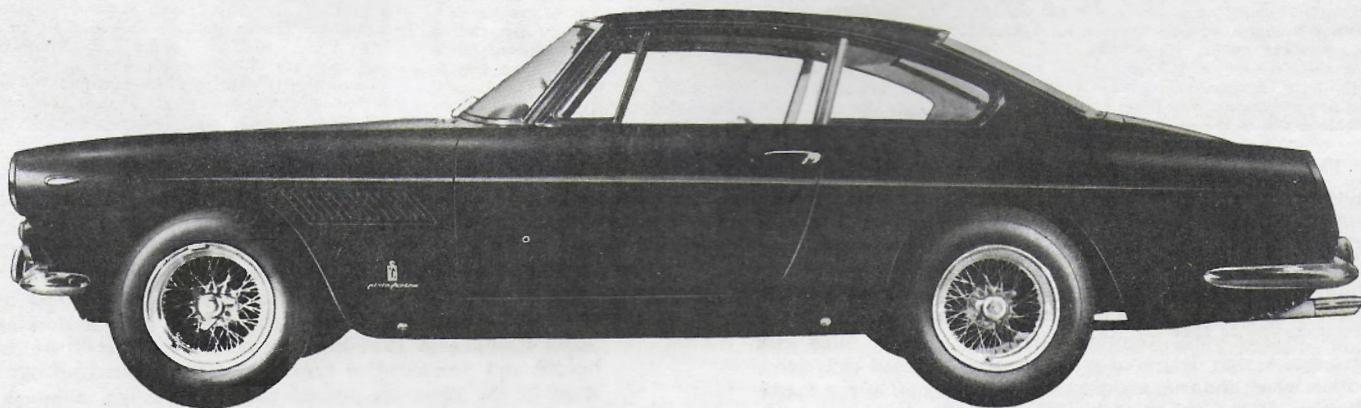
We drivers have considered Vineland as a more or less necessary evil. We don't like the course, the town, or the officiating, but where else can you run when Marlboro is idle? Most of the other tracks are too far away. I suggest that the regions concerned concentrate on making it an UNnecessary evil. Find another course; locate it nearer to a major urban area; provide a more interesting layout; and let the paying customer see what is going on. If this is impossible, then be content to nurse Vineland along as the best of a bad bargain. It will never be a big money spectator attraction under current circumstances, and that is for sure.

John R. Culleton, Jr.
Owings Mills, Md.

(Continued on Page 25)

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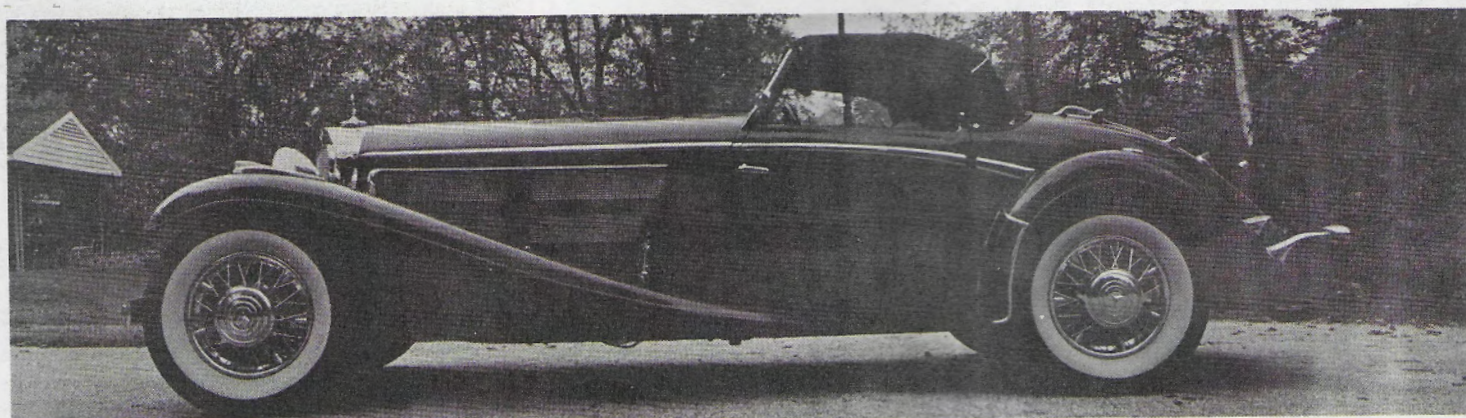
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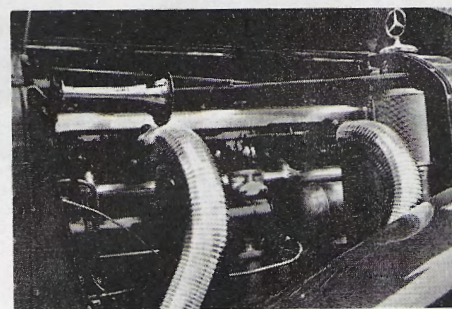
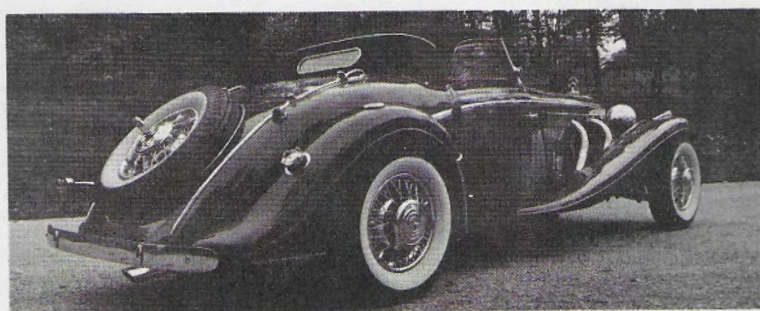


One Man's Mania



MERCEDES-BENZ

Finished in flaming red, this 1937 Type 540K is the embodiment of the classic touring machine.



There must be many thousand automobile enthusiasts who admire antique, classic and vintage cars to the point that they too would like to own one of the more imposing of bygone masterpieces. And the majority of us will only be indulging in such wishful thinking with the knowledge that our secret ambition is likely to be only that — wishful thinking.

As with most specialist branches of automotive enthusiasm, the art of acquiring, restoring and caring for the older cars approaches a high degree of refinement, and indeed calls for a devotion which the true antique or classic car buff is not loathe to bestow on the object of his affections. One such person is Steve Pitcairn.

In terms of comparison with other automobile collectors, the Pitcairn collection is not numerous and it is Steve's avowed intention to strive for quality, and to a certain degree sporting interest, in any further acquisitions he may make in the future. As he also pointed out recently, space is a large consideration

in a collector's ability to cover the field, and the lack of it can limit the cars in ownership at any one time to only a few, if adequate housing facilities are not readily available.

The Model T Ford in its day scored many motoring firsts, and in the world of antique automobiles it is still the first car many people turn to when considering the hobby of auto restoration. So it was with Steve Pitcairn. While he was working in South Carolina in 1954 he came across a Model T which he bought and proceeded to restore from the ground up. At this stage of the game his interest was only passing, although he had been actively interested in the horseless carriage and its subsequent development most of his life.

The next car to attract him was a family possession. An uncle had owned from new a 1927 Packard 8 touring car, and he obtained title to this car with the stipulation that it not be disposed of arbitrarily. This car is still in Pitcairn's stable today.

At the present time the Pitcairn collection consists of the following hardware:

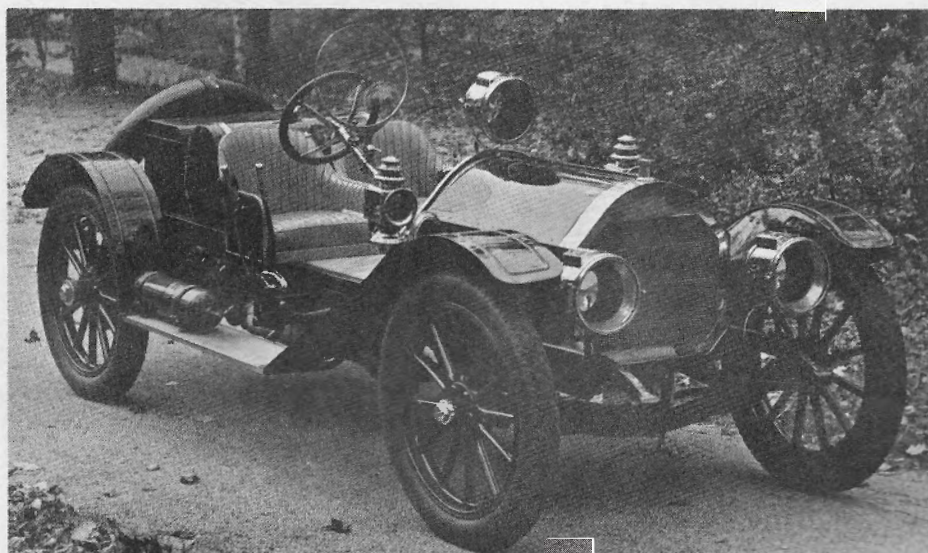


An outstanding example of early American design and manufacture is the stately, fragile 1906 Maxwell.



Resplendent in its livery of deep green and sparkling brass accessories, it is easy to see why this 1911 Midland took top honors at Hershey.

MAXWELL



MIDLAND

- 1937 Mercedes-Benz 540K 2-seat touring roadster
- 1928 Mercedes-Benz 4-seat tourer
- 1927 Packard touring car
- 1936 Type 57S Bugatti, ex-works sports racing car
- 1954 Ferrari Coupe, ex-works Mille Miglia car
- 1909 Sears Roebuck
- 1906 Maxwell
- 1911 Midland
- 8CTF Maserati 3-litre s/c Grand Prix car

Pitcairn, who lives in Huntingdon Valley, Pa., exhibits his cars in antique shows fairly regularly, and it is seldom that the Hershey, New Hope and Abington antique car shows do not carry his name in the entry lists. The SS Mercedes has won two National prizes, the Packard, Sears and Maxwell one each, and

this attests to the state of repair in which he maintains his cars. Most of his restoration work is done by nearby Wilkinson & Sharp, although he recently turned his hand to a complete restoration job at home on an MG TD.

Historically the most interesting car is the Type 57S Bugatti, which at this writing has just been sold. This car is the actual 1936 57S which was driven to victory in that year's French Grand Prix by Jean Wimille and Raymond Sommer. Wimille in his capacity as a factory driver, along with Robert Benoist, also piloted this car to win the Marne GP, and the Comminges GP. Also in the 57S's achievements is a series of 1936 Class C world records including "The Hour" at 135.42 mph and 24 hours at 123.93 mph averages.

Pitcairn stumbled across the Bugatti almost by accident when he was in Europe a couple of years ago looking for either a type W163 or type W125 Mercedes-Benz Grand Prix car. Now that the Bugatti has passed on to other hands he may recommence his search for either of these two grand prix

FERRARI

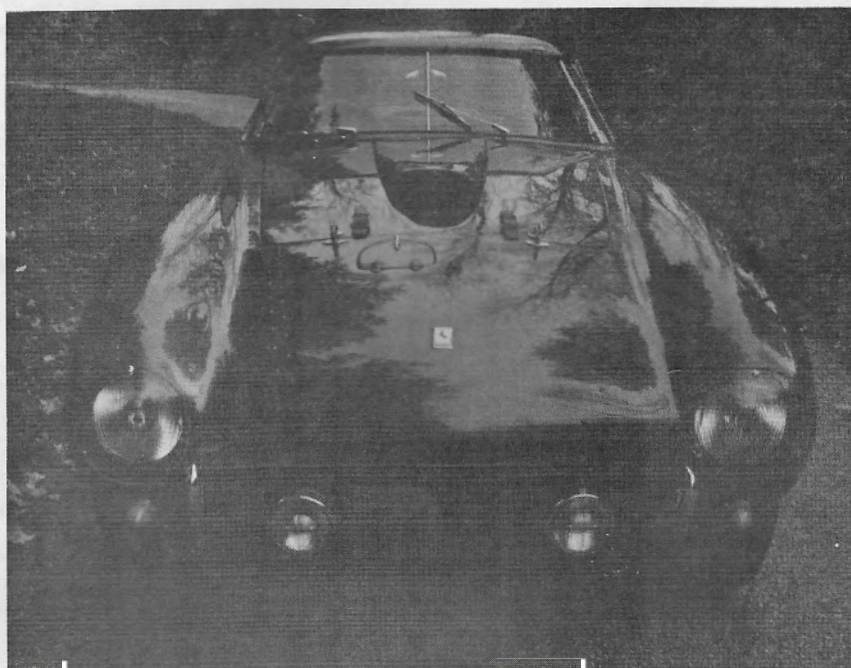


TOP GEAR

One Man's Mania



Although the taut fastback design by Pinin Farina is most attractive, this ex-works Ferrari coupe is definitely not for dawdling around town.



examples. Notwithstanding the relative scarcity of pre-war ex-works grand prix machinery, some are still around in hands other than the existing factory museums.

Steve has had all the examples in his collection restored and all are in running order, except the Bugatti, which ran but was completely original in every respect, even to having Wimille's name painted on the side of the bodywork. Steve cares for his cars, and seldom a weekend goes by but what he does not clean and polish at least one of his prides. All are garaged in a stable behind his home, and this building has been expanded twice. He is particularly fond of unusual and good examples of all types of cars, of all ages. Examples of the brass age are favored; however, his recent additions have shown some interest in historic or exceptional sports cars with racing histories. The lower cover sketch this month shows one such example, the 8CTF Grand Prix Maserati, which is in perfect running condition.

In fact, Steve had the Maserati down at Vineland in the summer of 1962 and made several laps in this historic car. It was purchased by him from a Midwest museum for a sum of money which represents but a fraction of this car's true worth. Rumor has it that this was the actual vehicle which Wilbur Shaw twice wheeled to victory at Indianapolis, but according to Steve, this is not so. The car was, however, rebodied by the Brothers Maserati to its present configuration.

When asked about his particular favorites, Steve had this to say: "At the moment I prefer the SS Mercedes of all my cars. Even better to drive and handle than the 540K. But, generally speaking, my interest changes depending on what I drive. I am particularly attracted to those cars which are good examples of their period."

So there you have one man's mania. A mania and passion so many of us indulge in — by way of wishful thinking!

The OUTSIDE WORLD



At the risk of tearing down established precedents, I am offering this piece to the editors of TOP GEAR, and until the appearance of the December issue I won't really know if they intend to stick to their now well-known parochial outlook in publishing only local area news.

One of the main reasons that I, personally, am interested in topics covering the motoring spectrum from the Outside World, is that so many things are going on out there that would seem to me, at least, to be of considerable interest to us Delaware Valleyites. (Horrible term that, however since it has been used before I suppose I must stick to it!) So if your editors accept my offer to do this feature on a regular basis, then I hope to bring you a rundown on the automotive world, from the standpoint of the manufacturers, the sport generally, and trends we may expect to see adopted here or there as the case may be.

In connection with the 1964 perambulations of the TOP GEAR Boosters' Club to points all over the globe (Ye Gods! this regional magazine has gone international!) I am sure the Indianapolis Interlude to the 1964 500-Mile speedway classic should be one of great interest to all and sundry. After all, things astir in that part of the country indicate that we will see several revised versions of the almost obsoleted Indy roadster; two or three versions of the Indy roadster a la rear engine, some with Detroit domestic units, others with the rumored lightweight Offenhauser plant and some Europeans.

Of prime note is the fact that Studebaker Corp. has entered three cars, however these will not be Studebaker in anything other than name. The STP lubricant concern, which is a subsidiary of Studebaker Corp., is the actual front for this Indy entry, and three Ferguson 4-wheel drive chassis from England will be the basis of these Novis-powered entries. The Novis will be supercharged as before, of some 2.8 litres capacity, and if they can be made to stay healthy and whole for 500 miles, they should be contending dark horses, since it is generally agreed that the Ferguson chassis might be able to transmit all that fearsome power to the road in controlled doses.

The European contingent will be headed by Colin Chapman's Lotus 29s, next year to appear with further modified Fairlane engines sporting twin-cam valve arrangement. These cars have already been on test but neither the fuel-injected nor carbureted models have so far proved to be vastly superior to the pushrod units which did so well in 1963. Fear not, though, they'll make those engines go!

Forecast, or the Crystal Ball Dept.: Honda, much-rumored to be entering the 1964 Grand Prix lists, is not likely to appear says this scribe. Though the Honda W16 engine is developing some 250 hp, our Sumo spy says the Honda chassis is just not up to the present European units. Therefore, I say that Honda is readying a plan to make the engine available to present Grand Prix teams in exchange for performance data, etc. Our London correspondent claims that Jack Brabham recently bought a round-trip ticket to Japan, and it may be that his baggage limit will be exceeded on his return trip.

While on the subject of European GP movements, Ferguson 4-wheel drive chassis design is presently interesting BRM engineers, and it seems that since the BRM version of Chapman's novel monocoque construction has proved somewhat less than successful, they may turn up in '64 with squirrels on all four wheels.

After reviewing the Detroit 1964 offerings, I do believe the new Pontiac GTO, hot version of the Tempest, would be one hell of a car to own. Six-and-a-half liters, four-speed box, on the plus side; wide, sloppy bucket seats on the debit side. Ah, well, you can't have everything. Maybe I'll direct my poison pen to our editors and see if they will start road tests! Trouble is, would our advertisers be able to stand our "without fear or favor" approach?

It's a funny thing to see how the major manufacturers are getting around the touchy subject of reaping advertising benefits from racing and performance testing. For instance: Chrysler Corp. has recently pointed up their products' successes on the drag strip and hot rod trail. Main emphasis in their copy has stressed the rigid safety precautions

and national organization rules enforcement programs. With their Chrysler 300 Team participation in national rallying, national rally points leader, and Chrysler PR man, Scott Harvey, stresses the proving-out-of-all-components benefits that Chrysler has accrued in this season's schedule. Ford, on the other hand, takes a more watered down line. They push the Total Performance slogan, and apply this to pictures of the showroom models available off the floor.

And Chevy? Well, they somehow worked themselves into a box with their holier than thou stand, and the number 8 hats in Michigan haven't figured out how to save face. Say, fellas, maybe you ought to get a PR man from the Orient.

Just recently heard about a jimdandy fashion note. Adam Hats (no plug intended) have recently introduced a line of safety headgear for car drivers, in the form of a plastic shell helmet covered with a fabric material to hide the race-driver look. Whether this unit has been tested or approved by the Snell Foundation is unknown at this point, but it sounds like a nifty idea. Should make a good Xmas stocking stuffer!

Still on the domestic scene, and this might-happen-to-you-or-me, Chrysler Corp. has just delivered the first of its new turbine cars for consumer testing. Lucky (?) first tester is Richard Vlaha, a 25-year-old computer engineer who hails from Broadview, Ill. In return for the free use of these revolutionary cars, selected drivers will be asked to furnish Chrysler with market evaluation data concerning the car, its performance, and other allied items of meaningless gobbledygook.

Esoteric information in the owners manual covers: — "Glance at the tachometer occasionally as you are driving. If you find that the engine speed exceeds 30,000 rpm to maintain a steady 60 mph on the level, contact your Turbine Service Representative." Good luck, Charlie Brown!

Just glancing through a few of my motoring magazine subscriptions from Europe (among many other modest achievements, I am very possibly the world's leading sports car magazine subscriber. Don't all rush to tell me that you are, because I would hate to have

to start counting my regular mail!) I have seen the following delectable vintage cars listed in several British journals. 1912 Renault 4-place touring car, well restored and in excellent running order, \$2100, approximately. Or a 1924 Alvis 12/40 2-seat tourer with dickey seat (rumble to you), entirely original and excellent, \$700, or thereabouts. Plus a gang of Rolls-Royces, assorted Bentleys from 3 to 8 liters, and many others. Certainly one of the most pompous ads ever seen was this one: — "Sutherland announces that his 1925 Humber 3-litre tourer, 83,000 miles, is for sale at one hundred pounds (\$280). Property of a Peer." Sutherland is the more or less informal way of advising the world that the good gentleman is the Duke of Sutherland, Peer of the Realm!

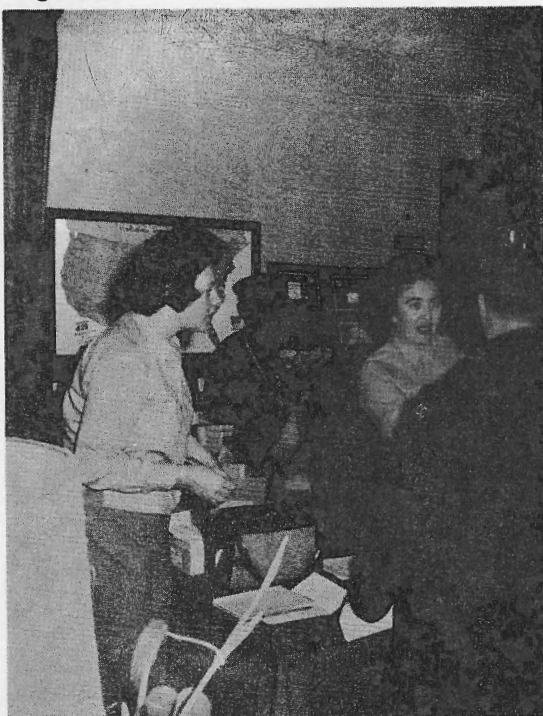
If this magazine is anywhere near on the ball it will have in this issue (assuming, of course, the editor has the guts to print all this!) a rundown on the newly-announced 1964 SCCA Production Car Specs. One thing I can't understand is the insistence of this august body to include cars on the list no one in his right mind would even consider wheeling in competition. For instance, SIATA 208s; Jensen 541R; Berkeley; Lancia Appia GT; MG TC (thought they were all running in the Concoors GPs these days!); Frazer Nash. And I could go on. Ah, well, I guess someone must have HIS car included, otherwise SCCA would be deluged with mail!

In order to preserve my anonymity somewhat, I intend using a fictitious signature. Your editor has just read my submission, and (stout fellow!) has agreed to carry this column as a regular feature. I hope some of you out there enjoy this feature — I've enjoyed writing it!

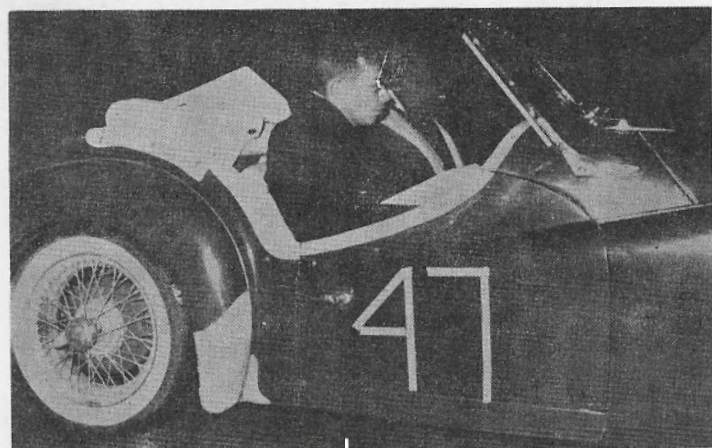
— O. H. C.

EDITOR'S NOTE: — While we do not agree with all of O.H.C.'s comments and remarks, we feel that some of you might just go for a column like this. Accordingly, we have given this new writer an Open Season License on anything and everything he'd like to comment upon. We certainly hope we are not overdoing this freedom of the press thing! — S. S.

TOP GEAR APPALACHIAN



Efficiency personified, Connie Cain (left) and Lillian Hanna (right) set up shop for Registration at 5 am.



Hailing from New York, Virginia, and all points south, these US Navymen made the Appalachian scene from Norfolk, Va., arriving at 1:30 am Saturday. Driver J. Tighner, Navigator J. K. Kalatus.

Winners of the TOP GEAR Award (intended to foster more local area novice participation in National rallies) were old-time novices Roger Bohl and Ralph Yoho. GM man Yoho no doubt plans on racing a Ford product in '64, just to round out his portfolio! —SPOKESMAN Picture by Conduit



When Evelyn Moyer and I arrived at rally headquarters, the Holiday Inn in Allentown, Pa., we were treated to a scene that was in no way dampened by the bad weather. Once we had technical inspection out of the way, we could see that rallyists and workers alike were just as festive as they could be while anticipating a 6 a.m. start on Saturday morning.

A very noisy rooster crowed the waking hour (4:30 a.m.) and we both joined the other 46 sleepy starters at the mark line to await the issuance of the Route Instructions. The sun was not destined to come up like thunder, therefore, I was delighted to see that a very thoughtful rallymaster had included the time factors in the Route Instructions. Dr. Baird Butchart, Bethlehem, Pa., had laid out Saturday's run and remembering this year's Kunsman Memorial, I looked forward to a good, but tough day. Doc did a terrific job. The clues, with one exception, were clear and concise all the way. Clues #34 and #35 were mileage turns that weren't really turns, but since the General Instructions told you to go as straight as possible in the absence of directional warning signs, the mileages were included to keep you on the curving macadam at two places where it was possible to go straight onto dirt. The confusion occurred at clue #35 where the mileage given proved not to be necessary since there was a directional sign present. (This one had been put up by the Highway Department only a few days before the event.) This redundant clue, as it was commonly referred to, led a few cars astray and proved to be unfortunate because a checkpoint appeared not too long after.

The average speeds were perfectly suitable and it was possible to enjoy the Pennsylvania countryside and still stay on time. Our particular downfall, and we were not alone, came later while following a state route. It went left, we went straight and arrived at the mileage for clue #61 before we found clue #60. Seven miles off, eight minutes down and due to Evelyn's expert driving, we only pulled 20 seconds at the next control. If only we had had one more mile of road! With the 312.89 miles for Saturday completed, we turned into the Holiday Inn, tired but happy.

Sunday's run started an hour later, a fact which our particular rooster was not aware of, so we still got up at 4:30 a.m. — all the longer to worry about the day's course, since rumor had it that we were in for a tougher run from Routemaster Art Horst. It was a little more difficult, inasmuch as most of the speed changes were straights (not at an action point) and if you missed one you were a goner to the next control. At lunch, a bewildered crowd of rallyists enjoyed genuine Pennsylvania Dutch cooking while mulling the acquisition of a two-minute score on the previous leg. A misplaced checkpoint and a future correction gave Roger Bohl and myself something in common — a zero!

The entire rally was excellent, especially since chairman, Gus Shindle, had to reroute a good bit of Sunday's course at the last minute. (Pennsylvania's Governor Scranton had closed the State forests because of the fire hazard created by the recent drought.) Twenty-six of the 28 checkpoints, all of the open variety, were beautifully located just over hills or around curves and were well operated by the members of many local clubs. To mention a few, there were representatives from Old York Road SCC, Brandywine Motor Club, Rose Tree Motor Club, Buckingham SCC and Warhampton Motor Club. The lunch stops, rest stops and refueling facilities were the best. Safety inspection was handled efficiently and thoroughly and I was delighted with the patience and courtesy that everyone was accorded by each and every committee.

Looking at the overall picture, I would rate this rally as outstanding for there was no doubt about the tremendous amount of work that

All Cars GO !!! — ROSE TREE'S TENTH

NATIONAL

by
Charlotte
Dunkle

Gus and the Phila. Region people put into it. It is unfortunate that there were not more words of congratulation and less of the one thing that I found to be discouraging, disturbing and distasteful. I refer to what has become the gentle art of protesting, a practice which seems to be developing into a contest all its own.

Contestants most assuredly have the right to protest, for they do pay a rather high entry fee to run a National SCCA rally, and they have every reason to expect as near perfect a contest as possible. Now ideally, if the rally is not perfect, and few are, the leg in which the fault lies should be thrown out for everyone. This, however, is not so under the latest National rally rules where scores are adjusted on an individual basis, regardless of what is wrong. Why should the non-protestor be penalized because the rally has imperfections? Why should a contestant have to pay \$5.00, fill out numerous forms, inform certain appointed people and then wait to see if the protest committee will decide whether or not the protest is valid, when everyone knows it was a clear cut mistake on the course?

Protests concerning interpretation or ambiguity of a problem or a clue should be dismissed immediately and curtly, if necessary. It is virtually impossible for a rallymaster to make himself unquestionably clear to everyone in a rally, after all, he is dealing with different degrees of intelligence! This newest National rule also makes it possible for a clever contestant, with little integrity, to protest away his worst leg. This particular breed of cat will pick up a big score because he got lost on a legitimate clue; most likely he will then proceed to find some little discrepancy or technicality to protest, thereby achieve having his score adjusted and possibly end up putting himself in the winners' circle. I realize this is a difficult and delicate subject and there are those who may take offense, and I can only say, if the shoe fits, etc., etc.!!! There is a terrific amount of pressure put on a rallymaster and his protest committee, but when they accept these posts they also accept a big responsibility to *all* contestants. They have the responsibility of protecting the not-so-crafty who consider rallying a sport and not a business. I would like to see this rule removed from the regulations and see Nationals go back to the time when almost nothing was ever thrown out or adjusted. I know the so-called National rallyists would not like it that way, but at least everyone would get a fair shake. All in all, we had a wonderful time and Evelyn and I were happy to come in ninth overall — without making a protest!

RESULTS

Psn. Crew	Pts.
1—Norton & Kirkpatrick	279
2—O'Leary & O'Leary	404
3—Smith & Pickard	410
4—Hein & Bock	413
5—Nye & Ross, Jr.	470
6—Taussig & Kinlein	500
7—Yoho & Bohl	668
8—Morrison & Morrison	678
9—Moyer & Dunkle	743
10—J. Toney & Lichterman	817
Best Saturday Run — Toney & Lichterman.	
Best Sunday Run — Al Bochroch & Howard Hanna.	
Best Husband & Wife Team — O'Leary & O'Leary.	
Best Novice — Nye & Ross, Jr.	
TOP GEAR Award — Yoho & Bohl.	
Best Team — Team B, Chrysler 300 Team, 2071 points.	
Best Phila. Region Members — Norton & Kirkpatrick.	



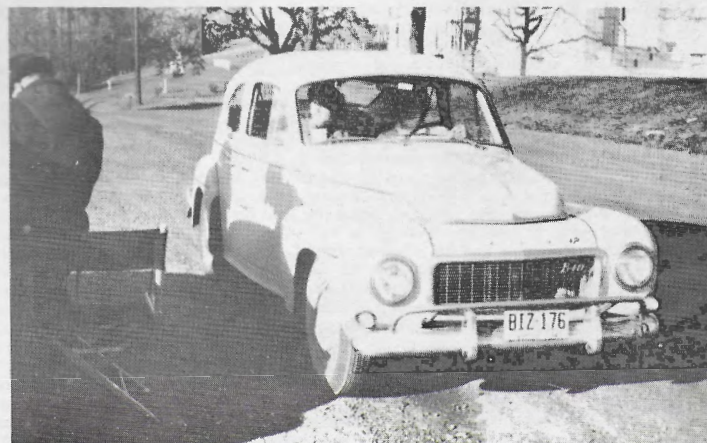
Ed Browne, Ohio, prepares for the onslaught prior to the 6 am start, Saturday.



Car #1 was crewed by Ed Coates and Chuck Greer, both from Philadelphia, here seen just a few minutes prior to the 6:01 am kickoff.

TOP GEAR reporting crew of Charlotte Dunkle and Evelyn Moyer wind up in ninth overall. These girls were so efficient that they had this story written and typed before entering the final checkpoint!

—SPOKESMAN Picture by Conduit



ANNUAL ALL-NIGHTER — January 25, 1964

[ADVERTISEMENT]

S.J. Regionals See New



Vineland goes International! At least so it would appear with a Swedish Volvo, British Austin-Cooper, French Simca 1000, and German Volkswagen, all charging in the morning sedan race.



The car of the day, albeit possibly a year late, was the Ray Heppenstall brainchild Cooper Monaco with Cobra power. Everything considered, this one-man home-built showed a high degree of finish and should be a likely CM contender next season.

Amid a flock of rumors, counter-rumors, considerable pre-event publicity, and brilliantly windy but cool weather, the South Jersey Region, SCCA, convened this area's last race date of the 1963 season, November 2-3. And to everyone's amazement a grand total of 154 cars were registered for competition, only six of these scratching prior to Sunday's grid activity.

In recent weeks this magazine has given publicity to the Vineland situation, and in this month's Mail Call column many of the writers' complaints were borne out Sunday. The 20 mph wind which blew all day long certainly pointed up the sandy pit area problem; the caliber of competition was so hot and heavy that the spectators on hand for this Regional race meet saw only snatches of the many little incidents that seemed to be featured in every race of the day. Additional spectator areas would seem to be indicated.

And to add color to the event itself, some of the entries were either new cars on their first outing, or seldom-seen marques stretching their legs with some of the more commonplace makes usually seen. For instance, Mark Donohue was on hand with a real live AC-Cobra; Alan Friedland ran a CP BMW 507 roadster; Ray Heppenstall also chose this event to unveil his long-awaited Cooper Monaco with Ford Cobra power. Reading, Pa.'s Peter Goetz appeared with a new Elva VII powered by the well-known Cosworth-Ford twin-cam engine; Skip Scott was similarly mounted, and George Wintersteen, Villanova, Pa., made what will most likely be his last appearance in the Porsche RSK. These three cars are now being attended by Earle MacMullan, Hometown, Pa., and in pre-race conversation with Earle the 1964 season will see Scott and Wintersteen mounted in Elva-Porsche cars, sporting the rugged Porsche 1700cc power unit.

Among the larger machinery there was a positive flock of Ferraris; no less than three Listers, two with Chevy power, one with Jaguar; Len Seifert was present with his two-years-a-building Chevy-powered Chevy-based special; and strangely out of place in FM ranks was Bill Weir's Turner MK II.

It was nice to see the hillclimb gang to the fore with their cars, if not particularly in the winners' ranks. Harry Reynolds had his oh-so-scruffy Lotus XI (but it's all mine, quoth Harry!); Al Loquasto in his now tattered and battered Stingray; Steve Elfenbein in his CM Corvette; Steve LeBoutillier in a DP MGB which looked to be about 20-mph too slow for the pack it was running with.

In most races the action was fast and furious. The HP Sprite races once again turned out to be a Truitt and Markoe benefit; Carl, a.m.; John, p.m. In GP stints the standouts were #96 and #99, driven by

Carson Baird and Bob Schmidt respectively. These two MG Midgets diced almost continually throughout the 8-lap a.m. and 15-lap p.m. events with Spitfire man Peter Blauvelt, the Spit finally nudging Baird to cop morning honors after a hard-fought battle. Stranger to this class was a bug-eyed Sprite endowed with a larger capacity engine, thus weighing it into the GP division.

In the Sedan events Gunnar Engelin's Volvo 122S ran away as it usually does, so leaving most of the action and color to the smaller and slower machinery. The SAABs of Vic Haji and Steve Kusnir ran well, but Vic's #7 proved luckier than Steve's #8. The Austin-Coopers elevated themselves off two wheels when negotiating the turns at Station 6 and 7, rendering the flagging crews at these points speechless with laughter! One stranger in the sedan lists was the Simca 1000 sedan driven by Bob Brown. Perhaps the drive of the day, as far as the closed cars was concerned, was the performance put up by Fritz Hirschberger in #41 Volvo 544. Fritz started the morning race last, he spun in the wooded section, arrived at the wiggle-waggle a few minutes later and proceeded to show the people there what happened to him up-course. After collecting the laughs from an appreciative audience he proceeded to get down to some motoring and by the last lap he ended up in tenth spot. Considering everything, a heck of a drive!

The Formula race was for the birds, at least in the morning. Sy Kaback's Lotus 20 running Formula Libre took off from the Formula Ves. and killed the whole race right there. The Alderman/Weldin Cooper-Alfa (FL) arrived late in the morning and Willis Weldin was able to get only a few laps in toward the end of this event, breaking a halfshaft in the process. He repaired this during lunch and in the afternoon race, George Alderman up, the car really put on a performance. The usually smooth-wheeling George goofed on the first lap, spinning in the esses and letting sly Sy get quite a way ahead. The Wilmingtonian collected his wits and jumped a sand bank to re-enter the track, now some seconds behind the torque-ful Lotus 20. After a few laps, despite poor tires, George was within striking distance of the Lotus, and every time they entered the grandstand straight the crowd was entertained to a display of superior torque being pulled out of the bag by Kaback. That Lotus just kept going away from the Cooper-Alfa's season-wary 1500ccs. In the last lap Alderman caught his opponent, only to see the win go by a snout to Kaback's hot Lotus. Meanwhile, back in the FV corral these diminutive single-seaters were snarling and scrapping among themselves. Ludwig Pfleger engaged in a minor altercation with someone his own size only to lose out the try, minus any damage. As we said last month, these Vees would go like gang-busters if a Super 90 were

dropped in there!

It has often been said about H Modified racing that these people are indulging in racing activity on the most meager of budgets, and to look at this meet's HM entry (which ran with the FP cars) that was oh-so-true! The only exception to this generalization was the Jacobsen SAAB Special, a really nicely turned out car showing good finish and attention to detail. However, notwithstanding looks, the HMs ran quite well, only a couple of them being absolute also-rans.

The FP gang was headed by Phillips and Turner, three Lotus 7s, strangely enough being at the tail-end of things for a change! John Schaible's Lotus 7 suffered from bent wrist-pin maladies, which could not be cured in time for the afternoon race, even though its crew tried to get things sorted out. Jerry Truitt was absent this time, his potent MGA taking a rest at home.

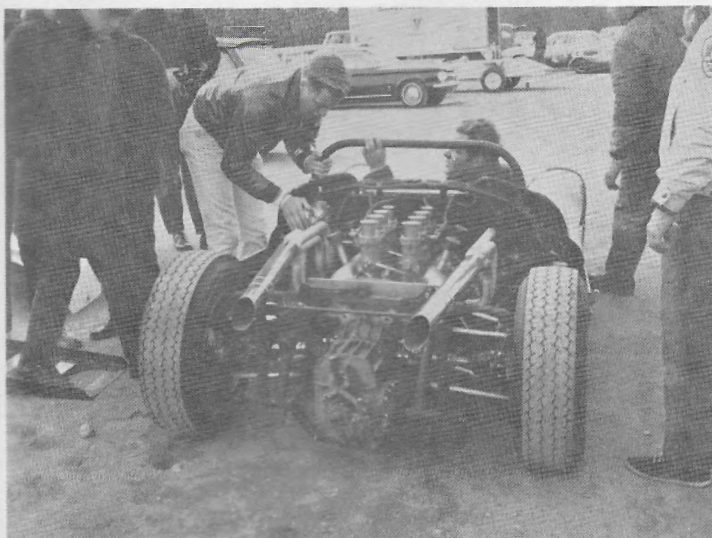
This past year E Production has been a pretty good class to watch, especially when run with DP, but this Divisional's EP bash was duller by far than it should have been. Pete Loucks wheeled the Team Breazano Healey into first spot; Johnny Breazano duplicated this in the afternoon, and the rest of the mob had fun on their own.

The A-D Production races were a repeat of this season's earlier National contests, inasmuch as Mark Donohue's ex-Bob Brown Cobra was the car de resistance, so to speak. Donohue's new acquisition was the first such car seen in this area and it clearly showed why the Shelby Cobra team has been doing so well on the national scene. Mark drove with his usual clean, smooth, effortless style turning laps within a second of the then-record, and by midway through the morning sprint he had already lapped most of the field.

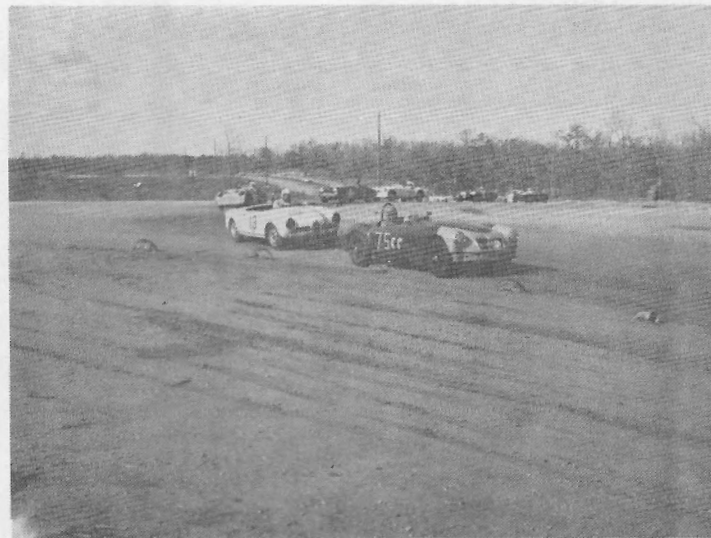
The early stages of this event were action-packed, to say the least, and about lap 6 traffic seemed to arrive at the infield turns all at once, and rush hour on the expressway was tame by comparison. One Jaguar roadster rammed the guardrail at Station 7, scaring a nearby photographer into a frenzy of shutter activity. He now claims he has the best damned head and shoulders portrait of a race driver at work ever put on film! Frank Ahlgren spun his Alfa a lap later, and so ended the parade.

If the morning race had provided some action the afternoon affair became a Bumper Derby. As before Donohue was off and running, but by the fourth lap the Cobra could be seen doing weird things with its front suspension. On negotiating the esses the wheels seemed to be going three different ways at once! Funny enough, Mark didn't seem to realize what was happening, and after a couple more laps he was black-flagged. Once in the pits it was found that the

Lap Record — 00:59.2



Following a trace of overheating in the morning sprint Heppenstall (in the car) is aided by Al Schall in checking out the trouble. With Bob Holbert at the wheel the Cooper-Cobra cut a new lap record, and also set a new race average. What more could be asked?



F Production gang-busters string out on wheeling through the chicane during first lap in the morning. Lee Phillips No. 75 MGA held on to take first; was third in the afternoon.

transverse front suspension spring had sheared the single retaining bolt holding the suspension to the frame. After fiddling with it for a moment, Donohue's mechanic let out a yell, and the car collapsed onto its front wheels. No one was hurt, but a couple of hoses were severed and the car became a tow proposition.

Meanwhile back at the ranch, hillclimber Al Loquasto had put his car in second slot behind Donohue (prior to his departure). Going into the infield turns on the first lap the Rizzo Stingray hit Len Amato's DP-leading Porsche S90, forcing luckless Len to the hind end, since it took a good lap for the fender to come off a wheel. Shortly thereafter Myers overcooked things a little bit on the back straight and hit Al Loquasto's already personalized 'Ray. Both waltzed and blocked the track — almost. Later Ed apologized and accepted responsibility for the mess. During all this, everyone else miraculously missed both cars, though Clark and Jennings nearly didn't make it. Al recovered and took off once more — this hillclimber was going to show them! He chased Brull's Corvette, who found he had his hands full trying to miss a spinning Porsche. Bru'll then clobbered the Lustig 'Ray and they too spun.

Following Donohue's being rendered hors de combat, Dave Clark put his Lotus into the lead and as the event closed he was able to continue pulling ahead of second-place Bruce Jennings.

The morning A to D Production fling was a crowd thriller. Donohue's Cobra was the first such car seen in this area, and it clearly showed why the Shelby Cobra team has been doing so well on the national scene. Apart from sounding just great, it really goes. However, the morning race in this category was not entirely dominated by the exotic snake! Not at all! This was an action-packed event if ever there was one. Rol Kinney's BP Corvette conked out on the second lap and just barely managed to coast off onto the side between Stations 6 and 7.

With the wild and hairy driving being displayed by the remaining 'Vette and 'Ray men things became a little hectic at the entry to the esses. A couple of spinouts did nothing to alleviate the situation since a goodly amount of sand and gravel was dragged onto the course at this point. About lap 6 or 7 traffic seemed to arrive at the esses all at once and rush hour on the expressway was tame compared with this brou-haha! One Jaguar roadster rammed the guard rail in front of Station 7 crew, again more sand and dust, almost scaring a nearby photographer, who claims he now has the best damned head and shoulders portrait of a race driver at work, in existence! Frank Ahlgren spun his Alfa a lap later at the same spot and Paul Sykes in a Stingray also obliged. There was body contact galore in this one, and things were pretty much repeated in the afternoon event.

As before, Donohue led the field; but by the fourth lap or so the Cobra could be seen doing weird things with its front suspension. On negotiating the esses the wheels were going three different ways at once! Funnily enough, Mark didn't seem to realize what was going on, and after a couple of more laps, during which time he was observed more closely, he was black-flagged. Once in the pits it was found that the front suspension spring had sheared the single retaining bolt holding the suspension to the frame. After fiddling with it for a moment Donohue's mechanic let out a yell, and the car collapsed onto its front wheels. No one was hurt, but a couple of hoses were severed and the car became a tow job.

By any standards these two A-DP races were real chargers. The Friedland 507 ran in the morning but was not present for the afternoon. Probably Alan wants to keep this car for the road on the road and out of the body shop! Wise man!

The Modified races, both a.m. and p.m., fielded the most representative group of modified cars seen in many a long day. With the advent of American power plants in road-hugging European chassis, it seems that the day is arriving for the big hairy modified sports car, to the detriment, of course, of the small-displacement sports racing car such as the renowned Porsche RS series. For instance, these two sprint races saw several Ferraris with Chevy engines, the Heppenstall Cooper-Ford (driven by Bob Holbert, reigning USRRC champion), and the aforementioned Listers, upholding the large car banner. At the other end of the scale were the Elvas of Goetz and Scott, Wintersteen's lone RSK, and an out-classed Lotus XI running GM.

The Canadian MGB, Wetanson's RSK, and the Carbonara Buick-Genie were absent, fortunately without the race suffering any.

Bob Holbert, as we all know, has had a little experience in the high-powered King Cobra cars, again belonging to Team Shelby, so the ride in the newly-finished Cooper Monaco Cobra was not completely new. Ray Heppenstall, former DB driver, and national HP champion, has put a lot of time into this car, and with the backing of Tom Fleming (Howe Sound) it has materialized as a potential winner. According to Holbert it feels every bit as good as the actual King-Cobras.

The morning race saw flu-stricken Ed Lowther set the pace from the start, and indeed by the time Holbert had caught up with him it seemed as though the red and yellow Lister would end up the winner. However, fuel injection troubles struck and Holbert took over the lead. Lap times were running around a minute plus and it was obvious that the ex-Porsche driver was using this race to familiarize himself with the new car. Keck, Goetz and Wintersteen went at it

with their placings changing regularly.

After it was all over Holbert told TOP GEAR that the car felt good for a lap under the minute, and apart from a mild overheating problem everything had gone off very smoothly. So when the last race of the day arrived interest was high. In the morning race the two Lister-Chevys of Lowther and Keck had shown everyone that they still had a lot on the ball, despite their age. In fact, Keck really had his car motoring in a way he had seldom enjoyed this season.

At the drop of the flag Holbert got a good start, this time with Lowther tailing him. Skip Scott placed his red Elva well up in the leaders and it developed that this was going to be a test of light little car versus powerful large car. On the second lap Holbert cut a sizzling 59.2 secs, for a new course record, and then while on lap three accidentally knocked off the ignition toggle switch while entering the back straight. In the interim three cars passed him and when he appeared in view of the stands he was in fifth place. It did not take him long to charge ahead and he soon re-appeared in second and then first. Somewhere on the third or fourth lap Skip Scott's car had lost its rear bodywork, and for a while it was thought that he would be black-flagged since he was trailing a small piece of sheet metal. At this point the young driver was a solid third, holding off Keck, Goetz and Wintersteen, who were all having fun and games on their own, just as they had done in the morning. Way back was that peculiarly placed FM Turner. The Se'fert Chevy-Special, Echidna, proved to be bug-ridden since it was turning slower and slower lap times each successive tour until it finally retired. The Ferraris were all having a good time, Dick Stockton and Sam Abbott going great guns.

Meanwhile, Holbert continued touring steadily, but without having to set any new lap records. The wind pressure of high-speed motoring began to tell on the front bodywork of the Cooper-Ford. Holbert breezed home to a happy Ray who has burned much midnight oil on this project. Just as a point of interest here, the car had the latest Goodyear T7 tires, which should be good for a three-second edge on any given course, other things being equal.

And so the curtain rang down on an excellent day's racing, which was dull only in a few spots. Despite the very cold and blustery weather the stands were not quite half full, which should show Bill Nocco that people will turn out when a good pre-event publicity campaign is conducted. Hillclimber Charlie Beidler was on hand at the PA system and certainly gave an air of authenticity to the proceedings which has hitherto been lacking.

RESULTS RESULTS

H PRODUCTION

MORNING: 1—Carl Truitt, Sprite; 2—John Markoe, Sprite; 3—Rick Needham, Sprite.
AFTERNOON: 1—John Markoe; 2—Carl Truitt; 3—Dave Mott, Sprite.

G PRODUCTION & SEDANS

MORNING: Gunnar Engelin, Volvo 122S (1st OA & Sdn.); Rod Harmon, Sprite (2nd OA, 1st GP); Peter Blauvelt, Spitfire (3rd OA, 2nd GP); Carson Baird, MG Midget (4th OA, 3rd GP); Vic Hajj, SAAB (6th OA, 2nd Sdn.); George Mershon, SAAB (8th OA, 3rd Sdn.).

AFTERNOON: Gunnar Engelin (1st OA & Sdn.); Bob Schmidt (2nd OA, 1st GP); Fritz Hirschberger, Volvo 544 (3rd OA, 2nd Sdn.); Vic Hajj (4th OA, 3rd Sdn.); John Still, Spitfire (7th OA, 2nd GP); Carson Baird (8th OA, 3rd GP).

F PRODUCTION & MODIFIED

MORNING: Lee Phillips, MGA (1st OA & FP); Jack Keller, Alfa Spyder (2nd OA & FP); Don Brunner, SAAB Spl. (3rd OA, 1st HM); H. DeLewis, TR3 (4th OA, 3rd FP); Paul Kneeland, Bagra Spl. (5th OA, 2nd HM); George Garrett, Kurrett Spl. (7th OA, 3rd HM).

AFTERNOON: Ferrell Miller, Turner (1st OA & FP); Jack Keller (2nd OA & FP); Lee Phillips (3rd OA & FP); Paul Kneeland (4th OA, 1st HM); John Jacobsen, SAAB Spl. (5th OA, 2nd HM); George Garrett (12th OA, 3rd HM).

E PRODUCTION

MORNING: 1—Peter Loucks, AH 100-6; 2—Newt Whitcomb, Porsche Spdstr.; 3—Harry Wardlow, Porsche Spdstr.

AFTERNOON: 1—John Breazzano, AH 100-6; 2—Ron Grable, Porsche Spdstr.; 3—Brad Howes, Porsche Spdstr.

FORMULA LIBRE, JUNIOR and VEE

MORNING: Sy Kaback, Lotus 20 (1st OA & Libre); Sam Price, RAM (2nd OA, 1st Jr.); Heinz Jaensch, Vee (3rd OA, 1st Vee); Ludwig Pflieger, Vee (4th OA, 2nd Vee); Jim Miller, Vee (5th OA, 3rd Vee).

AFTERNOON: Sy Kaback (1st OA & Libre); George Alderman, Cooper-Alfa (2nd OA & Libre); Sam Price (3rd OA, 1st Jr.); Heinz Jaensch (4th OA, 1st Vee); Jim Miller (5th OA, 2nd Vee); Ludwig Pflieger (6th OA, 3rd Vee).

A to D PRODUCTION

MORNING: Mark Donohue, Cobra (1st OA & AP); Ed Myers, Corvette (2nd OA & AP); Dave Clark, Lotus S7 (3rd OA, 1st BP); Bruce Jennings, Porsche Carrera (4th OA, 2nd BP); Bob Brull, Corvette (5th OA, 3rd BP); Jerry Lustig, Stingray (6th OA, 3rd AP); Dick Stockton, TR4 (9th OA, 1st DP); Len Amato, Porsche S90 (11th OA, 2nd DP); Alex Dearborn, Porsche S90 (12th OA, 3rd DP); Charles Lynch, AC Bristol (13th OA, 1st CP); Alan Friedland, BMW 507 (16th OA, 2nd CP).

AFTERNOON: Dave Clark (1st OA & BP); Bruce Jennings (2nd OA & BP); Al Loquasto, Stingray (3rd OA, 1st AP); Bob Brull (4th OA, 3rd BP); Ed Myers (7th OA, 2nd AP); Tom Forman, Jag XK120-MC (8th OA, 1st CP); Jerry Lustig (9th OA, 3rd AP); Dick Stockton (10th OA, 1st DP); Alex Dearborn (11th OA, 2nd DP); Charles Lynch (12th OA, 2nd CP); Peter Loucks, TR4 (14th OA, DP3); Dave Pelz, Jag XK140 (16th OA, 3rd CP).

C to G MODIFIED

MORNING: Bob Holbert, Cooper Monaco-Ford (1st OA & CM); Skip Scott, Elva VII (2nd OA, 1st FM); Hal Keck, Lister-Corvette (3rd OA, 2nd CM); Peter Goetz, Elva VII (4th OA, 2nd FM); George Wintersteen, RSK (5th OA, 1st EM); Tom O'Brien, Ferrari Dino (6th OA, 2nd EM); Michael Gloth, Lotus 7 (7th OA, 3rd FM); Dick Stockton, Ferrari (8th OA, 3rd EM); Vince Tudisco, D Jag (9th OA, 3rd CM); Harry Reynolds, Lotus XI (14th OA, 1st GM).

AFTERNOON: Bob Holbert (1st OA & CM); Ed Lowther, Lister-Chev. (2nd OA & CM); Skip Scott (3rd OA, 1st FM); George Wintersteen (4th OA, 1st EM); Hal Keck, (5th OA, 3rd CM); Tom O'Brien (6th OA, 2nd EM); Steve Quigley, REV-master Spl. (9th OA, 2nd FM); Michael Gloth (10th OA, 3rd FM); George Siomki, Ferrari (11th OA, 3rd EM); Harry Reynolds (13th OA, 1st GM).

Vineland Vignettes

by
Reynolds & Elfenbein

The winning Ford-powered Cooper Monaco is the East Coast's version of the King Cobra, so successful on the West Coast. Ray Heppenstall, who certainly should know, told me that the Cooper part of the car is four years old. The like-new look comes from nine months of meticulous preparation. Just before the morning race left the false grid, Ray asked me if he might borrow the seat cushion out of my Lotus XI for Bob Holbert. In the following few minutes, and also in the afternoon race, I had the pleasure of being lapped by my own seat cushion (and Cooper-Ford and Holbert) twice! In the afternoon race, the Cooper-Ford had a lap average of 1:01 (1:01 equals 82 mph.) equating the former Holbert-held single lap time. Indeed, a record-breaking drive for Bob Holbert.

No fewer than four Ferraris appeared for the weekend. Two had two-litre Ferrari engines and two were Chevrolet conversions. Oscar Koveleski's Monza with a 327-inch Corvette engine broke a rear stub axle during practice on Saturday. The part was not available and Oscar went home, which was a shame after lap times of 1:03. Sam Abbott's Ferrari-Chevy ran in the morning race only on Sunday. Tom O'Brien's Dino V-6 took second in both morning and afternoon races. Similar consistency was shown by George Siomko's Testa Rosa four-cylinder, which took third in EM in both morning and afternoon races. Dick Stockton, who looks after the car was driving in the morning, and the owner in the afternoon.

The Volvo factory car once again won its class and overall. This car has been at a great many races here in the East, it is always clean, well-prepared, and usually wins. Spectator comment on the success of this car shows the advertising value of factory sponsorship, and the lack of attention the car requires attests to the quality of the car and the preparation. Rarely is anyone seen near it when it's not being raced, and never have I seen the all-too-common "Chinese Fire Drill" type of pit work being done. Gunnar Engelin just goes out there and wins; then they pack up and go home!

The Vineland weekend reinforced some suspicions I've had about practice techniques in an unfamiliar car. When I went out on Saturday in my newly-acquired Lotus XI nothing seemed right. The car appeared to handle all wrong and my reflexes (not any too fantastic at best) seemed off. Unhappily I went into the pits, soundly kicked each of the tires, and went out for the second round of practice. Everything went very well indeed. Suddenly I had become Jim Clark and the old Mk. XI a new Lotus 25. This same sudden change in outlook has happened to me a dozen times in four or five different cars. I wonder, does it happen to anyone else?

It seems that Formula Junior racing is dying out. Only one car, a rear-engined RAM, competed in the class. A goodly number of rear-engined Juniors are being changed into Formula Libre cars. One of the first of this breed is still quite successful, the Weldin-Alderman Cooper-Alfa. Sy Kabak's

(Continued on Page 30)

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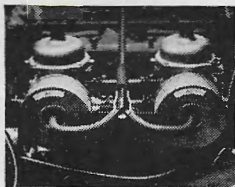
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PETITE "4" MOTOR SALES



"We've withdrawn from the horsepower race."

To most of us the automobile salesman is a breed apart, and this seems to be especially so when we make the rounds of dealers' showrooms when we go looking for a new car. In this selection of cartoons, taken from Automotive News, we glimpse a view from the salesman's side of the fence.

MOTOR SALES



"Well, which will it be here—we're just looking, you call that a deal, or we'll be back later?"



"If we tell them they can't be built any better, what'll we say about next year's models?"



"That isn't necessary, Smith. You know our front seats are adjustable."



"That 'boom' when you stop is normal, Lady. This car has 'drum-type' brakes."

PRCA Tables Scheduling Meeting For 1964 Slate

Betty Kirkpatrick, hard-working Gal Friday of the Pennsylvania Rally Championship Assn., has just advised us that a rally calendar scheduling meeting is set for Wednesday, January 8th, 1964, at the Warminster Manor, Old York Road (intersection of Rte. 263 and Rte. 132), Warminster, Pa. Time 8:00 p.m. All clubs in the Eastern Pennsylvania/South Jersey area are invited to send two representatives to attend this meeting, and to bring with them as complete a calendar of their club's activity program for 1964 as possible.

As opposed to the meeting which set up the 1963 schedules, this one

will consider **ONLY RALLY EVENTS** — dates for gymkhanas, racing, sprints, etc., etc., will not be included in the printed schedule which will be issued early in February. For further information on this meeting, Betty's number is (215) LA 5-9709.

Continuing with PRCA news, contestants' evaluations on the 10 championship rally events which made up the 1963 card indicate that the Eastern Pa. SCC's Romig Memorial Rally was selected as the best PRCA rally of the year. Contestants were close in their opinions between the Romig and second choice, the Pennsylvania Polka. The Polka was masterminded by top PRCA navigator, Jay Toney, and the event itself was run under the auspices of the Bucks County Mental Health Society.

HSCC 2-miles Twice Trial

Porsche S-90. Harry wound up just 60/100 of a sec. off the first place time with a 178.62.

A battle was also raging in Class D. Dale Rowley, MGA, from Livingston, N. J., (186.29) finally nosed out Thomas Farley, MGB, a member of the Heel & Toe SCC, (186.43).

Harold Nerdrum (age 18), driving a TR 3, copped 1st place in Class E with a score of 183.00. 2nd spot went to Harry Schmalbach, Phila., Pa., also in a TR 3 (186.36).

Bob Robbins, Vincentown, N. J. and Jaguar XKE, walked off with Class F honors and BEST TIME OF DAY (174.76). Harbor member, Bill (Paddlefoot) Brown bombed his Stingray into 2nd position in class with a score of 178.00.

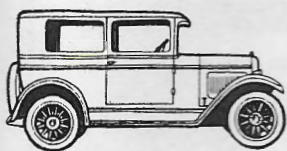
The Lotus 7, driven by John S. Pino of Hammonton, N. J., claimed 1st place in Class G with a time of 185.56. Second place winner was Dick Paul of Woodbridge, N. J. Dick thundered around the

oval in a much-modified Corvette.

The Ladies class is not decided by which gal goes fastest, but by a percentage formula. And so the first lady of the day turned out to be Miss Mary Anne Bradley, member of Suburban SCC (and various other clubs). Little Miss M.A.B. drove the clutch right out of her Mini-850 and posted a score of 1.013%. Second place lady was the Porsche Club member, Mrs. Betty Pratt of Basking Ridge, N. J. Betty drove her Porsche to a tune of 1.055%.

Well, that ends the season in Pleasantville. The Harbor gang has enjoyed bringing you this past season of trials and we hope that you have enjoyed them enough to want to come back again next year and try for some of our pewter... look for our next news in TOP GEAR around April or May, 1964!

—George Johnston and
Pete English



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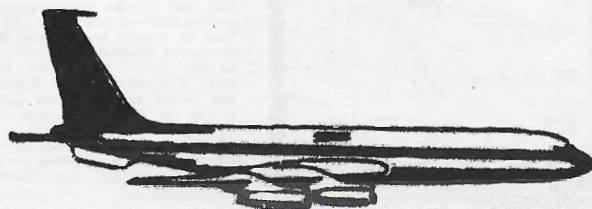
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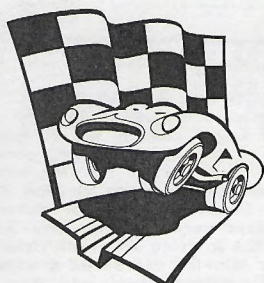
Membership in the TOP GEAR Boosters' Club, along with all the club's many travel privileges to national and international motorsport events; for 1964 TGBC is planning an Indianapolis 500 trip, a 30-day European trip for three of the top events there; another Nassau Speedweeks trip; plus others to be announced later.

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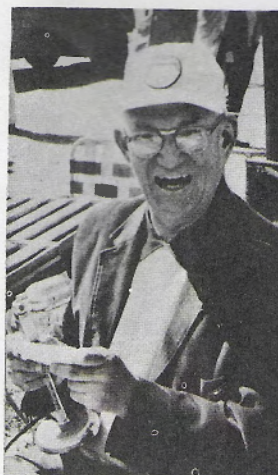
In Memoriam

It is with extreme regret that we note the passing of Dr. Baird Butchart, Bethlehem, Pa.

To most of the younger group active in sports car circles Doc was probably no more than just another personality, but to those of us who knew him well, he will most likely be remembered as Mr. Sports Car. Dr. Butchart was extremely active in all phases of our sport, and was one of the leading lights of Lehigh Valley's Warhampton Motor Club.

In past years Doc, and his wife, Anne, traveled the national rally circuit, and despite the pressures of a growing pediatric practice he still found time to devote his energies to the Springtown Hillclimb, and most recently to this year's Appalachian National Rally. A member of Phila. Region, Doc had served as Membership Chairman, and at the time of his death was the Region's Assistant RE.

We are sure all our readers will join with TOP GEAR in extending our sincere condolences to Mrs. Anne Butchart in her bereavement.



more

You have asked for comment on why sports car racing as a spectator sport is losing ground at Vineland.

First, let me describe my interest in sports car racing so you can properly evaluate my opinion. I have owned an Alfa Veloce Spyder for five years; I do most of the work on it myself; I attend rallies, gymkhanas, hill climbs, as a worker and as a participant, several times each year but not every week end; I have a brother who is Southeastern Class H Champion; I keep up with most sports car events by reading various periodicals. In other words, I believe I am slightly more enthusiastic than the average spectator and yet if sports car racing was abolished tomorrow, I could go on living almost as happily as at present.

Sports car racing at Vineland — and most other tracks — is accomplished with as little consideration for the paying customer as it is possible to imagine. Here are a few of my major complaints:

1. Sports car races are run usually no matter what the weather. There is absolutely no weather protection in the stands. The contestants can remain cooler and dryer than the spectators who are supporting the operation.
2. The programs are incomplete, inaccurate and often unavailable.
3. The toilet facilities resemble those we used to have on the farm except there we did not have to stand in line even at the morning rush hour.
4. Food facilities are similarly crude. What is so sacred about a hot dog that nothing else can be served?
5. The public address system is very poor. The location of the speakers assures that every passing race car will make hearing impossible.
6. There is no score board. What other sport would dare to expect every customer to keep his own scores?
7. Many spectators would like to spend some time in the pits watching the activity there. Limit the pit passes to one per race car and charge a good price for all others up to the limit of facilities. Most of the present pit crews are spectators rather than mechanics any way.
8. Newspaper advertising and coverage of the results is woefully inadequate.

Al Stone

West Chester, Pa.
P.S. — I forgot to mention — the parking facilities are excellent — except for the man who is allowed to intimidate the customers into purchasing a small flag emblem for an unknown cause.

In 1963, I was at Vineland three times. I attended one drivers' school and took part in two races. I was sorry to hear that there might be some trouble with next year's program, and I accept your invitation to write and express my opinion for whatever it is worth.

I personally liked the organization, courtesy and ability of the officials, flagmen and communication personnel. It is a good track, although I would like to see an additional one-half mile added to make things really interesting. The pit area should have more facilities such as running water, air, and a couple of permanent stands for refreshments and supplies (oil, parts, etc.). The parking area inside the pits should be better divided into stalls for race cars and crew cars.

I believe that the dwindling attendance is caused by the fact that too many races have been run during the season, all of almost equal significance. Perhaps it would be better to reduce the number of race meets to a couple of regionals and a couple of endurance races (four-hour) throughout the year.

Furthermore, what I believe is needed is to create a Vineland image by organizing one or two important and somewhat different races. For example, Marlboro is known for its twelve-hour for sedans; Lime Rock for its eight hours; and Bridgehampton for the double 500. There is a good idea in the marquee races which were organized this past season. I would like to suggest that this particular meet (whatever it may be) be given a maximum of publicity throughout the east; invite drivers through their own marquee clubs; invite the distributors or manufacturers to give trophies and to be officially represented at the track. Possibly an MG, Alfa, Porsche (or other marques) meeting (dinner?) on the Saturday prior to the race could be organized.

In other words, make this particular race very important because of the competition among cars of the same manufacturer. This should bring to

Vineland a good number of drivers and a good number of fans. This should, in a way, do a good public relations job for the track since this idea has not yet been exploited.

It would be a sad thing indeed to lose a good track like Vineland and I am hoping that these suggestions might be of help in finding the right approach to drawing drivers and fans to the track.

Rino C. Argento
Pearl River, N. Y.

With reference to TOP GEAR's open letter request for views on improving Vineland situation: Generally speaking Vineland is not alone in suffering from lack of spectator attendance for sports car events. Having raced the track several times I am aware of its good lay-out, spectator wise.

Primarily, I believe, lacking a major international type of event, which carries its own advertising, an advertising campaign in newspapers and/or radio in metropolitan Washington, New York and Philadelphia, playing up the appeal the cause offers from a viewer's viewpoint is of most importance. I have always felt that proper advertising — geared to the man-in-the-street (i.e., types of cars, bleacher seats, speed, etc.) would aid SCCA racing at all levels — regional and national.

From a driver's standpoint the cause has the same problems shared by Lime Rock, Thomson, Budgehampton et al: sandy pits and barbaric facilities.

We plan to race Vineland several times next year and trust something can be accomplished to save the course.

Jim Driscoll
West Islip, N. Y.

I am writing in response to your open letter concerning the future of SCCA events at Vineland Speedway. I attended two SCCA events about two years ago. The first was at the beginning of the season and it was a damp, cold, rainy, miserable day, but I loved it. It was my first race in person. The second time was quite different, however. It was sunny and very, very hot. I was still just as hot on racing, but it became very boring watching the cars parade by single file. The only thing I got that day was a bad case of sunburn!

The only reason I have not returned to Vineland is because of the limited field of view offered to the spectators. Most of the dicing and battle for positions is done on that part of the track hidden from the view of the bleachers. As you know, the sun beats down on the bleachers and makes one mighty uncomfortable. As the cars come into view, they are usually in the position they retain until turn one.

If the spectators were permitted to watch the races from various points on the infield at the turns, I am sure more people would come out. This could be accomplished at little extra cost and no loss of safety. The spectators would be permitted to an area on the inside of the turn where the cars would be drifting away from them. A few hay bales would be sufficient and a couple of barricades to keep the people in the safe area.

Paddock passes should also be available to allow people around the pit area. This should be supervised to prevent spectators from interfering with the mechanics. Within the infield, walkways should be indicated to keep the spectators in safe places and dangerous areas can easily be roped off. I doubt if the spectators would violate danger areas, but a penalty of ejection from the track should be enforced. In all I think this would make racing more interesting and bring out more spectators. I know I would attend every event if I was assured of seeing the action. I would appreciate any comments you might have on my ideas as I thoroughly enjoy good sports car racing.

At the same time I would like to say that TOP GEAR is really great. My dad is a member of the Phila VW Club and I just sold my TR-3. I hope to have another sports car before too long. Keep up the good work.

Mark Elfont
Philadelphia, Pa.

mail call

First of all, I would like to congratulate the editors of TOP GEAR for putting out a fine magazine. It covers almost every event in Delaware Valley very fully and well.

In the October/November issue you asked for ideas and comments on the state of Vineland as a sports car track, and I would like to put forward my thoughts on this subject.

I feel that it is a very good track and I have seen some good racing there. However, there are virtually thousands of people in the Philadelphia-Trenton-Camden area who have never heard of the track and the racing that goes on. This omission could be taken care of by a good publicity job. I have yet to see any of the three Philadelphia newspapers give more than four inches space on a single column to Vineland. Whether this is due to a lack of information or indifference on the part of these newspapers I do not know. However, I also feel that all the members of the local SCCA regions should write to the sports desks of the *Inquirer*, the *Bulletin* and the *Daily News*; there could be a noticeable improvement in the attendance as a result of this.

The same holds true for results. In the papers following the early November Regionals there was not one mention of Bob Holbert having demolished the track record, in a car which we read about in *Sports Illustrated* and other NATIONALLY circulated news media! This was certainly worthy of mention.

And this is not the only means of achieving a good publicity job. Why not have the owner of that pretty little Alfa, Porsche or other sports car put a poster in their car windows advertising forthcoming races? (These could be printed in an appropriate size to fit small glass areas — ED.) Many people who have never been to a sports car event but who are interested in automobiles could thus learn about coming events. This system has been used quite successfully by the Sleepers, a hot rod club in Abington, Pa., to promote their annual Rod & Custom Show.

Another good way of getting fans out is to advertise the sports cars at other auto racing venues. By this I mean that a couple or so of the better sports car drivers should take their cars to other local tracks and show them off. Just imagine how many people would come to see Dick DuBois dirt-track his Stingray the way he did in the recent Four-Hour enduro!

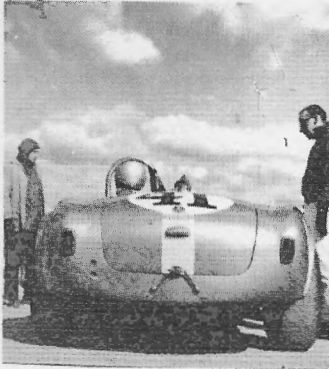
There are many tracks where this form of display could be put on. Flemington, and Old Bridge in New Jersey; perhaps even Trenton; Hatfield, Reading Fairgrounds, Nazareth and Langhorne in Pennsylvania. Admittedly this is going to lead to an intermingling of various forms of auto competition, but isn't this good?

If from the above you have received the impression that I am a dirt-track fan, you are partly correct. I regularly attend . . . many events in the area. I do hope these ideas will be helpful to you.

Richard Kendrick
Philadelphia, Pa.

Changing your address?

LET TOP GEAR KNOW!



Mark Donohue showed this clean pair of Cobra heels to the A-DP pack in both am and pm.

Listers to the fore! Nowadays seldom seen except one at a time, this Regional event saw three of these cars out at once.



Vineland Vignettes

(Continued from Page 23)

Lotus XX, with Ford 1500 cc power, won both morning and afternoon races. New to this area is the ex-Andrey Lotus now owned by Ed Stanley, which drained its own oil during practice on Saturday and was seen no more.

The Formula Vees look like fun, but the fault (from a spectator's viewpoint) is their lack of power. They look much faster sitting still than in motion. I wonder if it would cause giant financial hardships if some limited amount of engine modification be permitted? Or would it only lead to a parallel of the current paradox of SCCA "Production" car racing? According to all I've read, next season promises to be a complicated one insofar as sorting out the various formula cars. We will have F-1, F-Libre, front and rear-engined F Junior, F-III (old), F-III (new), F-IV, and F-Vee. I wonder how the casual, three-race-a-season spectator will keep track of them all. Or if he'll really care.

Most of this season has shown that the fields in the big three production classes A, B & C, have been very small. Vineland's last race meet was exceptional, but this is often the case at the last race where EVERYONE wants one more go at it before the winter. These three classes should really put on the best show for the spectators, as they contain all the biggest and fastest machines. But this year's classes have left the A, B and C cars out in the cold as far as REAL inter-marque or large-field competition is concerned.

When there are fields in Class B, even approaching a good size, it turns out that over half the cars are the fantastic Lotus Super 7s. Now these are great cars, but usually the race turns into a parade with the car that gets into the turn first usually winning, if it lasts long enough. Perhaps 1964 will see a change in this.

Up in A the Cobra is unbeatable. This, of course, is nothing against the car. It goes, it handles, and it wins. What more can you ask? A bit of competition, that's what! It is no fun to watch a race made up of a few cars, one of which so outclasses the others

that they don't even see it until it has lapped them! In the Nationals other marques finally stopped entering; now with the local Cobra, singular, even the few E Jags and 'Rays that have run in our area will the other AP entries diminish?

And for some reason even class C, which should have seen good Daimler, Bristol, Jaguar races, has also seen so few cars enter that there is hardly a class at all!

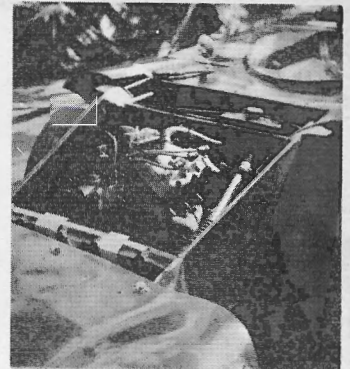
Something must be done, and most interested people are getting tired of hearing that stock answer about this car or that; "Where else are you going to put it?" The SCCA performance classes were set up to eliminate a class being dominated by a single car, but somewhere in the past year or so things have gotten out of hand. Either stick to the performance thing all the way, or find another season of almost dull races ahead.

For example in class A the Cobra has a power to weight ratio of 5.4 to 1, while the Stingray turns 8 to 1; now at first glance both numbers are so small that they both indicate very fast cars. True as that may be, they certainly aren't equal. The Cobra has almost a 50% advantage, this is the same as if the 'Ray raced a Bristol or the average class C car with a ratio of 12/1, about the same 50% advantage. Try putting these cars together and then listen to the screams.

One solution would seem to be the addition of another class in the big car area. Class A could be for the Cobra, Ferrari GTO, the aluminum XKE, and the lightweight Stingray; B for all normal Stingrays and XKEs, the Aston Martins, and ALL Corvettes with the 327-inch engine; C could have the Porsche Carreras, Abarth 1000, Simca Abarths, ALL Corvettes with 283-inch engines, and the Lotus Super 7, and so on down the line.

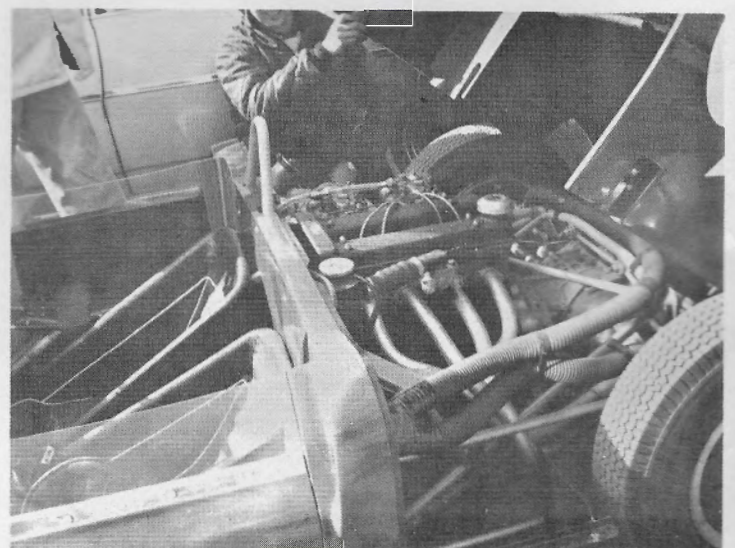
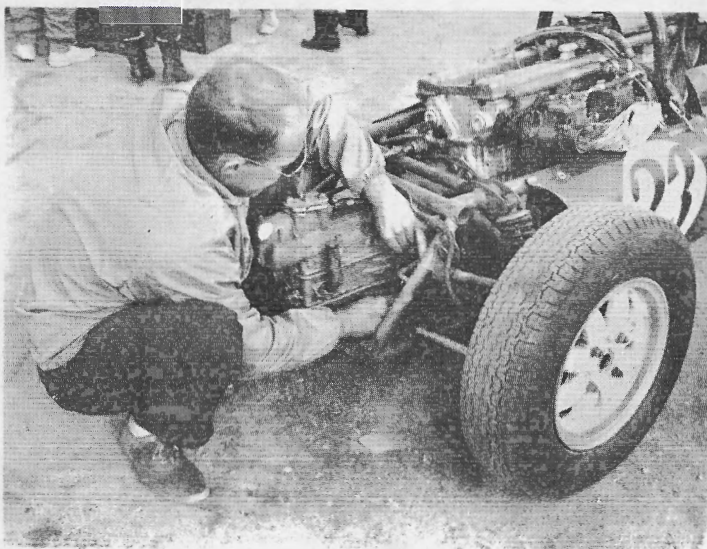
This is but one possibility, but it seems that there must be an improvement in the Big 3 Classes or racing will be very sad next year.

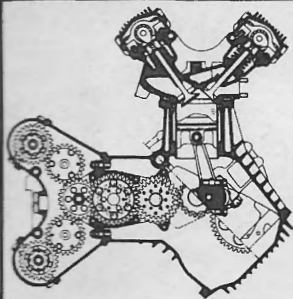
TOP GEAR



John Jacobsen's SAAB Special uncovers its business end. Car is well finished and motors quite effectively.

It's funny, but the Cobra seems to look different from its older cousin, the 2-liter AC-Bristol. Even apart from its going so differently!





TECH SPECS

If you have any technical questions which you would like our panel to answer, send them to TOP GEAR, Technical Dept., Box 482, Warminster, Pa.

QUESTION: I've heard considerable talk lately about crack testing of race car parts. Could you discuss some of the methods and their applications? G. L. S.

ANSWER: The majority of failures in metal parts originate at the surface of the piece and spread until a break occurs. This spreading of the defect through the cross-section of the part is more or less gradual and may be detected in the early stages by several techniques. These crack testing techniques are used to discover surface imperfections which may lead to the unexpected, and often dramatic, failure of a seemingly good part. An arbitrary division of the methods used to discover surface cracks may be made into magnetic and non-magnetic means.

In the magnetic method, which can only be used with parts made of material capable of being magnetized, the part is magnetized and material is introduced which is influenced by the part's magnetic field. A local magnetic field is set up at a crack and a concentration of the particles here gives indication of a point of possible future failure. Parts are usually successively magnetized in several directions because cracks running in the same direction as the magnetic field in the piece are difficult to detect. The media used consists of finely divided ferromagnetic particles, either dry or in a liquid,

along with a dye to make detection of cracks easier. The Magnaglo method uses fluorescent ferromagnetic media and black light for inspection. Defects show up as streaks of white against a dark background.

The non-magnetic method of locating cracks may be used on ferrous and non-ferrous materials with equal success. This method depends on use of a fluid having low viscosity and surface tension which will readily flow into cracks in the surface of the part under scrutiny. When the piece is washed, the fluid in the cracks appears on the surface, and cracks are then easily seen. The Zyglo method uses a fluorescent liquid and black light much the same as in Magnaglo, except without the magnetic principle being used. Cracks appear as a brilliant fluorescent mark. In general, the dye-penetrant methods described above are used for non-ferrous parts, small parts, and suspected areas of larger parts.

Nearly any metal part around a race car is a likely candidate for fatigue failure and hence might be crack tested. Most frequently examined are suspension, steering and engine parts. It is impossible to set down hard and fast rules as to what should be checked and how often. Because of poor design, abuse, and normal racing wear and tear, front spindles seem prone to repeated failure on some cars. Because of the serious consequences of the high speed failure of a front

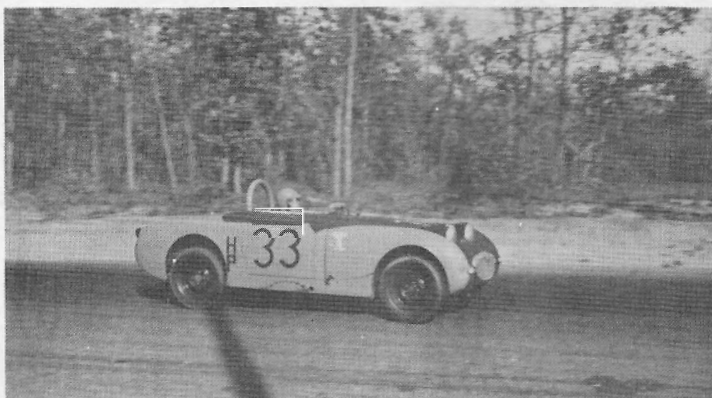
spindle, many mechanics test this part after every few races and replace it when questionable.

In a major engine rebuild, crankshaft, camshaft, connecting rods and bolts thereof, tappets, pushrods, rocker arms, valves and valve springs, and pistons are usually tested. If you keep your eyes and ears open you'll soon discover the particular style of blow-ups peculiar to your engine and you may then be doubly careful to check on the weakest link.

Clutch, gearbox, driveshaft and brake components are obvious areas where crack testing may be usefully employed. Not so obvious, but equally important on some cars, are such items as pedal shafts, water pump parts and frame tubes. Too often it's easier to assume that a brand new part is good than to check to see that it is. Few parts are crack tested by manufacturers (especially when these parts are supposedly destined for understressed duty in everyday cars) and new parts occasionally are defective. If you are now replacing the twelfth left binkwhat of the season, better test one; the new ones may not be any good!

To find out who can do crack testing work for you, check your local area Yellow Pages. A phone call or two will usually unearth a company which will give you advice on the proper testing procedures, do the work, and even furnish you with impressive certificates, if you so desire.

BELOW—Shorty Miller warms up his always-immaculate Turner as Charlie Jefferson looks on. This car is now no more, since Shorty had the misfortune to pile it up at Marlboro the following weekend. **UPPER RIGHT**—Mrs. Truitt's boy Carl diced it up in both HP events with John Markoe. Here Truitt is well out in the morning race and so nailed a well-deserved first. **LOWER RIGHT**—Gunnar Engelin's Volvo 122S Sedan performed as polished and effortlessly as ever.



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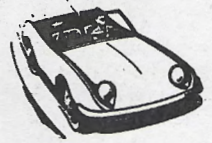
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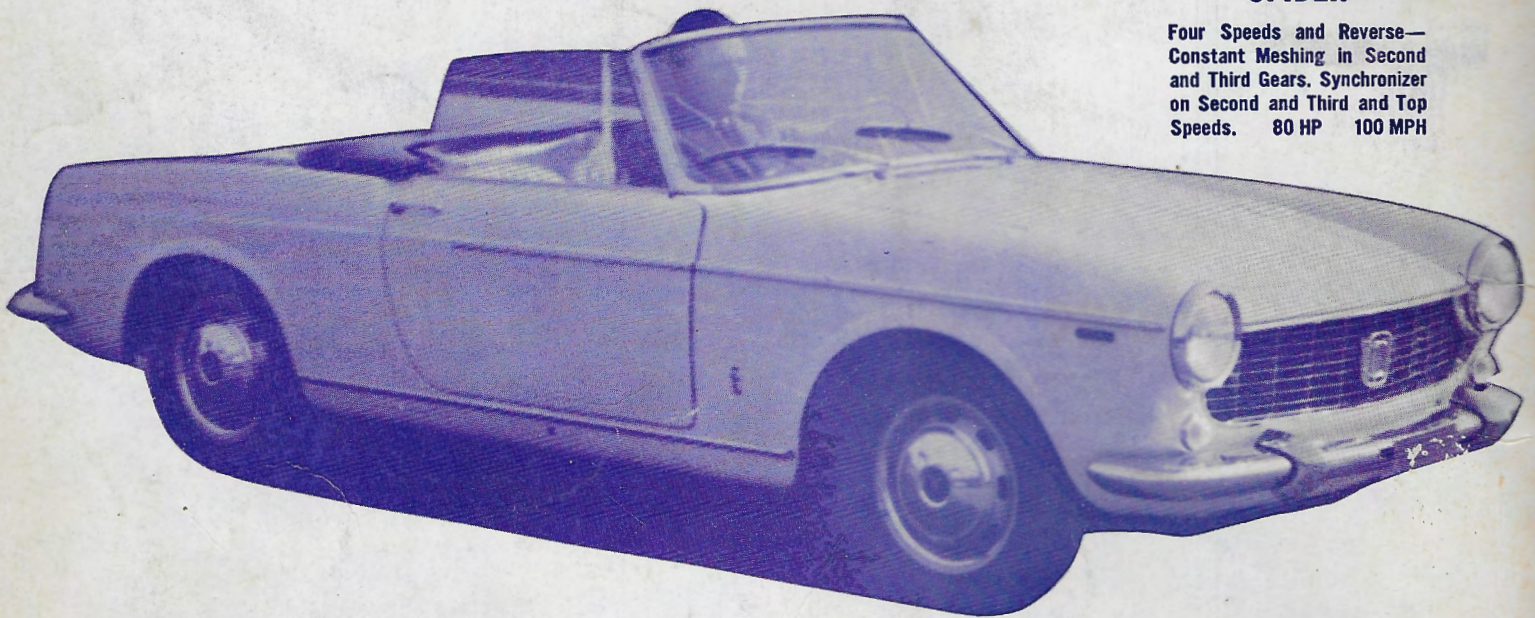
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