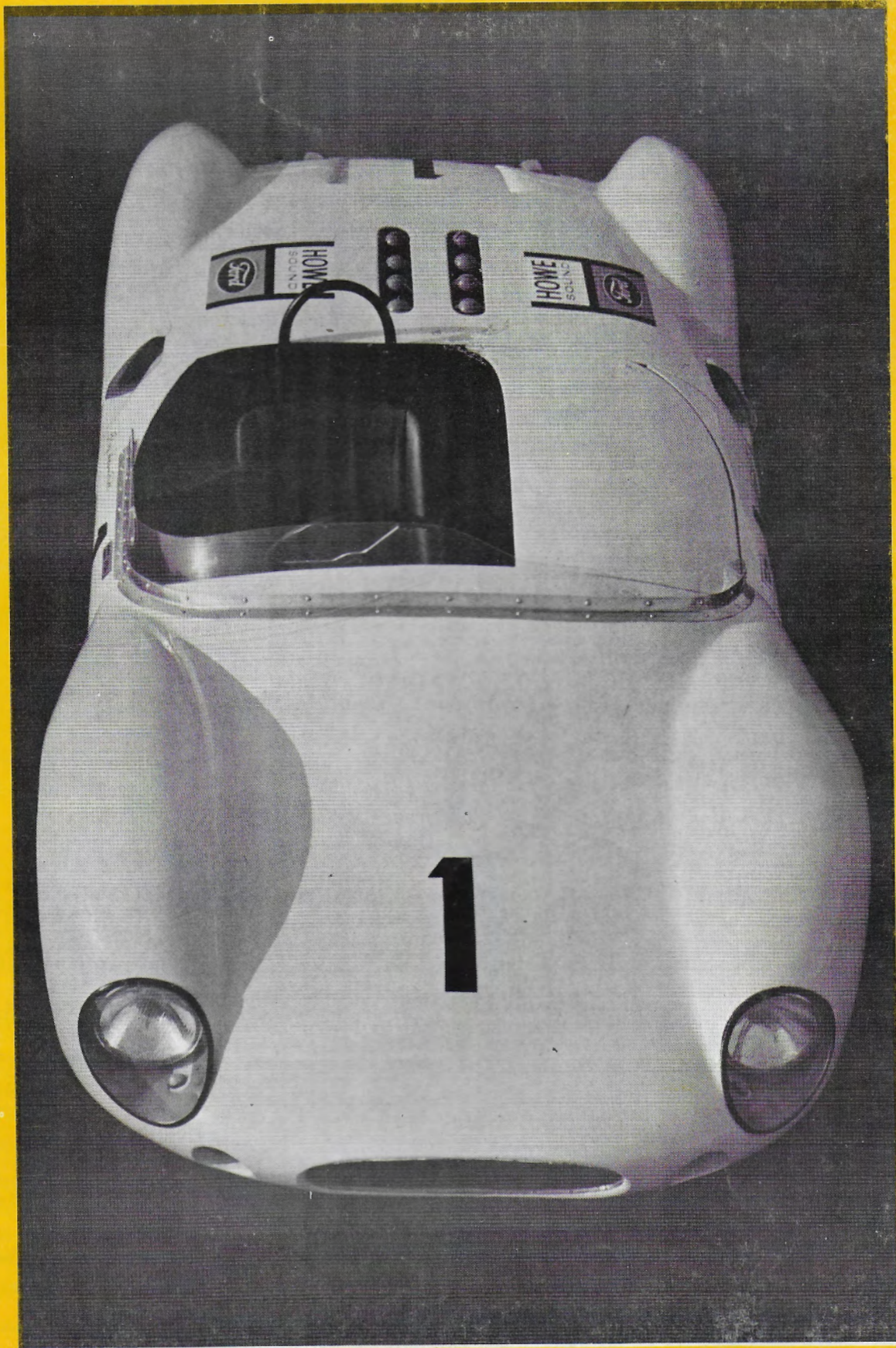
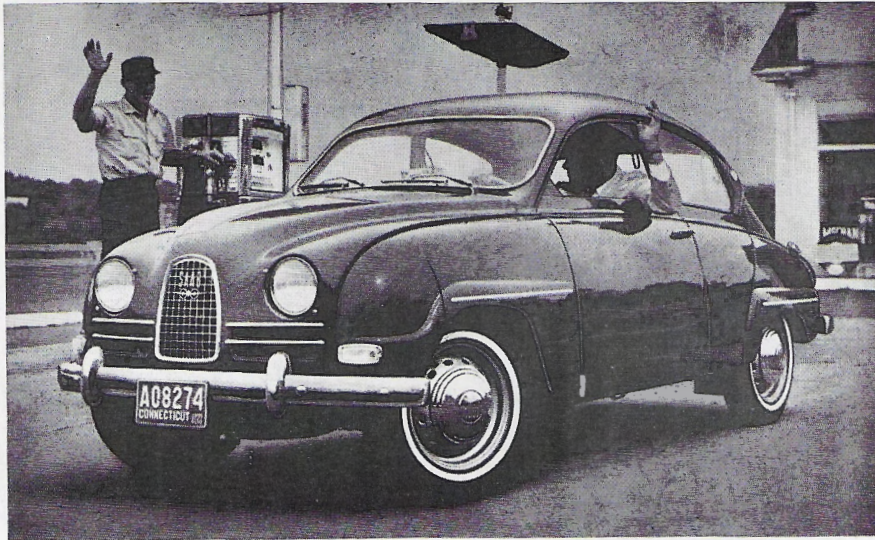


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MARCH

35^c





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Motorsport News of Delaware Valley

TOP GEAR

MARCH 1964
Volume II, Number 2

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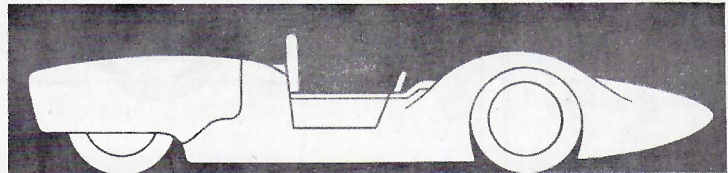
Charlie Mercer

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COVER STORY

One of the cleanest-lined of today's C Modified sports racing cars is our cover subject this month. Sponsored by Howe Sound, spearheaded by Philadelphia Region SCCA member Ray Heppenstall, the Howe Sound Cooper-Ford will be seen later this year on the USRRC circuit.



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The way we see it

... things should be more equal after March. With the advent of a Greater New York edition of TOP GEAR, a decision had to be made with regard to circulation areas, and after much consideration it has been decided to group Eastern Pennsylvania, Delaware and Southern Jersey into the Delaware Valley edition, while the Greater New York publication will cover Central and Northern New Jersey (roughly NJR-SCCA), Metropolitan and Suburban New York, Long Island, and Fairfield County, Conn. See Page 12 for an exact spell-out of the twin circulation areas. However, with regard to equality, news coverage should be both more and better in all the areas outlined above, and to this end we have been able to secure the services of some of the East Coast's more informed enthusiasts in their particular branches of motor-sports. Three New Jerseyites who will cover events in their home state for TOP GEAR are trials inside-man George Johnston; rally correspondent Bill Kamps; and last but by no means least, Norm Welsh of Suburban SCC, father of that tremendously funny character, Manny DNF.

A new addition to TOP GEAR is our own cartoon character, Marque. His originator is Betsey Bates, a member of suburban Philadelphia's Rose Tree Motor Club, and in his monthly situations we trust he'll bring a smile and a grin. Personal opinions to the contrary, Marque, Betsey assures us, is not modeled after any one person, but is more a composite of what we often hear referred to as "... the sports car type." We like him — and we hope you will too.

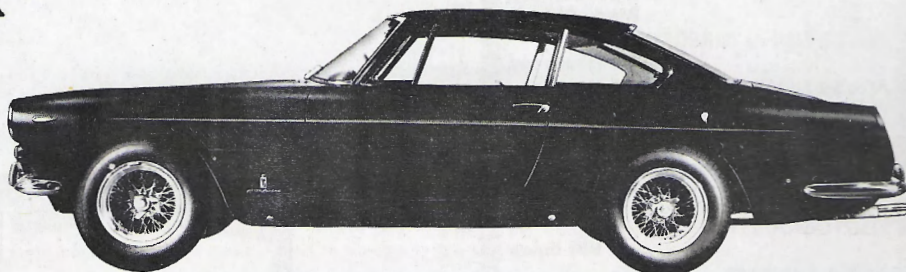
In recent weeks our editorial office has been receiving offers of assistance from many of you enthusiasts, mostly along the lines of taking pictures at the many events which occur in our area. Others have offered to turn in reports or stories on specific club competitions. For all of which we thank you very much indeed. However, since we do have an established group of semi-official reporters we have had to regretfully turn down several of these unselfish offers. One thing has occurred

to us, though, and if any of you out there have any feature stories lurking around your neck of the woods we would be interested in hearing about them. Many times a ready-made interest type story is right under our noses without our realizing it. So if any Delaware Valley enthusiasts suspect there is something of interest to our readers we'd appreciate hearing from you. If you can't handle the words and music let us know anyway, and we'll sick one of our trained scribes on the trail!

While we are one of the subjects of TOP GEAR and its makeup, we have heard it voiced recently that this magazine is too opinionated. This may be so, but what is wrong with that? Surely opinion provides the spur to constructive action, does it not? If it is one person's opinion that such-and-such is a fact, then if any other party decides to disprove the fact, opinion has been the motivating force in his taking action to either rectify or improve any given situation. We feel that opinion is both necessary and good. After all, anybody can turn in a straight report on facts and figures. It takes something else again to analyze and evaluate facts and figures and come up with an opinion or objective critique on the circumstances surrounding the facts and figures. While TOP GEAR does not necessarily agree with everything our correspondents write, we feel free enough to allow them a certain amount of latitude — even opinion — and until we are proved wrong in doing this, look for more of the same!

And one final word. If any of you knows a friend who would like to be introduced to TOP GEAR, you need only send your friend's name and address and we will mail him or her two free introductory copies of the magazine. We do not intend to put TOP GEAR on newsstand sale and the only way to receive it regularly will be by subscription. In the case of clubs accepting new members we would be happy to receive their names and addresses as soon as they have been enrolled.

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TGBC

— BILL MAYBERRY

Once again the TGBC membership is responding with the same enthusiasm which helped to make our recent Escape to Nassau such a success. The Indianapolis trip is over half committed and with regard to this one-day excursion to the Memorial Day Indy 500 Mile championship race all reservations must be in hand by **ABSOLUTELY NO LATER THAN MARCH 10th.** All you fence sitters — get off, and let us know about your reservations! Send in that \$35.00 deposit today.

The European Escapade is also coming along and to date we have 21 reservations. The itinerary is spelled out below and it all looks to be wonderful except for one thing — it isn't long enough! This package has to be the best buy in our TGBC wanderings. As announced last month all reservations must be in by **NO LATER THAN APRIL 30th.** So, again, let's hear from those of you who are planning to go with us to Le Mans, the French Grand Prix and the European Grand Prix, plus stops along the way. Mail a \$250.00 check for all European trip deposits to TGBC, Box 482, Warminster, Pa. All checks to be made payable to TOP GEAR Boosters' Club. Incidentally, membership cards will be issued prior to the departure of these trips since we had so many requests for duplicates from those who mislaid their card before last December's Nassau jaunt.

- June 18** Leave by chartered jet for overnight flight to Paris. (Departure from either New York or Philadelphia.)
 - June 19** Arrive Paris in morning. Drive via Chartres, Nogent-le-Rotrou to Le Mans by deluxe motor-coach fleet. Throughout whole trip English speaking guides will accompany each 40 people.
 - June 20-21** **24 HEURES D'ENDURANCE DU MANS**—(Like, the races, man!)
 - June 22** Depart in morning for return trip to Paris. Arrive before noon.
 - June 23-26** Remain in Paris. Conducted tours will be available (included) to such places as Paris in general and the suburban areas of Versailles, Avray and St. Cloud. Last two days will be at leisure.
 - June 27** Depart in morning via Mantes to Rouen. Arrive by noon.
 - June 28** **FRENCH GRAND PRIX.**
 - June 29** Depart Rouen via Beauvais, Clermont, Reims, Chalons sur Marne, to Nancy. Arrive late afternoon.
 - June 30** Depart Nancy via Strasbourg and cross the French-German border at Appenweir. Continue via Freudenstadt (Black Forest) to Stuttgart. Arrive afternoon.
 - July 1** Visit Porsche Werke and the Daimler-Benz factories. Also the fabulous Mercedes Motor Museum. Here we will see the world's greatest one-make museum in existence, including models of almost all the pre-war Mercedes Benz Grand Prix cars, as well as their more contemporary race cars.
 - July 2** Day excursion to Rothenburg am Tauber. This is a 14th cent. medieval town which has been preserved in its original entirety. The tour to Rothenburg is particularly scenic taking us through the magnificent Schwabian countryside. Return to Stuttgart in the evening.
 - July 3** Depart Stuttgart via Karlsruhe, skirting the Black Forest to Heidelberg and a brief sight-seeing tour in the legendary home of "The Student Prince." Continue to Mannheim for night stop.
 - July 4** Depart Mannheim in early morning for short drive to Wiesbaden. Here we will take our own Fourth of July river trip down the fabled Rhine River Valley, which is rimmed with ancient castles and those Rhineland vineyards. Arrive Koblenz late afternoon. Drive by buses again to the West German capital city of Bonn and on to Cologne.
 - July 5** Depart Cologne via Neub to Holland. On the way to Amsterdam we will travel thru Eindhoven and Utrecht. Arrive Amsterdam by noon. Afternoon sightseeing trips have been arranged to tour the main canals of this Venice of the North, the Rijksmuseum, and a diamond cutting factory.
 - July 6** Morning at leisure. Depart via Schipol Airport on one-hour flight to London. Remainder of day is at leisure.
 - July 7** Sightseeing tours have been arranged for all the prominent historic points of interest. The Tower of London, Houses of Parliament, etc., etc. Also Charles Dicken's Oude Curiosity Shoppe, and many others.
 - July 8** Morning at leisure. Afternoon visit to Windsor Castle for a complete tour of the British Royal Family's State Apartments. Also a visit to Henry VIII's Hampton Court Palace.
 - July 9** At leisure.
 - July 10** At leisure.
 - July 11** **EUROPEAN GRAND PRIX**, Brands Hatch Racecourse. (Bus transportation.)
 - July 12** Depart London Airport for New York or Philadelphia. Arrive USA, date of July 12. Reservations will be taken on the return flight for the TGBC European Escapade, 1965!
- With the exception of airport head taxes, personal custom duties, lunches and evening dinners, and entry into the race events, all of the above mentioned tour services are included in the fare of \$578. Breakfast is included.

And since we believe it is never too early to plan ahead I'm glad to tell you that we have just reserved three BOAC 707 jetliners for the 1964 Escape to Nassau trip. Last year's trip was a sellout and many more TGBC members were turned away than finally went on the trip. This year we are planning to fly one plane down a day before the first race and the group traveling on this flight will stay in Nassau for the whole week. For the rest of us who cannot get a winter week off we will send a second 707 down on the mid-Wednesday evening. The third plane will be scheduled for either a New York or Philadelphia departure depending on the number of people signing up from the northern territories. Dates have yet to be confirmed. Prices are being worked out as of this writing and we hope to have a full breakdown for you next month. The fare last year was \$135 all-inclusive; since we are going by jet this year the per-seat price will be somewhat higher as will the package price for the complete week's stay. See you next month.

(215) 348-4700

Check

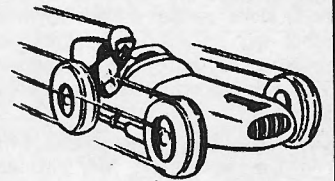
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- French Grand Prix (FI)
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Complete trip, all-inclusive for 24 days

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Round trip only (to Paris, return from London—no partial tour arrangements or hotel accommodations)

\$276⁵⁰

For TGBC info, write:
TGBC, Box 482
Warminster, Pa.

Time Trials, Anyone?

Sunday, March 15th, will see the combined forces of Flying Burros SCC and Neshaminy Foreign SCC put on the Annual Left Footed Indian Time Trials. These will be held at the 3rd Trg Regt Mtr Pool, Fort Dix, N.J., just off Range Road.

Last year this event proved to be extremely well-run and anyone interested in a high-speed time trial melee should try this one. Seat belts and helmets will be required, and registration opens at 9 am; first runs start at 10 am.

Since the classing of cars has been done rather differently from other such cutups on the gymkhana sprint scene, here is the rundown. This way you can't say you weren't warned!

Class A—AH Sprite; BMC Mini Cooper series; MG Midget; Turner Sprite; Spitfire.

Class B—TC; TD; TF; Fiat 1200 Spyder; Morgan (100E Ford); NSU Sport Prinz; BMC 850 series; all compacts and sedans not in other classes.

Class C—Porsche; DB; Morgan (105E Ford); P1800; Austin-Healey; AC; Arnolt Bristol; Daimler 250; 190SL.

Class D—MGA; MGB; Alpine; Sabra; Fiat 1500 Spyder; Alfa under 2000.

Class E—TR3; TR4; Morgan Plus 4.

Class F—Corvette; Jaguar; 300SL; Aston Martin; Ferrari; Maserati; Alfa over 2000.

Class G—Elva; Lotus; Berkeley; Turner Climax; TVR; Fiat Abarth; all non-production cars and specials.

There will be a Ladies' Class, presumably scored on its own merit. For all the poop on this interesting bash call: Ray Brunell (215) WI 6-1879; Ray Worth (609) HY 9-0638.

BSCC Twist Rally

In the Jan/Feb Delval Datebook feature the Buckingham SCC's Twist Rally was incorrectly dated, and should have read under March 8th. The Twist, a non-championship event, should be an excellent low-pressure-type rally for the occasional rallyist to take in. Starting point will be the Doylestown Shopping Center lot on Rte 611, registration opening at 12 noon. Rallymasters John Harris and Milt Kyle have set this one for about 60 miles, with three classes, for a \$3.00 entry fee.

The finishers will congregate at The Gobblers in Point Pleasant, Pa., for a leisurely rundown on what went wrong. Join BSCC March 8th. It sounds like fun.

BULLETIN BOARD

Delaware Valley Visitors to SCCA Convention

Area visitors to the 1964 SCCA Convention in Dallas, Texas, included South Jersey Region's new RE, Bill Kamps, Phila. Region's new RE, Walt Hoover, Stan Golding, Al Bochroch, and Area 2 Governor, John Holmes plus others from the Delaware Valley.

Rally-oriented Bill Kamps brought back the news that SCCA's 1964 board of governors, in one of its first actions, analyzed the entire current national rally controversy regarding the classification of entrants based on financial arrangements and that they have moved to implement an overall policy in the immediate future.

It is clear the board feels a dynamic era in rallying will result from the cooperation of rally organizers in offering a program expected to attract hundreds of new participants to the sport.

The proposed 1964 SCCA rally regulations which were under consideration by the board of governors, and which will now be revised, distinguished between sponsored and private entrants, establishing separate classes for each national rally and for the annual championship. The statement of policy quoted below eliminates all such distinctions and brings both SCCA's racing and rallying programs under a common philosophy.

Certainly the board's action will delay publication of this year's rally regulations, despite this late date. The emergency arose due to the losses the club's rallying program has suffered in recent years and principally due to the threatened split within the club raised by the proposed classification of rally entrants as sponsored and private. The board concluded that it would be negligent if it did not respond by acting "to bring an end to this deleterious and corrosive situation."

Bill feels it is apparent the revision of the rally regulations now being undertaken will produce increased opportunities for the participation of rallyists of varying skills in the national rally program. He anticipates the 1964 regulations when they are official will provide broad opportunities for competi-

tion to produce the SCCA rally championship for car manufacturers as recently announced.

The provisions of the policy will be as follows:—

- SCCA will continue to emphasize, sanction and conduct a national rally program to satisfy the needs and pleasures of its members;
- SCCA places no restrictions on financial arrangements which may be made by any of its members;
- Participants in SCCA national rallies shall compete for the customary trophies and championship points only. The organizers of national rallies shall not offer financial or other awards of intrinsic value which are based upon or affected by finishing position of contestants. Moreover, SCCA will not act as agent for nor negotiate on behalf of any member.
- Should the Rally Board at some time decide to establish rules and procedures for rally events to be listed on the FIA calendar and sanctioned by SCCA, the restriction on financial awards shall not apply.

Meanwhile, on the racing scene, John Holmes reported to us that SCCA will launch a major formula car racing program specifically tuned to American competition conditions if an intensive investigation now underway finds that support of car builders and course owners can be assured. This reaffirms the club's interest in all forms of road racing and reiterates SCCA's primary responsibility to provide a racing program of the greatest benefit to members. The development of the sport has produced in recent months impressive evidence of the interest of members, promoters and the public in the expansion of open-wheeled car competition.

It must be noted, John points out, that in 1963 SCCA, the largest road racing organization in the world, sanctioned, staffed and conducted more than 150 races for formula cars which saw some 1,800 starters. These races included two FIA National Open

formula events and the world championship United States Grand Prix for Formula One cars for the third consecutive year.

The club's board of governors has endorsed a report by the SCCA competition board and has authorized an intensive study of the entire formula car competition picture with particular emphasis upon establishing a series of fully professional races for large-engined formula cars.

The investigation, which will carry SCCA representatives from coast to coast for on-the-spot consultations, will determine the kinds of courses, promotion, and prize money that must be committed to assure the success of any such major undertaking. According to Holmes it is clear that SCCA feels no such program can be imposed upon the sport and that the car specifications and event standards can be developed only through consultation with car builders, promoters, and industry representatives who respond to SCCA's offer to organize and sanction American formula car road racing.

The competition board report on which the board of governors has acted acknowledges the significance to the U.S. racing scene of the proposed 1966 Formula One engine size increase to three liters. But the report also notes that the investigation of interest and support for formula car racing in this country will not be limited to the FIA's ideas concerning engine size.

The timetable for the SCCA investigation includes a "go" or "no-go" report back to the board of governors no later than next November. It is hoped that a proposal to proceed will result in a detailed program announcement prior to the end of this year for races to get underway during 1965.

While in Dallas during this busy week of national SCCA activity, John Holmes was elected to the position of vice-chairman of the major sports car club in this country. Congratulations, John. He will also serve on the executive committee of the board of governors.

New Delaware Track

As mentioned in this magazine recently, things have been stirring down in Delaware, and a press release recently received from the organization behind the new Delaware International Raceway spells out the type of circuit and racing plant we may expect to see in operation later this year. In brief we include excerpts from their news release:

"The idea for the establishment of the Delaware International Raceway was conceived in the early part of 1963. Upon analysis of the location and potential draw so far as spectators and participants were concerned the idea expanded to the present international type circuit.

"The plant presently consists of a drag strip, lighted with an over run barrier, usable as a landing strip for small aircraft, a short approximately 1.5 mile paved road course and a longer 3 to 3.5 mile paved International Grand Prix course running through the existing 263 acres. The entire system is being designed by an internationally known circuit designer.

"Spectator capacity is to be over 60,000; seating for approximately 20,000, with ample paved parking close to the grandstands. The existing plans call for 75 plus pits and a paddock area to accommodate more than 400 cars for entrants. The complete facility is to be spectator oriented so that the entire course can be viewed from almost any single point on the course. Complete and extensive lounge and catering facilities are a part of the overall plan.

"An existing building will be remodeled with the first floor to be used for technical inspection and the upper floors for meeting and get togethers of the local clubs and race participants. Every effort is being made in the design of the course to afford the maximum in comfort, convenience, and safety to both the spectator and participant.

"It is anticipated that if the present schedule is maintained, the drag strip will be in use by mid-June. An SCCA Regional race is tentatively scheduled for July 18 and 19 and a National in late October. Other forms of racing such as motorcycles and midgets are also being investigated for scheduling this year. Future plans call for a 1-mile paved oval by 1966 which should be developed separately from the road course. A motel chain and a petroleum firm have shown an interest in construction facilities within the course property.

"Further questions will be answered by later publicity which

is expected to begin within the next two weeks."

TOP GEAR has already arranged to meet with the persons behind the Delaware International Raceway and we hope to cover this new race circuit development in the next issue of the magazine.

This proposal should make Philadelphia Region, SCCA, members happy since the new track will be within their jurisdictional boundaries, thus giving the region a track of its own—a circumstance which has never happened before.

Who's In, Who's Out

News filtering in to us from the automotive center of the nation indicates that Chrysler Corporation will field a NASCAR team of Plymouths in addition to their NHRA Dodge Ramchargers. The Plymouths seem to be a pretty potent combination what with their lesser weight than Ford stockers, plus their increased power.

Ford Motor Company will continue with their competition plans, and will additionally field a Falcon team to run SCCA national rallies as well as other big time events such as the Shell 4000. Their new sports car (and this term is applied advisedly) will be unveiled in the spring. It remains to be seen if this car will be in the true sports car vein, as is, say, the Chevrolet Stingray, or if it is another Thunderbird-type of personal car.

Chevrolet, on the other hand, now seems to have completely withdrawn from even considering entering the competition arena. This will be a disappointment to their many fans, especially since Chevrolet-powered cars cleaned up at Nassau last December. They had no cars running at Daytona.

The three existing Grand Sport Stingrays (lightweights) which were sold to private owners, John Mecom, Grady Davis and Dick Doane last season, will be campaigning independently in 1964.

Despite this seeming lack of interest on the part of GM, we are willing to bet that several examples of C Modified cars will be built up in the months ahead, and a good number of them will use Chevrolet power, while the remainder will utilize Ford power.

Lew Schultz, FM

New Jersey enthusiasts—listen to the auto report on Motor Sports. Hear Lew Schultz on the air every Tuesday and Friday nights at 11 p.m. as he discusses the action of the week on WDHA FM, 105.5 on your FM dial.

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mail call

Enjoy your magazine very much as I have been an auto racing enthusiast for years. Am presently building a special and would like to get in touch with other special builders of the Delaware Valley area. Object, forming a club. All those seriously interested contact:

—Norbert M. Philson
123 Powell Road
Springfield, Del. Co., Pa.
(215) KI 3-0531

Thanks for the kind words, Norbert. Now then all you special builders, let's see if you share Norbert's enthusiasm for the world of the home constructor. One area which we feel could be pioneered is the one covering state vehicle inspection and registration of home-built vehicles, especially those built for normal use, other than competition. Count on this magazine to help such a club should it get off the ground. — Ed.

◆
Congratulations on your very fine magazine — one that has been long needed in this area. We are planning on helping Judy and Wes Lent as much as possible on the NY area version. Please enter my subscription to TOP GEAR—Delaware Valley edition preferably with the January issue, if still available.

—Robert E. O'Donohre
Centerport, L.I., N.Y.

Just a short note to tell you all how much I appreciate your magazine. It certainly keeps you in the know of activity in the area.

—John Martens
Reading, Pa.

◆
Because I dig a Race report
And appreciate a picture,
I would like to add some support
For your automotive mixture.

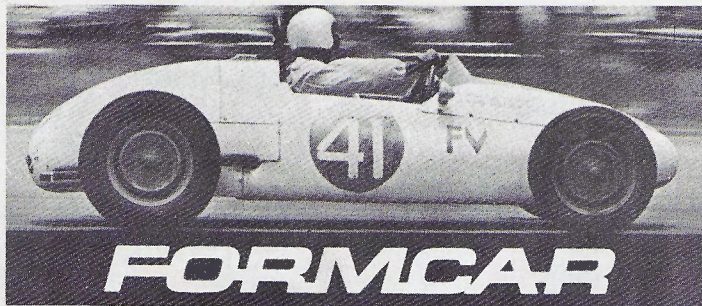
Though not a Delaware Valleyist,
I'm still a Top Gear booster.
An all round car enthusiast
Yearning to hear a Le Mans rooster.

First heard of this from Baker
As he touted up Top Gear,
Now I find he is no faker
As I find you far from the rear.

I hope to read about the Rhineland
In your swinging MAG,
But, even if it only has Vineland
It is still worth the swag.

—Spankey Smith
Endicott, N. Y.

*Spanky Man, have no fear
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Our earnest hope is
that Top Gear
Will always be
worth the fee!!*



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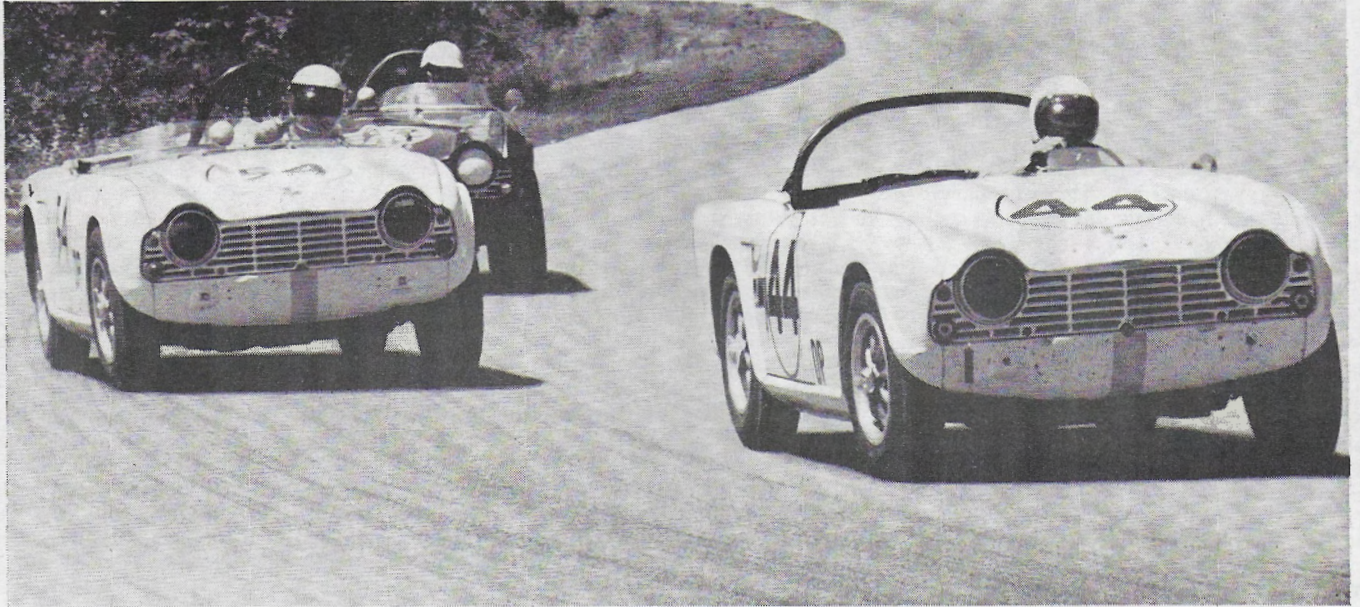
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TR-4 sweeps National D Production competition.



At Elkhart Lake in June, Bob Tullius (44), overall national winner of DP class in 1963, leads Jim Spencer (54), who eventually finished second nationally, and Dana Kellner (92) who tied for fourth. Harvey Marks, not in this race, tied for third nationally.

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ALLNIGHTER

by Ken Dunkle

This rally, to we people in this area, is the granddaddy of all-nighters. This yearly event dates back to the infancy of sports car rallies in this locale and is sponsored by one of the oldest and most well known rally clubs, Rose Tree Motor Club.

The start, with over 100 cars every year, reminds one of the oddities of human nature. You see the same faces who, the year before, were saying: "Never again," and who a year later after recounting their experiences in many a cozy lounge, have found that their experiences were worth more than a trophy. They are back in line again hoping for a win but settling for some more experiences if need be. If you have never run the Rose Tree All-Nighter, do so next year as it is definitely a test of mountain driving ability under adverse conditions, car condition, and above all, being able to stay on course for 12 long hours.

This year under clearing skies, after a few days of unseasonally summer-like rains we, the contestants, felt that we had eliminated a usual Rose Tree handicap. In prior years the rallyist has had to fight through the winter's worst snow storms. The ice encountered later in the mountains disproved our theory.

After registration and a strict safety inspection of cars and equipment, 115 cars lined up for the start with Bob Williams, my driver, and I taking our position in line as car number 30. My wife, Charlotte, was supposed to accompany me on this event and write this article, however, she became a "never againer" saying she had enough experiences last year to last her two years. You'll probably see her back next year up to her ears in snow drifts, though!

Bob and I started out feeling as though we had the bull by the horns but it wasn't long before we found out that we only had the tail. After a slight detour, due to my enunciation of a clue, we arrived at the odometer check with only seconds to spare. This meant starting out directly on the course not having the time to figure our odometer error. It was many minutes before I could give Bob a definite time check and when I did we were late. It was at this point we started to hit those dangerous ice patches. At every patch, no matter how small, the Volvo made a slight drift towards the driver's side of the road. Bob was having quite

a time with it. I knew it wasn't my Michelin X tires as these are known to go where some snow tires would spin to a halt. They use them on European mountain rallies quite extensively. This was unusual behavior for the Volvo and the only thing I could put my finger on was the fact that early that morning, I had had the brakes adjusted. I figured that one of the rear brakes was dragging and it later proved a fact when the condition lessened in the latter part of the rally.

This condition slowed us down considerably to the point where we were six minutes late at the first control, five minutes at the second, and ten minutes at the third. At the first control we were looking for a reduction in speed to be indicated on the check point slip due to the icy conditions. The committee screen car apparently did not deem this necessary. I think this decision, not to lower the speeds, turned an excellent rally into an excellent but somewhat hazardous one. That's life!

After our mechanical difficulties had cleared up, we started to get back into things. The remaining control scores were within the minute. Speeds still remained somewhat high and at one point we were averaging 50 mph in order to stay on time. This was so unusual that my driver thought my navigation was incorrect and was willing to bet me five dollars that we would be at least two minutes early at the next control! We had an eleven-second error on that one. This could be accounted for by our wheel spin.

The All Nighter itself was, as I said before, an excellent rally. The organization within the committee was beyond par. The road course was beautifully laid out. I only wish that I could transplant the scenic area toured by the contestants that night, to the particular arena we normally rally in in New Jersey. The people who manned the controls should be congratulated for their expert timing and general congeniality.

The scoring was something unique in Rose Tree history. They adopted the method most used by the area clubs. The self-scoring system. I sure hope that neither the contestants nor the committee blame the system on the lengthy wait for the final results. After all, there were some adjustments due to course changes and

decision adjustments due to the protest committee's file. I sincerely hope that this type of scoring will be used in future Rose Tree rallies.

One might say at this point: "Did we have any experiences to tell about?" I would say we had just one, about which my driver, Bob, is still quivering. It was shortly after the first control and while we were trying to maintain average speed we topped a mountain ridge quite well. This was, of course, while we still had the mechanical difficulty with the Volvo. Directly over the top and on the downgrade we struck quite a stretch of ice with a curve at the bottom. We hit the downgrade at about 30 to 35 mph and, because of the suddenness of the ice, we had no time for braking. On the ice we started picking up speed and also started to drift as we had been doing on small ice patches previously. On this one it was more pronounced due to its length. Bob, knowing that it would be suicide to brake, tried all kinds of gear combinations. When too low a gear would put too much of a drag on the rear causing a bit more drift, he would shift to a higher gear, then back again, giving the car more or less a pumped brake effect only on the rear wheels. This, of course, was effected through the clutch pedal and transmission and not the brake pedal.

Although we fish-tailed quite ferociously, the method was quite effective in keeping us on the road. We didn't even hit the snow banks on either side as did others who had gone before us. This was our only experience, but no doubt you will hear others throughout the coming year.

Last, but not least, we who participated, should compliment the Rallymaster who organized and worried through the Rose Tree All Nighter. Thanks a lot for an evening and night of fun, Bob Mitchell, and we'll all be there for more experiences next year. I think I'll come back for a trophy.

RESULTS

Class I

1st—Francois Didot & Jay Smith, 138; 2nd—Gene Bock & Ed Hein, 207; 3rd—Bob Parker & Maury Gamache, 234.

Class II

1st—Harry Hindermayer & Al Unita, 143; 2nd—Argon Winchell & William Harris, 438; 3rd—Milt Kyle & John Harris, 443.

Class III (Novice)

1st—Charles Smack & Sam Rechifus, 541; 2nd—Richard Williams & Wes Simmons, 1052; 3rd—E. C. Strable & J. F. Di Andria, 1240.

"MARQUE" the sports car maniac

as
seen
by



his father-in-law



his boss



his banker



his secretary

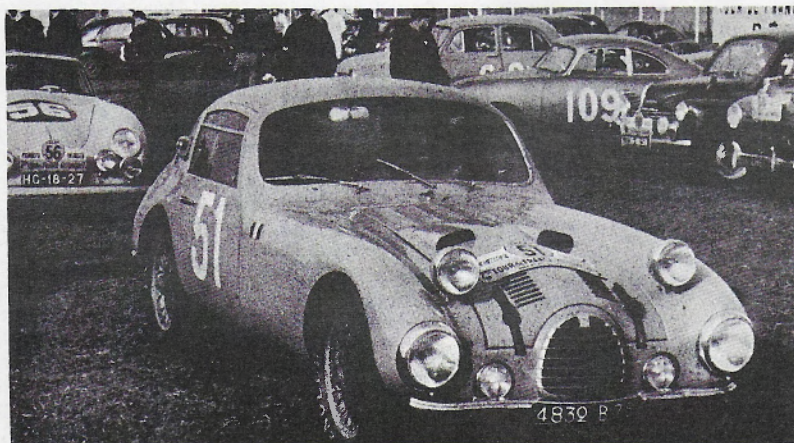


his insurance agent

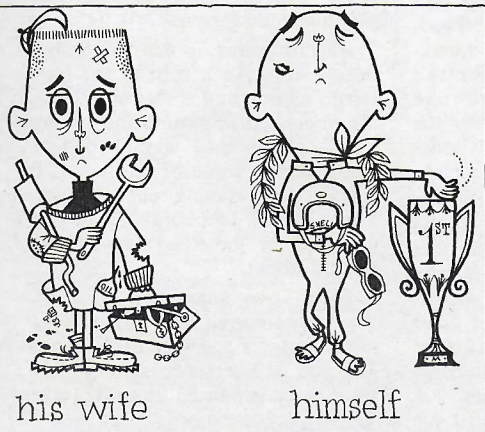
international photoquiz

Either we must be getting tougher in our selection of Mystery Cars or the truly academic types missed our last Photoquiz selection. This time we drew only one correct reply — plus many, many incorrect answers. Makes identified incorrectly were HWM, Connaught, Bristol, Alfa-Romeo, BMW, Alta, and Cooper. Funny thing, many of these were near the mark in that they named makes which were contemporaries of the Mystery Car. The correct answer earns Bob Morton, of Verona, NJ, a one-year free subscription to TOP GEAR.

The car was the 1952 G-type ERA 2-liter single-seater designed for the then-Formula II. This was the last car produced by ERA, a British company which had remarkable success during the 30s with 1½ and 2-liter racing cars. The G-type, however, was never raced, and the catcher in our request was to name the car's racing success — it had none! With regard to the unusual feature the G-type's chassis was made from large-diameter magnesium zirconium alloy, and it was then the stiffest, and one of the lightest, bare chassis ever manufactured. Today's Lotus Elan chassis slightly exceeds the torsional stiffness of this 1952 ERA frame. The 2-liter engine was BMW-Bristol derived.



Now to this month's puzzler. This car was produced in very small numbers, and that's about all we're going to tell you! The first correct answer identifying the car, its make, year of manufacture, engine details, and any competitive successes it may have had will win the usual free subscription to TOP GEAR. Answers must be in before March 15th.



We have a problem! If you are planning to change your address (or have changed it recently), we'd appreciate your advising our Circulation Department to that effect. Your cooperation is earnestly sought in this respect since we cannot be held responsible for undelivered issues of TOP GEAR due to unadvised address changes. It would help us considerably if you would include an old address label along with your new address information to: TOP GEAR, Box 482, Warminster, Pa.

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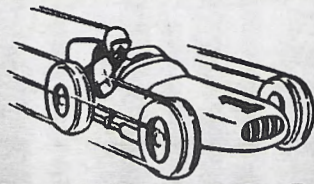
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The OUTSIDE



Fiberglas and Steel Get Together—

Displayed by Owens-Corning Fiberglas Corp. at the Society of Automotive Engineers exhibition in Detroit, a fastback Ford Thunderbird represented the wedding of Fiberglas-reinforced plastic and steel. Fiberglas parts in the car include the roof, trunk lid and lower cross panel. The prototype was prepared for Ford by Dearborn Steel Tubing Co., Detroit.

In the middle of January the Society of Automotive Engineers held their annual convention in Detroit. Among the many technical subjects covered in the papers read to the assembly, several dealt with space age metallurgy, miniaturization, production techniques by computer, etc; and one address on styling and the future concepts of the automobile was given by the dean of automotive high fashion, Raymond Loewy.

Loewy's design house in New York City has been responsible for more styling in more fields of endeavor than the average person realizes. Apart from his well-known works such as the late 1940's Lincoln Continental, his design studio turned out the New York Central Railroad's Commodore Vanderbilt locomotive and train, several contemporary furniture designs, copies of which sell for hundreds of dollars and up; also produced several designs of Swedish-style cutlery now being manufactured by one of this country's largest silverware producers; and most lately was responsible for the complete design of the newly-demised Studebaker Avanti.

Loewy had some interesting things to say about the car of the future and he pointed up the fact that mechanically the domestic-made cars still have a long way to go with regard to brakes and other suspension refinements. Another item on today's cars which came in for fire was door construction.

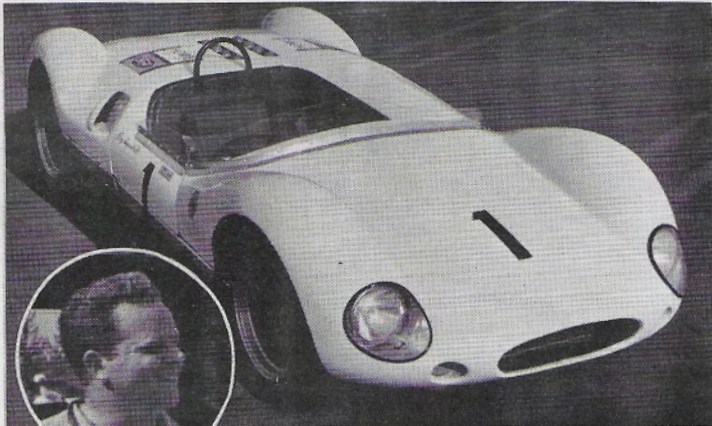
"This is a Babylonian example of monumental architecture which has the appearance of being thrown together by a boilermaker and requires safe-deposit hinges," stated Loewy. The man himself is no mean driver, having always had an interest in high speed competition, and in fact he recently completed a course of high speed driving instruction at Riverside, Calif.

Looking to the future Loewy forecasts a trend to the true fastback styling. "It is fresh, lighter, younger, and fleet-looking in appearance; truly giving a modern line to a vehicle." One interesting sidelight of his on buyer motivation was that the average customer usually did not buy a car with too short a hood. "The hood tends to be a status symbol," he added.

He also sees an end to the sculptured and embellished appearance of the automobile, and it is also likely that the grille as such will eventually disappear.

All this points up that the styling trends will take a turn to the Italianate school, and if Detroit stylists are interested in getting the styling trend rolling they should take a close look at some of the new GT coupes now coming out of Italy. The ATS and Lamborghini are two examples of the trend Loewy was talking about.

About two years ago *Road & Track* announced that plans were under way for a revival of the Cord 810 and 812 series cars, only they were to be produced in an 8/10ths



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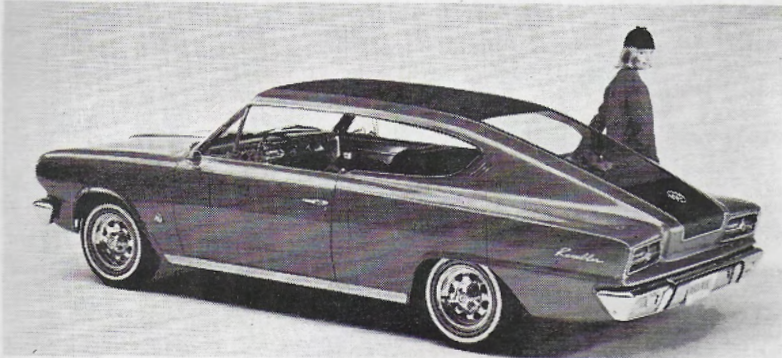
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WORLD



Wild One from Rambler—

American Motors unveiled this Rambler Tarpon, a specially designed show car, at the Society of Automotive Engineers convention in Detroit

scale size and utilize modified Corvair power plants. Front-wheel-drive was to be retained, however the whole car, other than its looks, was to be more conventionally built under the skin than it was when new in the mid 30s.

Not to be outdone in bringing news of revivals of this kind to the public eye I have a tidbit for you.

A new Deussen Corporation has been formed just recently, and plans have been tentatively announced that cost studies are going on with a view to reviving the name Deussen via a high-priced, high-styled luxury car. Projected price of the new Deusey would be about \$9500 and the group responsible for this revival has a 500hp V8 engine almost through the development stage. Fred Deussen, son of August Deussen the founder of the original company, has been identified as one of the incorporators.

To the average student of automotive matters Grand Prix is as foreign to him as playing polo with the Aga Khan. Even to those of us who have seen the US GP at the Glen the world of Grand Prix racing centers around ten or so selected events run for points to determine a world champion. So it may come as a surprise to many people to know that while ten events counted toward the World Drivers' and Constructors' Championship, there were, in all, 24 Formula One events in the 1963 season. And there may be even more

this year.

Of course not all of these events drew full factory representation, and in fact some of them were definitely second-rate in that the newest cars present didn't even sport a V8 Coventry Climax engine! One country alone, Britain, had six Formula One events in 1963, while the others were strung out over Europe from Sicily to Austria. The smallest in importance of these lesser GP races, and incidentally the shortest in distance, was the 75-mile Kanonloppet, a Swedish event which landed between the German GP and the Mediterranean GP. The Kanonloppet despite its minuscule stature drew the works Lotus and Brabham teams in addition to many of the amateur GP circuit runners.

Not being one to shrink from bestowing praise where it should fall due, it was with a silent cheer that I read the article "The Case For the Fast Driver" in a recent issue of *Car & Driver*. Although it first appeared in some women's magazine a few months ago it is certainly stacked with weighty arguments for, even though some of the fine-print statistics may be of the skating-on-thin-ice variety, the sensible reappraisal of some of the ridiculously low speed limits that prevail on some of the main highways in this country. Maybe we should think about reprinting this article in a future issue of TOP GEAR — it certainly has a lot of merit.

— O. H. C.

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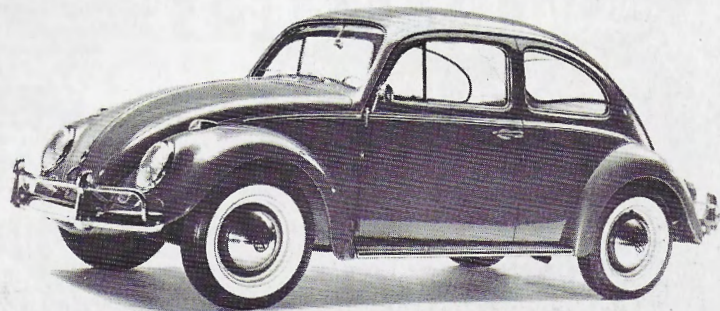
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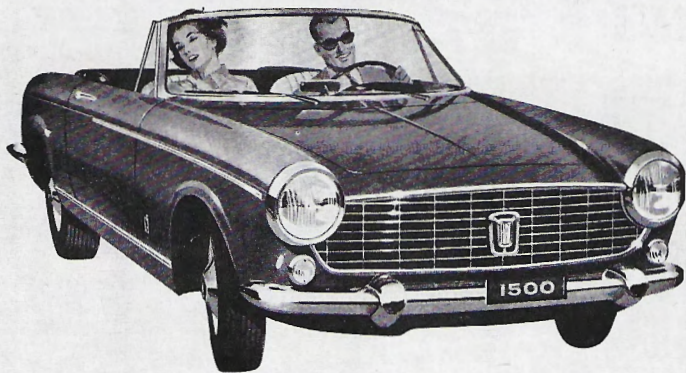
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Greater N. Y. Top Gear Circulation

As announced recently a Greater New York edition of TOP GEAR will commence publication in the spring. In order to clarify the extent of coverage of the new edition the following information should be of interest to our readers in New Jersey now receiving the current Delaware Valley edition.

GREATER NEW YORK
Fairfield County, Connecticut; Westchester County, New York; metropolitan New York City; Long Island; the general area pres-

ently bounded by N.Y. Region, SCCA; the general area presently bounded by Northern N.J. Region, SCCA (approximately a line from Trenton to Asbury Park, north.)

DELAWARE VALLEY
Delaware; eastern Pennsylvania; the general area presently bounded by South Jersey Region, SCCA (approximately a line from Trenton to Asbury Park—south.)
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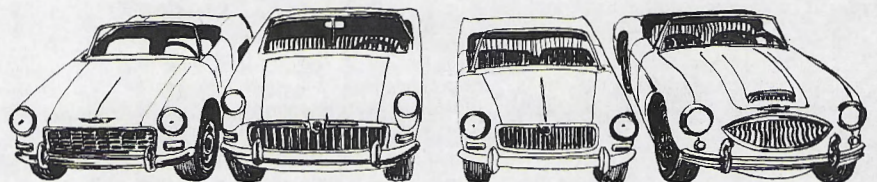
members live nearer, or in, the Delaware Valley area than that which we have nominated Greater New York, those who wish to continue receiving the Delaware Valley edition (and have paid for a full year's subscription) may continue to do so without further formality. Those, however, who wish to convert their subscription (and have already paid) to the Greater New York edition should inform this office accordingly without

delay. All circulation enquiries should be addressed to: TOP GEAR, Circulation Dept., Box 482, Warminster, Pa.

In the event any of our present Delaware Valley edition subscribers (those located in the Del-Val area outlined above) wish to receive the Greater New York edition as well, the annual subscription rate will be an additional \$2.50 for the ten-issue publishing year of TOP GEAR, Greater New York.



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CLUB SPOTLITE

What is your favorite sports car activity? Is it hillclimbs, racing, fun rallies, championship rallies, gymkhanas, or field trials? Many clubs specialize in one or more of these types of events. There is one local club that provides all of these activities, the Eastern Pennsylvania Sports Car Club.

EPSCC originated as the Eastern Pennsylvania Sub-Centre or the MG Car Club shortly after WW II and changed its name to EPSCC in 1954. It was at this time that the club really started to grow.

EPSCC is probably best known for the Duryea Hillclimb which has been held every June since 1950. This event is generally accepted as being the best hillclimb east of the Mississippi. Entrants compete on the Duryea Drive on Mt. Penn in Reading, Pa., the same road that Charles Duryea used to test the Duryea automobiles he manufactured from 1900 to 1907. The Duryea Hillclimb originated as a one-day event but had to be extended to two full days in 1957 to accommodate the multitude of entrants. Within a few years, however, even the maximum limit of 180 entrants was exceeded and it was necessary to turn away some drivers. Even with 180 cars competing, each entrant is offered three runs up the 2.6 mile serpentine course.

Meanwhile, back at the airport, the Convoir Airport in Allentown, that is, EPSCC organized road races from 1951 to 1956, boasting such entrants as Briggs Cunningham, John Fitch,



by Steve Le Boutillier

and Bob Holbert. After a lapse of several years, EPSCC again organized races at the Reading Airport in 1962, with the cooperation of the Susquehanna Region, SCCA, and drew an exceptional field of over 170 cars from 13 states. In 1963 the event was repeated with the co-sponsorship of the Philadelphia Region, SCCA, and boasted five SCCA class champions as entrants. The Reading Road Race now appears on the 1964 SCCA calendar as a National event under the sanction of Philadelphia Region again.

This May will bring the First Annual Pottstown Junior Chamber of Commerce — EPSCC Gymkhana. The traditional Fourth of July Picnic — Field Trial — Bacchanalia has already become infamous, but loads of fun.

The Romig Memorial Rally, EPSCC's annual championship rally, has been chosen the best rally of the Pennsylvania Rally Championship Association series for the past two years, a first for any rally. Feeling that every organization should contribute something to society over and above the pleasure of its members, EPSCC organizes several rallies each season for the benefit of worthwhile causes. The best known of these is the yearly St. Joseph's Hospital Benefit Rally, which drew over 120 entrants in 1963.

If this sounds like a pretty full schedule, there is more to come. In addition to this varied fare, there is a full schedule of club fun type rallies throughout the year. Regardless of the type of event, EPSCC has it. The guiding principle of the club program is: "An event for every taste, and fun at every event."

The Eastern Pennsylvania Sports Car Club meets on the first Tuesday of every month at the Perkiomen Bridge Hotel in Collegeville, Pa. at 8:30 P.M. and features films at every meeting. All are welcome. If by some slim chance they have missed your favorite type of event, come to a meeting and demand that it be added to the schedule. We'd be glad to accommodate you.



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TOP GEAR visits PMIR Racing Incorporated's P Dave Montgomery

Every so often during the past decade several individuals or groups of businessmen/motorsport enthusiasts have announced plans for road racing circuits, which according to their several publicity handouts, would serve the East Coast of this country with motor sport track facilities unrivalled anywhere. And with clockwork regularity the aforesaid groups pass into oblivion for one reason or another — either lack of sound financing, eventual zoning restrictions, or the inability to interest investors in the idea that a complete racing plant could be a profitable investment. The nucleus of most of these plants starts with a group of racing buffs, whose enthusiasm blinds them to the hard cold facts of life, one of which is that a comprehensive track layout takes a lot of planning and a lot of money.

It is true that the northeast USA is in need of an international-status

Racing Incorporated first became a corporate entity following the ideas, hopes and aspirations of four northeastern Pennsylvania residents who believed that a sports car road racing circuit on their home ground, the Pocono resort area, would be a benefit both to the sport and their resort-oriented community.

That was back in 1957, and since then time has been kind to RI — very kind! Following the initial assembly of several tracts of land some three years ago, totalling 1025 acres, the entire parcel was purchased for \$116,000. In a recent property appraisal the same acreage was valued at \$317,000. Since 1957 the public is now more aware of big-time sports car racing, and Ford's Total Performance image, now being advertised so widely, is yielding a side benefit the founding quartet could hardly have imagined possible in the early years of RI and its plans.

Dave and Joan Montgomery along with Joan's sister Lorraine Dengler, and an old friend Paddy Power, comprised the initial Racing Inc. group. Dave and Joan are still in the organization as president and treasurer respectively; Lorraine has since married and moved far afield, while enthusiastic worker and organizer Paddy Power was killed in an automobile accident a few years ago.

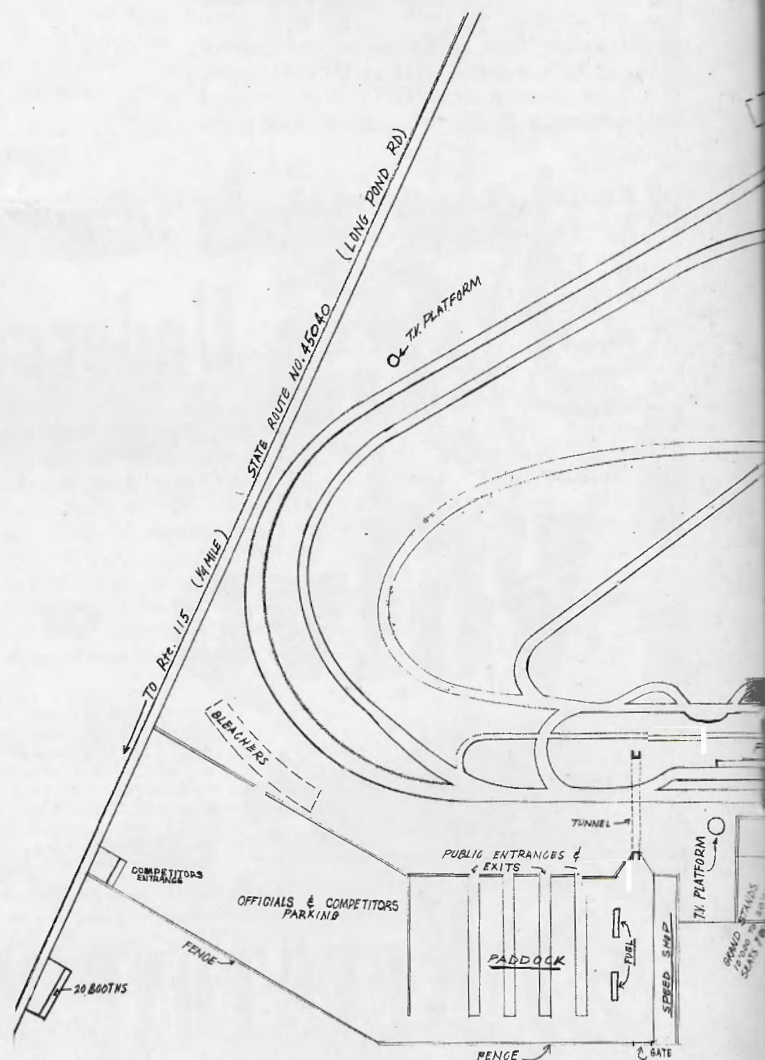
In addition the corporation has a number of directors made up from Pocono-based businessmen, hotel owners, including several people active in sports car and

racing circles — in other words, a well-rounded group well able to see RI's plans and programs through to a successful conclusion.

The founding fathers selected the Poconos as a site for several reasons. (1) They all lived in the Stroudsburg, Pa., area. (2) In 1957 the Poconos were just starting a resort boom which even now continues and has put Pennsylvania's Pocono Mountains in the number two honeymoon spot in the country. (3) Land in large acreages and at reasonable prices were available in northeastern Pa. (4) The area selected is within a 135-mile radius of almost 40 million people — John Q. Spectator.

After a look-around at what was available a lot of some 250 acres was selected and plans were drawn up for a road course. On the suggestion of a few local resort owners RI had a survey taken on the overall proposition. According to president Montgomery this was the wisest \$3000 RI ever spent! The findings concluded, among other things, that public interest could be expected to increase in automobile racing, that the proposed 250 acres was far too small, and most important of all, that a single race type facility would be financially disastrous. Everything pointed to a multi-type plant — drag strip, 2 or 3-mile banked oval, several road circuits for long and short events, plus complete spectator parking, viewing, restaurant and toilet facilities.

Following a period of reappraisal and reorganization, RI

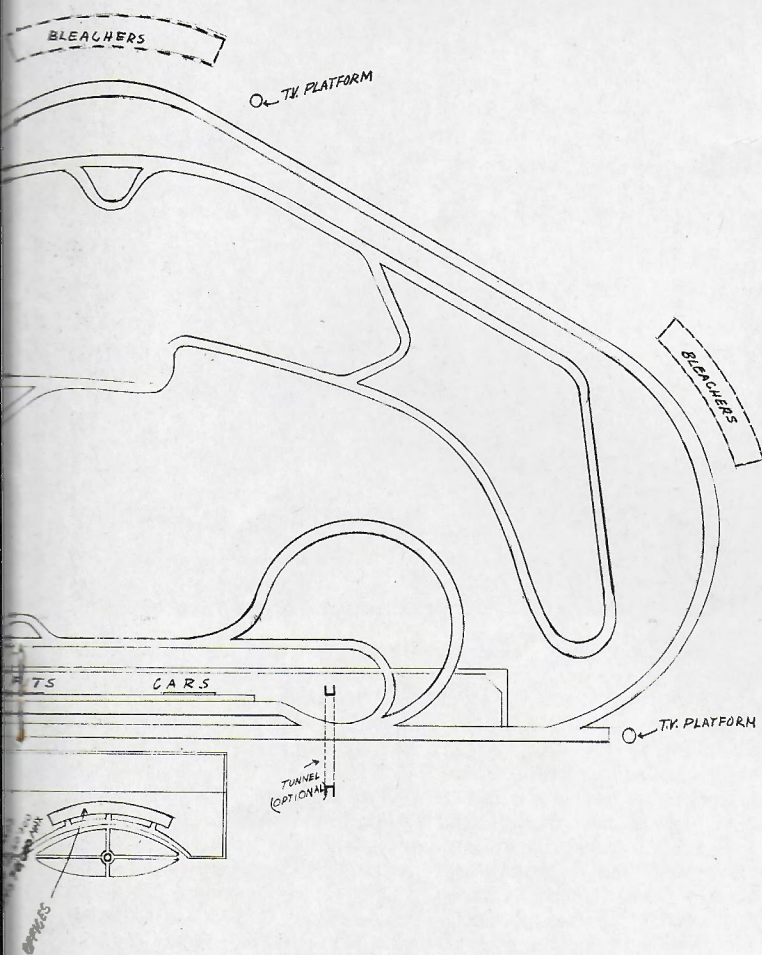
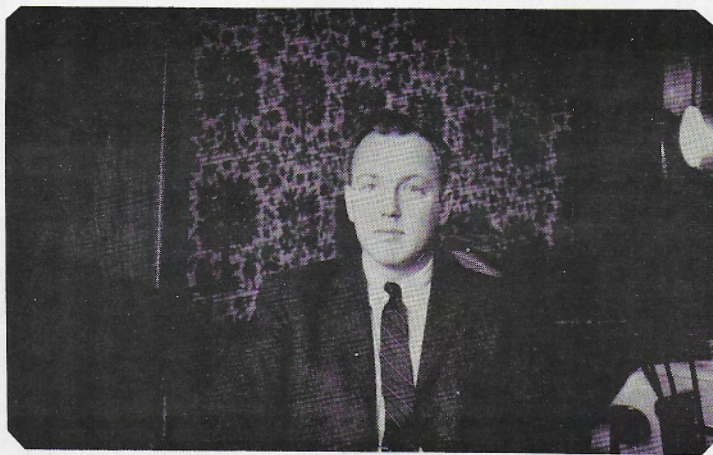


As can be seen from this plan of PMIR, the whole layout is bounded by the tri-oval inside road layouts. One interesting feature of spectator interest is the public-access additions will expand this capacity to approximately 70,000. The bleacher areas are grandstand alone it is likely that the bleachers will be unnecessary.

R and President,

venue. There is nothing north of Daytona, nor east of Indianapolis which could be called such an international-type setup. Bridgehampton features FIA/Prototype racing once a year, but the Bridge' has its limitations in many areas. Watkins Glen likewise runs the US Grand Prix mainly because it exercises the right of eminent domain so to speak, having run all American GP races to date.

Therefore it is refreshing and promising to learn that before too much longer northeast USA will have a brand new racing plant, the Pocono Mountain International Raceway, which will be the East Coast's largest and most complete motorsport arena once it is completed. TOP GEAR, along with all other interested parties, is happy to see this development take place and we certainly hope our area clubs and racing regions will benefit in the years ahead by having such a facility here in the northeast.



started out once more to find a large area of land which would satisfy the newly projected requirements. After considerable negotiation and optioning the 1025 acres was assembled and the firm of L. P. Kooken, New Oxford, Pa., was hired to design the complete plant.

Kooken has considerable experience in stadium design, having been responsible for the Navy-Marine Stadium, the Baltimore Municipal Stadium, and many others. The track layouts will also be handled by Kooken, and several of this country's larger layouts have been studied to provide as comprehensive and modern a race arena as possible. Throughout the whole planning stage RI has been in touch with representatives of NHRA, NASCAR, USAC and SCCA as well as individual top flight race drivers active in the various sanctioning bodies in order to determine what the drivers would like to have added or omitted in future racing over the Pocono Mountain International Raceway.

Even Stirling Moss — how he does get around!

After experiencing a setback in primary financing arrangements RI now claims to be well taken care of in this respect, and latest plans call for ground-breaking ceremonies in the spring of this year. The complete ball of wax should be open for business in 1965.

Another item, which will remove the "back-in-the-sticks" stigma PMIR has been laboring under of late, is the fact that well within two years a network of limited

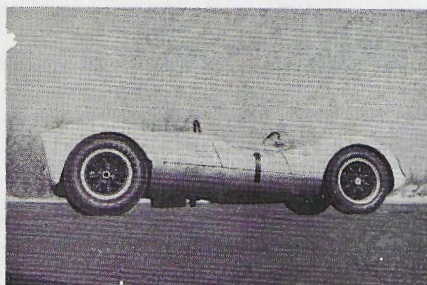
access roads will virtually feed trans-America traffic to within a few miles, and in some cases, a few thousand feet, of the raceway. Interstate Route 80 will pass about two miles from the entrances; the Penn-Canada Highway will converge with Route 80 only eight miles away to the east. To the west the Pennsylvania Northeast Turnpike extension comes within ten miles of the PMIR site. The Poconos themselves abound in hotels and motels fully capable of handling large transient groups, and track spectator seating will be able to handle crowds of 70,000 in the main-straight stands alone.

Perhaps of greatest interest to the spectator element is the fact that all parts of the several race tracks will be 100% visible from the stands. To assist this aim there will be no infield parking or spectating. The paddock area will be located outside the track; spectators will be allowed into this section. Separation from the cars and crews will be effected by large-mesh chainlink fencing. A tunnel under the main straight will admit cars from the paddock to the pits.

Dave Montgomery can be proud his glimmering idea has developed and progressed into such an ambitious operation — he may be over-awed by what he has started, but when the starter's flag falls on the first-ever event at PMIR in 1965 he will deserve the congratulations, thanks and plaudits for having provided the East Coast with a complete racing plant of international importance.

high-speed circuit. Several combinations of road circuits will be available within the paddock galleries. Initially the grandstand will seat over 10,000, and subsequent only tentative at this time and if seating accommodation can be handled by the

This Potent CM Contender Could Win for Heppenstall



There is something about a David and Goliath story which appeals to most of us. And in the world of motorsports we occasionally come across this sort of thing. For instance, last year at Elkhart Lake when the brand-new Elva-Porsche made its debut and trounced a field of big modified sports cars boasting much more than its 1700cc and 180hp. Then in 1963 when NASCAR driver Tiny Lund drove Marvin Panch's Ford to an upset victory over a big field of pro stock car pilots. All of which brings us to the 1963 Nassau Trophy race when Carroll Shelby's much-vaunted Cooper Cobras (or King Cobras) were trounced by a big GM-powered entry, and in the same race a virtually home-built Cooper-Ford outlasted the Shelby cars, at one point was running in fourth spot, and which eventually placed ninth overall with Cobra driver Bob Holbert aboard. This particular victory, both moral and practical, pointed out the fact that Ray Heppenstall has come up with a potential performer in the big modified class.

The basis for this exercise in beating Shelby at his own game is essentially a 1960 Cooper Monaco chassis and suspension which passed from Roy Salvadori via Jack Brabham to Jim Hall who only wanted the 2½ liter Coventry Climax engine for a car he had a building at his home corral in Midland, Texas.

During the 1963 Daytona FIA races Heppenstall purchased the complete Monaco, less engine, from Hall, and towed it back to his shop in North Hills, Pa. The car which Ray was campaigning at that time was a 2-liter OSCA which had very definite limitations

in the way of weight — too much of it. Since his first thought was to mate the OSCA engine and the Monaco chassis body, he was not entirely prepared for the following train of development which got under way when he had time to examine the car more closely.

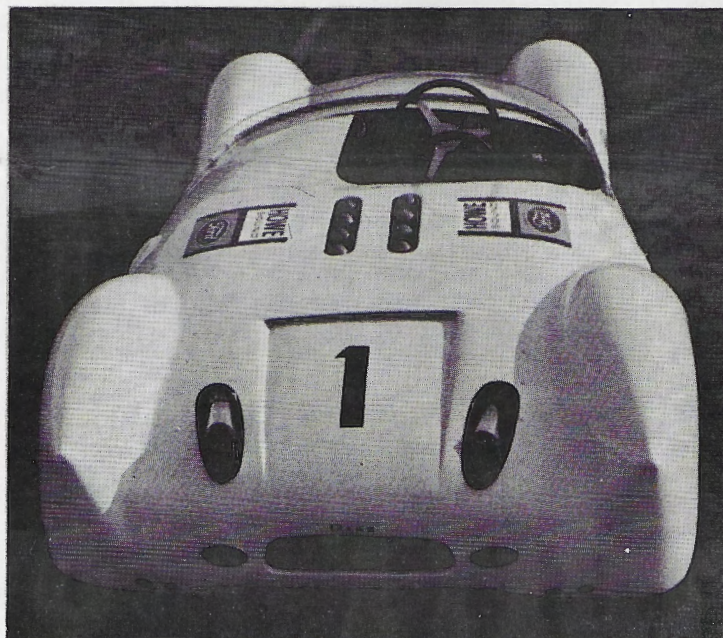
After Hall had removed the Cov-Clit power plant, tentative first steps were taken to prepare the original gearbox for a modified compact Buick V8, and indeed, work had been started on an adaptor ring for this eventual union.

As Heppenstall put it: "When I saw this I thought it might be possible to install something larger and more powerful." About this time, late spring 1963, word was already circulating concerning Shelby's plans to Cobra-ize the Cooper Monaco, and it took the Heppenstall Homebuilt Special design staff (himself) only a moment to order the Heppenstall Homebuilt Special engineering shop (himself) to go the Ford Fairlane route.

Through a conveniently-placed and friendly source, two 289 cu. in., 360hp modified Ford Fairlane engines were obtained and the wedding game was on. The installation called for a splitting and two-inch widening of the rear frame to accept the newlyfound power. The original gearbox was discarded and a hefty Colotti Type 37 unit was added to the rapidly-filling engine compartment. Which brought him to the biggest single problem of the project.

There is never a book of instructions for this type of home-built assembly, and everything is mainly a matter of trial and error. Since the Type 37 is one of Colotti's bigger units, designed to handle

BEAUTY — with its re-treated after section the Howe Sound Cooper-Ford presents a sleek, polished appearance to its opposition. The highest part of the car is now the rear fenders, and in this form has some three square feet less frontal area than previously.

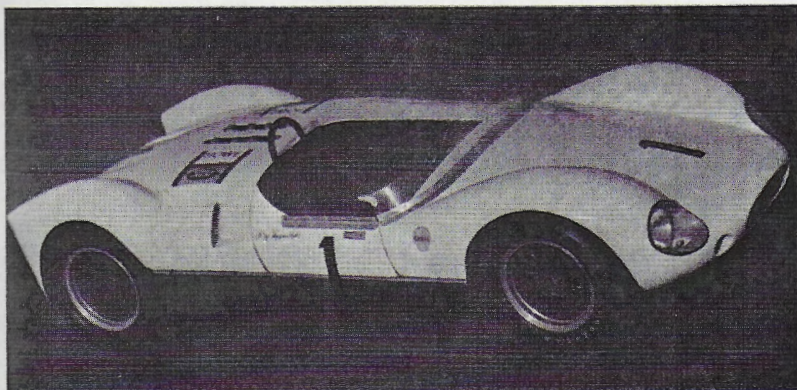


large torque outputs, it is delivered without a clutch. Ford engineers, in cooperation with England's Eric Broadley and Colin Chapman, adapted a Borg & Beck clutch for the Fairlane-Colotti combinations so successful in last year's Lotus 29's. As with all such special productions from a large components manufacturer, the Colotti/B&B clutch was given a series of parts numbers, despite the fact that these clutches would not be for sale to the average person.

Heppenstall, with an assist from Broadley, was able to secure these parts numbers however, along with recommendations from the Lola

designer on how to complete the installation. A letter to Borg & Beck ordering the needed parts met with a refusal to deliver — presumably due to prior commitments in force with Shelby.

The next move was to sketch up a blueprint of a clutch, patterned along the lines of the Colotti/B&B unit. Ray's long-time friend, and chief engineer at Yale & Towne in Philadelphia, Ozzie Carliss, undertook to build a clutch for the Cooper-Ford. After three units, each being a development of its predecessor, success came in the shape of a multi-plate clutch unit, (and spares), which weighs 16 lbs



How to build a King Cobra in your own back yard

13 ozs and capable of absorbing the torque of a 400hp Fairlane engine.

The Colotti gearbox also presented another problem, which although circumvented, has not yet been fully solved. The box has no provision for mounting a starter, so once again trial and error was involved. Heppenstall started off with a Hillman Husky starter since the ring gear of this setup exactly fitted the engine flywheel without any further modifications. While this worked only marginally and the basic requirement of starter installation was achieved, there was but 17 ft/lbs torque available from

the starter, hardly enough to crank a high-compression eight-cylinder engine. This was the reason for a DNF at Marlboro on the car's second outing.

The next move was to a 22 ft/lbs Lucas starter suitably machined to use the Husky Bendix drive. While this now works well Ray is leaving nothing to chance and is planning on replacing this unit with a 29 ft/lbs starter taken from an automatic transmission Mk IX —Jaguar.

The standard Girling brakes have been left alone, however future plans call for replacing the front discs with those now on the rear, and installing a larger set of

discs from an Aston Martin in their place. This will result in a larger pad area than at present and in view of the increased potential of the car with a 400hp engine later in the season, this sounds like a wise move.

The matter of suspension tuning has seen four different sets of springs in operation plus the installation of a heavier swaybar and increased front track. The standard Cooper front end has been retained, but as improvements are made to the car's road behavior it is becoming less and less the original Cooper Monaco that it once was.

Following Heppenstall's first time out with the Cooper-Ford alterations were made to the cooling system subsequently curing overheating, a problem which plagued Shelby's King Cobras in the beginning. To this end the water pump drive has been slowed down some 20% and a large-area cross-flow radiator has been installed. Late in December of last year bodywork modifications resulted in a sleeker, lower profile and the earlier hump-backed look is now gone. The rear deck is barely higher than the front bodywork and the car has gained in appearance. South Jersey's Benny Diaz was responsible for the aluminum-pounding honors.

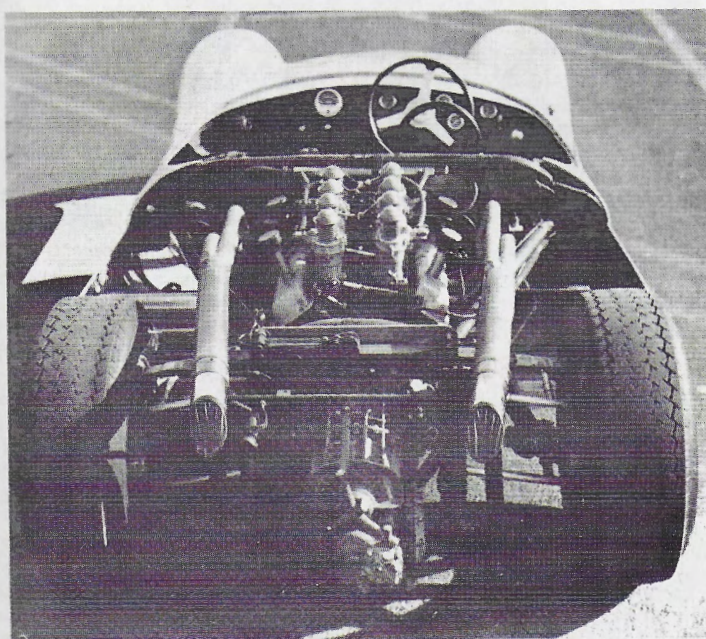
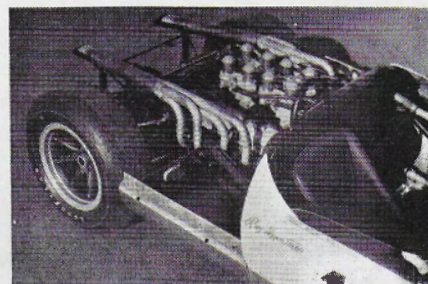
Heppenstall's Cooper-Ford is running under the colors of Howe Sound, and the car's track record to date has been encouraging. A new lap record at Vineland last November (see TOP GEAR, Dec.); a DNF at Marlboro later the same month due to the inability of the original starter to turn over the engine following a stalled spinout; 13th overall and class 2nd at Nas-

sau in the Governor's Trophy, Heppenstall up; 9th overall and class first at Nassau in the Nassau Trophy, Holbert up; a new practice lap record at Daytona, and a well-placed third spot in the February 15th 250-mile sports car feature. The car DNF'd at Daytona on lap 21 due to a broken wheel, but showed much of its early promise as a possible front-runner later in the season.

While Ray's racing background to date has been in machinery somewhat less testing than the Howe Sound Cooper-Ford's present capability, the plan of action for 1964 is to run a 14-race schedule consisting of all USRRC events and FIA internationals for modified sports cars. His personal strategy will be to drive within his own limits and feel his way along. Of all people, Ray himself fully realizes that all his previous experience will be of little use to him in this potent C Modified machine. Later in the season a Shelby-prepared 400hp engine will be available, and Heppenstall plans to have polished his skills and reflexes on the car in its present lower-powered state.

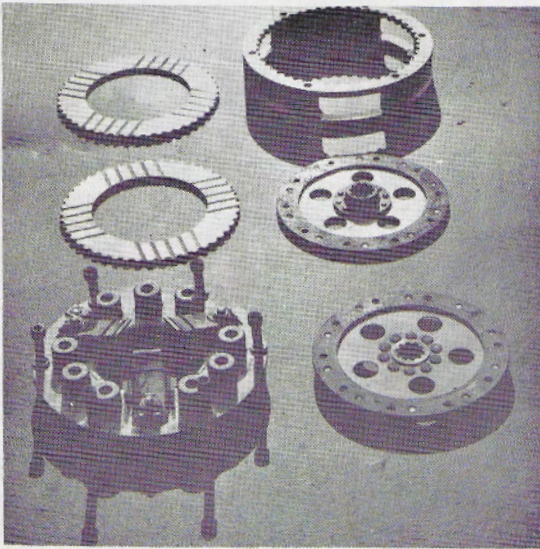
"I hope to do fairly well in the car this year and I'll be concentrating on running as well as I possibly can, with the main emphasis on finishing all the races I will run," Heppenstall told TOP GEAR before leaving for Daytona.

He has set himself a hard task since the Shelby team is no small threat — especially now that they have the sensational new Lotus 30s with Ford power. But as we all know a lot can happen in the 1964 season. . . . and David was able to take care of Goliath, remember?

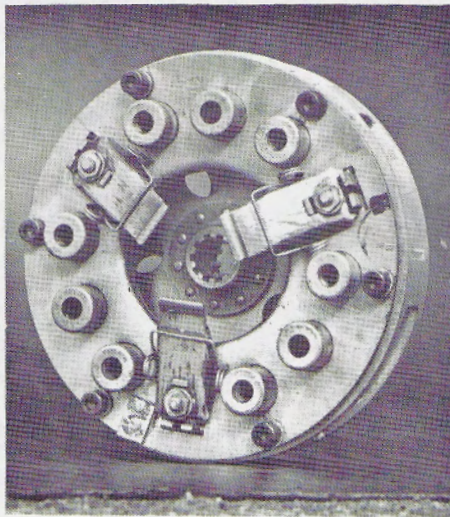


BEAST — with the rear deck removed some idea of the engine compartment complexity becomes apparent. In sharp contrast to Colin Chapman, Derrington, et al, Heppenstall settled for a fairly simple exhaust header setup. Less total torque, but a more even range is the result.

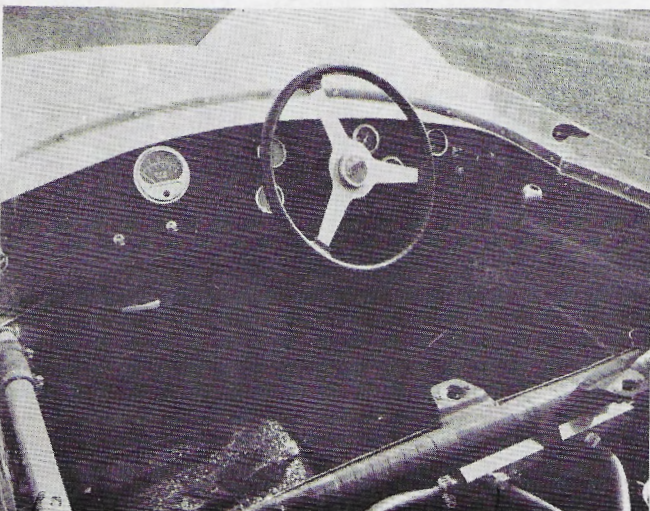
CM Contender



Since problems were encountered in obtaining a suitable clutch for the Howe Sound Cooper-Ford, Ozzie Carliss went to work and made three of them to Heppenstall's specifications. The first two were not entirely satisfactory however the third shot hit the mark. Modifications were made to Mk I and Mk II; now all three are identical.



The business office, simple, neat, and tidy.



ICE CARADES

by HARRY REYNOLDS



Team Taylor's SAAB, Ken Gee up, proved to be the combination to beat in Skip Miller's winter autosports on ice. —Reynoldspic

Ice racing in Pennsylvania started some seven or eight winters ago on such Pocono lakes as Naomi and Mountain Springs. This year's racing is being held at Stillwater Lake, three miles west of Mount Pocono on Route 940. My own participation in ice racing ended several years ago in an inverted Volvo with a stump through the roof, but since then I've been up once or twice a season—to watch! The others, that is!

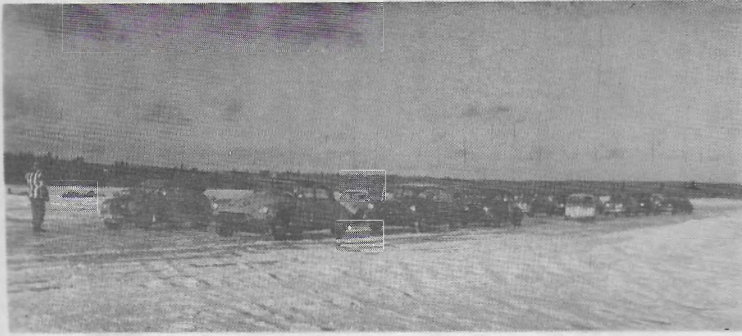
There is probably no form of automobile racing in which track conditions can vary as widely as in ice racing. On hard, crusty snow traction is akin to that on concrete. On glare ice there is unbelievably little bite either to brake, accelerate or corner. Add gusts of wind to glare ice and real talent is needed just to hold the car in a straight line, let alone do Racing Things. Sunday, February 2nd, had the glare ice and with it, what Skip Miller described as the worst gale-force winds he'd ever seen at the ice races. And he's seen quite a few ice races in the eight seasons he's been promoting them.

When we got to Stillwater Lake around noon, a race having the cumbersome title of The Deep Freeze Little Le Mans was already in progress. Snow and sedans were flying in all directions, and little could be seen of the latter because of the former. Because of decreased visibility due to the blowing snow,

the race had been reduced from three to two hours in length. This was but the first reduction in race length on the day's schedule. According to the program this first race was for all rear-wheel-drive sedans and the front-wheel-drive cars were being permitted to run, "to add spice to the competition". The fwd cars added sufficient spice to take the first seven places in the race. Technical winner and eighth overall, was Jay Millard in an ancient Volkswagen. Overall winner was Ken Gee in a SAAB. He was followed by four more SAABs, a Citroen, another SAAB, and then the VWs of Millard and Pawley. Millard drove a fine race but clearly was driving the wrong brand of car for this sort of fun.

SAAB has been the perennial favorite on ice because of its excellent handling. A hard-core group of SAAB enthusiasts has developed over the years, and it's tough to beat the Bethlehem-Ottsville axis at their own beloved game. The two bright orange SAABs of Team Taylor are a good example of this enthusiasm. Car 8 is driven by Ken Gee of Bethlehem and car 9 by George Taylor, Jr., of Ottsville. Bright colors are felt necessary so the car may be seen easily through the usually-present clouds of snow. Wayne Keller of Harrisburg has his SAAB painted an incredible shade of chartreuse. There are many others of these Swedish fwd cars

... or Winter Fun on Wheels



Ice racing draws a varied field of competitors and among the many makes represented in sedan action are Citroen, VW, MG 1100, and the favorite SAAB. —Reynoldspic

Marilyn Alderman makes like a snowplough. Seconds after she came to rest in a snowbank she leaped from the car and began to dig furiously in an effort to rectify her earlier exuberance. —Reynoldspic



which are carefully prepared and skillfully driven, even if less brilliant in color.

The most important single mechanical element in ice racing is that which hooks the car to the ice, however tenuously. Tires (which must be of conventional tread pattern and without studs) are nearly all Michelin X. Some variance in tire size used on the SAABs was in evidence, however. Gee's car had 155mm width, Taylor's, 165mm (which requires a little mild fender-bending for clearance); Joe Christ uses the stock 145mm width. All three cars go extremely well, so size seems not nearly so important as brand. Most generally used pressure was 12psi, which ensures sufficient tire contact on the slippery surface.


Timing and scoring is carried out in a good-sized trailer parked in conventional relation to the race track. The day after the January 19th races, gale-force winds picked the trailer up, inverted it in mid-air, and plunked it down 50 feet away. According to Miller the only reason there wasn't a repetition of this the day we were up was that he had put an anchor on the trailer. And how do you anchor a trailer in the middle of a frozen lake? Why you just rope it securely to a 1954 Chevy! Similar ingenuity was evidenced in the provision of rest rooms.



Following the two-hour race there was a series of foreshortened sprint races which climaxed in a feature race which was cancelled altogether! The first sprint was for Porsches, and seldom have we seen Porsches look more awkward. Several times a car would spin off course (no problem, acres of room) and because of the slickness of the surface and the strength of the wind, the car would continue to spin about its own axis, just like a top. This race was of unparalleled dullness for everyone but the drivers, who vainly struggled to make the cars run straight and bend as required. Winner was John Koeck who co-drove the third place VW in the two-hour race. The second sprint was for rwd sports cars. Briant Hunt, veteran MGA driver, took first place honors in this one. He was closely followed by two TRs which didn't seem to handle nearly as badly as they should on a course this slick.

Rear-wheel-drive sedans ran in the third sprint race. Winner was Jay Millard in a VW, his second first place of the day. Bob Koeck, brother of John, took second spot. Sprint four was for front-wheel-drive cars and saw Ken Gee in first place. In second spot was the Citroen of Bob Huber, a good performance against the strong SAAB contingent. The feature race was cancelled because of the extreme

slipperiness of the course, gusty wind, and drastically reduced visibility.

Considered as a whole, ice racing is a loveable freak. It takes a good deal of skill to do well, but skill of the kind evidenced by the chap who plays four trumpets simultaneously whilst making love standing up in a hammock. To a person used to over-officiated SCCA events, it is charmingly-loosely run. The extended yellow flag periods are reminiscent of another amateur affair on a somewhat grander scale—Indy. The capricious enforcement of the no-passing-on-yellow rule seems to neither encourage the drivers nor discourage them from doing it. On the other hand, there is little of the bitterness and bitching commonly associated with the more sophisticated areas of motor racing. The cars are well prepared and fast, although few would pass the SCCA "neat and clean appearance" rule due to the frequency of shunts. As a spectator, you need not leave your car to enjoy the racing. Should you tire of one corner, merely motor down to the next. An entrant soon learns the extent of his talent at ice racing. As Skip Miller says: "Many drivers take up other sports after one or two tries at ice racing". Even though I did, watching these races is still fun.

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Big Schedule Ahead for N.J. Council Trials Enthusiasts

by GEORGE JOHNSTON

The 1964 season of field trials (alias Time-Trials or Auto-Sprints) in New Jersey will include events staged by at least nine different sports car clubs. The schedule listed below shows tentative dates for the trials series, including those events that have been granted N.J. Council Championship sanction. Any driver, regardless of his residence, may compete for N.J. Trials Championship points by purchasing a trials membership card at the first championship trial in which he enters. The card will cost \$2.00 and will be valid for the entire series. Card carrying contestants will be entitled to receive trials standings bulletin from the council, besides being eligible for championship trophy awards at the termination of the series.

Thus far, the Council has proposed a series of eight championship events. A contestant's final score will be based on the best seven out of eight trials. In general, the championship trials rules and regulations, including classification of cars, will remain substantially the same as 1963. It is to be noted, however that many of the individual non-sanctioned field trials will incorporate, in certain respects, different regulations and revised classifications.

For instance, Harbor SCC has scheduled six field trials at Pleasantville, N.J., Speedway. Five of these events will be non-sanction and Harbor has, based on past performance at the Pleasantville oval, revised their car classifications to allow for a wider distribution of trophies and encourage some of the previously out-classed cars to come back into the sport. The Flying Burros SCC and the Neshaminy Foreign SCC have also made revisions to their non-sanction events. At the time of this writing, the only clubs to have a definite site for their trials are Harbor SCC, Neshaminy FSCC, Flying Burros SCC and South Jersey Region, SCCA.

Many of the other clubs are awaiting confirmation of trials sites in the central and northern regions of the state. Some of these clubs have scheduled trials dates even though the trial site has yet to be confirmed. Others, such as the Jersey SCC, have not yet offered a schedule of dates, but will do so as soon as a suitable site has been secured.

During 1963, the only club to stage trials at the Pleasantville circuit was Harbor SCC. Now due to the favorable cooperation between Pleasantville Speedway owner, George Stockinger, and the excellent facilities offered at the Pleasantville oval, three other clubs have negotiated to stage trials there during 1964. The Porsche Club of America, Neshaminy FSCC, and South Jersey Region, SCCA, have arranged for trials dates.

Flying Burros SCC, which has in its organization many Air Force officers and personnel from Fort Dix and McGuire AFB, will again stage their events on large paved parking areas and airport runways located in government military installations.

Mar. 15—Club Trial, FBSCC & NFSCC, McGuire AFB, NJ
 Mar. 22—Club Trial, Corvette Club, (No Location as yet)
 Apr. 5—Championship Trial, SCCA-NJR, (No Location as yet)
 Apr. 12—Club Trial, HSCC, Pleasantville, NJ
 Apr. 26—Club Trial PCA of NJ, Pleasantville, NJ

May 17—Club Trial, FBSCC, McGuire AFB
 May 24—Championship Trial, HSCC, Pleasantville, NJ
 June 28—Club Trial, HSCC, Pleasantville, NJ
 July 4—Club Trial, FBSCC, McGuire AFB
 July 5—Club Trial, W&DSCC, (No Location as yet)
 July 19—Club Trial, SCCA-NJR, (No Location as yet)
 Aug. 2—Club Trial, SCCA-SJR, Pleasantville, NJ
 Aug. 9—Neshaminy Club Trial, NFSCC, (No Location as yet)
 Sept. 13—Gymkhana, FBSCC, McGuire AFB
 Sept. 20—Club Trial, HSCC, Pleasantville, NJ
 Sept. 27—Championship Trial, Corvette Club, (No Location as yet)
 Oct. 4—Club Trial, NFSCC, Pleasantville, NJ
 Oct. 11—Club Trial, HSCC, Pleasantville, NJ
 Oct. 25—Championship Trial, W&DSCC, Pleasantville, NJ
 Nov. 15—Club Trial, HSCC, Pleasantville, NJ
 Nov. 22—Club Trial, NFSCC, (No Location as yet)

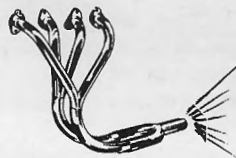
Although the above listed dates appear to be final, it is suggested

that any interested trialist contact the host club for definite clarification and details prior to the event. List of contacts are as follows:

Corvette Club: Dick Dubois, 181 Rater Rd., Wayne, N.J.
 FBSCC (Flying Burros): Ray Worth, 400 W. 3rd. St., Florence, N.J.
 NFSCC (Neshaminy): Ray Brunnell, 219 Kenwood Drive So, Levittown, Pa.
 SCCA-SJR (So. Jersey Region): Ray Brunnell, (same as above)
 HSCC (Harbor): Bill Brown, Maple Shade Lane, Beesleys Point, N.J.
 PCA of NJ (Porsche Club): Phil Pratt, 31 Berta Place, Basking Ridge, N.J.
 W&DSCC (Wheel & Dash): Ernie Rauchle, 513 Monroe Ave., Elizabeth, N.J.

TOP GEAR will publish any new trials dates as they are received from the individual clubs in New Jersey, and we suggest you check the forthcoming schedules in the Delval Datebook Column.

New Jersey



Exhaust Notes

JSCC's Monte Carlo I

by TOM STEWART

At the start of the 1964 N.J. Council meetings some considerable discussion arose as to enhancing the interest of the Council Championship Rally series by new events which would complement the regular schedule of STD events. The Jersey Sports Car Club, although extremely active in the trials program, were anxious to contribute to the rally activity also.

A challenge that they organize an annual all-night snow rally, similar to those in other areas, with which to kick off the series was enthusiastically accepted by their members. Through the leadership of Bob Schurle and Vic Franco an outline for the Monte Carlo I was planned in the space of a few weeks to start the season with flourish.

True to name, a continental format was adopted calling for a map event with a minimum number of speed changes, timing to the minute at most

controls and a guaranteed run regardless of weather. Saturday evening, Feb. 9th, found some 68 starters equipped with an impressive assemblage of snow tires, chains, truck flares and special lights which field included almost 40 newly-registered Council rallyists ready to leave Springfield, N. J., on the 230 plus miles and 12 hours of mountain driving. Your reporter complete with winterized Rambler, specially mounted landing light, shovel, towrope and spouse started toward the rear of the pack in anticipation of observing any interesting situations which could well develop in an event of this type.

The odometer check eventually crossed over the Watchung Ridge and headed north-west toward the highlands using clean, dry paved roads calculated to bolster the confidence of even the most faint-hearted of drivers. A choice of minor roads leaving Pottersville, N.J.,

just a few miles into the first timed leg however, required the most painstaking in map reading with the result that timing to the second was not necessary at the first control which followed shortly.

Only 21 of the field showed up for scores including a number of 30 minute maximums. As in all marked map rallies some adroit recovery efforts by the field enabled a majority to slip through the next check while it was open, and so on into the first rest stop at Butzville. The restart gaining from official mileage and the single average speed used started us on time again northward up the Delaware River for a few miles before turning east to skirt the south edge of the Kittantiny Mountains. Proof of the popularity of rallyists was well in evidence in the small village of Vail, where an estimated 90% of the population turned out in their

night-dress and with upraised fists cheered the cars through! A couple of crews were even stopped for interviews best not described in these pages!

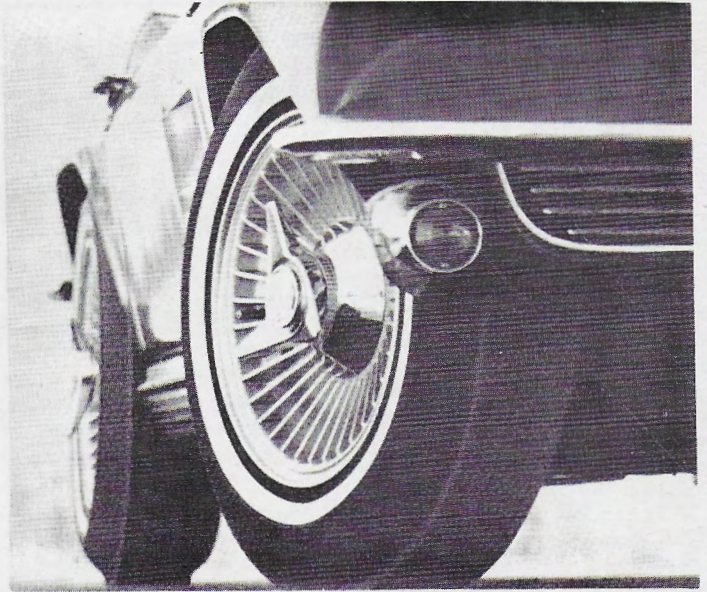
Then on to checkpoint 3 which was bypassed by many of us who just couldn't believe that li'l ole dirt lane was the proper mapped route when there were so many other nicely paved roads available. The guessing game which ensued from this diversion was to disrupt so many running times that a substantial number of cars after finding their way over the ridge to Flatbrooksville cut off a large loop proceeding directly across at Dingman's Ferry into Pennsylvania.

Those who persevered in the face of the now treacherously icy roads and driving snow, and even those who used a shorter cutoff at Hainesville, were rewarded with another control just four miles before the ferry. According to records only 17 hardy crews came through while attrition to cars and entries was concentrated in this leg. Excursions into the bordering brush were legend and included a new Datsun roadster which dug a furrow with its windshield and top but without injury to occupants. Both an MGA and a TR-3 visited the woods also but the MG chose a more narrow path with consequent body damage to both sides. Even

of the map readers, lured all but ten of the original field on a bypass of the now infamous Limepit Control. Continuing past Swartzwood Lake we found more minor lanes, county roads, and finally, in pre-dawn light, a shivering checkpoint 6 group attending to their duties just short of the Hackettstown rest stop.

Again the remaining field assembled for a last start to bear down through Mt. Freedom on a flawless daylight run into Hickory Tree for the finish of the timed part of the course. There sat the huge wrecker and station wagon which had been observed regularly during the night in the mountains operating as a deluxe sweep crew.

Results in general reflected directly the abilities of the more competent map readers in that, as an example, the second place car carried a newly imported Britisher as navigator. His map experience in England was invaluable even though he had never been in Northern New Jersey or even studied a map of the area prior to starting. It furthermore should be understood that driver-emphasized map events, in what could have been extremely adverse weather, do not necessarily require precise on-time running to win. The event was planned with adequate areas for recov-



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A "cool" checkpoint six in the early dawn confirms Lynne Stewart's suspicions of off-course meandering.

Mac Cornforth, English import, and Driver Bob Hoffman, of SJSCC, receive 2nd place trophies and congratulations from co-rallymaster Vic Franco.



the new Delaware Valley-based team Sprint Falcon of Pennsylvania's Cliff and Jo Murray, while somewhat off course, visited a snow bank only to discover a boulder hidden within. The right front fender and bumper damage was quickly cleared off the wheel by using a large chain, a nearby tree, and none other than our intrepid rallymasters who just happened along while checking on progress. Unfortunately some suspected steering damage derailed this 1963 series champion from continuing after a few more miles.

The longest restart at Port Jervis, N.Y., gave all of us pause to reorganize our strategy and plan the balance of the trip. Our return route skirted Highpoint Lookout, and crossed over Stokes State Forest on a combination of winding state and country routes made interesting because of the newly fallen snow on into Beaverville. Then a twisted stretch of third class roads led over to SR15 only to leave it shortly in quest of Lime Crest and check 5.

At this point one of the numerous unmapped Ys discernable only to the best

ery so that even checkpoints completely missed did not always spell disaster and it was felt that Messrs. Schurle and Franco skirted the fine line between a dangerous speed event and a fine drivers' rally with considerable success. It was true that the official map was skimpy and even misleading in a couple of areas, but only one or two contestants who felt that recovery was beneath them complained. This area of fault however, was acknowledged and assurances were made for improvement in the future.

Comments and evaluations from the 44 finishers were almost completely favorable so that it would appear that the Jersey SCC has spawned a popular annual bash to lend variety and color to the Council series. It was great fun too.

RESULTS

1—D. Whiting & J. Fisher, 1362; 2—R. Hoffman & M. Cornforth, 4397; 3—D. Wilcox & D. Loomis, 4462; 4—R. Hughes & S. Wagner, 45000; 5—P. Aubrey & N. Porter, 5760.



Is it Time for a change?

As is well known the sport of hillclimbing is somewhat different from that of road racing, and in the Delaware Valley area the Pennsylvania Hillclimb Association is the only group in existence devoting its efforts solely to the growing band of drivers who run the hills.

The past few years have seen the PHA series of hillclimb venues grow from a few to almost a dozen, and the competition run for class as well as overall champions. While the number of entrants may vary from 50 at Hyner to three times that amount at Fleetwood or Duryea, the full list of competitors runs to almost 300.

Of this number there is a central group known as the Old Guard, and they can be seen at every climb, and of course every party, no matter how far from home it may be.

As in any organization, rules and regulations are necessary to keep things moving, and the Pennsylvania Hillclimb Association has done an admirable job in meeting this task. However, rules are but a guide, and as any sport grows and matures, these guides must also grow and change.

In meetings, both public and private, the PHA has made many changes in order to keep things running as smoothly as possible, and many hard hours have been put in by Charlie Biedler, Ray Tessier, Sam Price, Steve LeBoutillier, Oscar Koveleski, and Muriel Watson, to name only a few, just for the good of the sport.

At a private meeting held after the final climb of last year, at Hershey, Pa., PHA officials and club representatives present agreed that some larger changes should be made prior to the '64 season. Rather than send letters to some 300 drivers it was decided to make use of TOP GEAR to present several of the points, as well as some pros and cons, and to have the drivers send their opinions and ideas to me. The results will be turned over to the PHA and subsequently be published in TOP GEAR. The larger points were discussed at a meeting of the Duryea Club, holder of the Fleetwood climb, and their ideas are as follows:—

1. Club teams to continue, six to a team.

2. All climbs to count for points.
3. Scoring system of points for position, regardless of entry, 10, 9, 8, etc. to continue as is.
4. All climbs must have two runs; driver need make only one.
5. Follow SCCA classes.
6. PHA license system to continue.

Some people are not satisfied with the present point system of 10, 9, 8, etc., no matter how many cars are in a class. Their main objection is that they feel it gives a driver points he hasn't earned. They feel that a second place in a 10-car class should be worth more than a second in a four-car class. Some of these people want a return to points for the cars beaten system.

The point for position was started to eliminate the LUCK and IFS involved with the old system, where the year's end result was often the result of luck rather than ability, where a man might win seven events with small entries, and lose the championship because in the event where there JUST HAPPENED to be cars, he broke an axle, didn't run, and lost out for the year; despite the fact that he may have won eight more events than the second place (at that time) driver.

In a system where a first might be worth 10 points one day and 3 points on another, the championship results looked quite odd, when the B or C champion had a total of 12 or 13 points, while the F or H leader who may have taken the same number of first places, had a total of 75 or 80 points. With the 10, 9, 8 system, all champions have points in the 80-90 area. Another advantage of the 10, 9, 8 system is it gives points to more drivers and boosts interest. Inasmuch as both systems use consecutive numbers, neither would change the end class result.

Under any system a first is still a first. Is there any reason to penalize a driver by reducing his point total just because he happens to drive in a class where there are few entries? The man who drives the 150S Jag, Sting Ray, or Super 90 must certainly drive as hard to beat the few cars in his class as the Sprite or MGA driver must in his.

Another point system mentioned is the split method, with 9, 6, 3,

2, 1. This system would make it harder to catch the point leader after one has taken a second and a third or two, but it has only been used with success in a series where not all the results are totaled, such as in the SCCA Nationals, where only half the races count, say, the best five of a driver's finishes. Also, as this system only goes to five places, it gives points to fewer drivers and could reduce interest and subsequently entries.

Another point is, should a driver win a championship if he runs in a class where there are few entries through the season? Again, should a man be penalized because of the car he races? If we look at the 1964 SCCA classes, and if we use them this year, we find that the question of few entries in class will definitely come up. Take a look at what is to be C Production. How many of the cars listed do you expect to see on the hills? You may see a Carrera during the year, and one or two men may race a Super 7 at every event. Isn't the winner at year's end entitled to his championship?

The next point: should we count every climb towards the championship? Some would like to see us continue to count all climbs while others want to eliminate two climbs from the year's total. In other words, each driver is allowed to eliminate his two poorest performances. If there are ten events next year then a driver's best eight will be totaled. Naturally if a man has run only eight events he must then count all of them.

The main objection to this is that some feel that since all are championship events, all should count. Also some feel that a particular event will suffer more than the others, and its entrants would drop off. The two most often so-stated are Hyner and Springtown.

The side for dropping two events from a score lists several reasons.

It is often a hardship to run every event if you try for a championship, not because of the expense involved, but because it sometimes forces a driver to give up some personal association in order to make *every weekend*.

That every other championship series does drop some percentage of its events, from the SCCA Nationals and NASCAR to the World

GP Championships is something to consider.

Since there is only a group of 50 drivers who actually DO attend EVERY event, it would only affect this group, and these people will most likely continue to run every event. The others are not so affected as they run only certain hills, for their own reasons, and haven't actually been involved in the championships. But by allowing two events to be dropped, some of these drivers may suddenly come into contention and so may stimulate interest.

Rather than hurt the entry elimination might actually help it. Many of the drivers who have already been eliminated from contention by several poor placings would then be given the chance to better their record. The seventh place at Hershey can be bettered by placing higher at Hyner. There must be many who have made the statement: "Why go 250 miles to Hyner when I've already lost the chance at the title? Now if I didn't lose it at that turn at Pocono I'd still be in there, and I'd go. But all that way for nothing? Forget it!" These are just the people who, by being allowed to eliminate that bad event, caused by the tooth-ache, run out of gas, broken part, or just a plain bad day, would then show up at Hyner for another try.

But the biggest reason for wanting two results dropped is told in this little story.

Driver A has taken six firsts and three seconds.

Driver B has taken three firsts and six seconds.

B is good, but it is obvious that the champion is Driver A.

At the tenth and final event of the year Driver A can't run. He, or someone in his family, may be ill; he may have broken down on the way to the hill; or he may have hit a deer on a practice run. Driver B then takes a first, and as a result HE WINS THE CHAMPIONSHIP! But should he have really won it? And is he really the better driver?

He was not beaten by the other man, he was beaten by one mechanical failure, or one day's illness, or one mistake in a year, or that accident caused by circumstances beyond his control.

No point system would have changed this outcome. A lost under 9, 6, 3. He lost under 10, 9, 8; and all things being equal, with no LUCK as to how many cars MAY have entered, all things being equal he lost under point for each car beaten. But had he been allowed to count his best 9 of 10, or 8 of 10, he still would have had the better RECORD OF PERFORM-

Continued on Page 26

What's New

ELECTRONIC MAGNETO

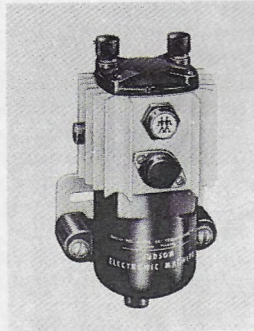
Electronic ignition systems have as many different ways of operating as a dog has fleas, but all basically render benefits of a uniform nature. Plugs last longer, engines run smoother and better at high speeds, fuel savings are effected and point life is considerably extended. Now Judson Research and Manufacturing Co., Conshohocken, Pa., manufacturers of the well-known Judson Supercharger line have come out with yet another electronic ignition system assist in the form of an electronic magneto.

This is a complete and integrated electronic ignition system that provides dependable and positive ignition under all conditions. Voltage output and amperage at the spark plug increases as the speed of the engine increases. Spark plug life is claimed to be more than doubled because the new unit has the same characteristic output (wave form) as a mechanical magneto. Breaker point life is extended because of reduced current across the points. The Judson Electronic Magneto's fire-power at the spark plug is in proportion to the ignition requirements of the engine. Silicon transistors are used for both negative and positive ground systems.

Installation is extremely simple and consists of transferring the wires from the present ignition coil to the electronic magneto.

With the Judson Electronic Magneto, and unlike conventional transistorized ignition systems now on the market, it is not necessary to locate and remove the ballast resistor. Installation can be made in less than 20 minutes.

The Judson Electronic Magneto is sold on a satisfaction guaranteed basis and carries a three year warranty. Free literature is available from Judson Research & Mfg. Co., Conshohocken, Pa.



CUSTOM-MADE BATTERIES

The average driver seldom gives much thought to the battery in his car, and probably seeks the least expensive unit when the time comes to replace his car's electrical energy source. Today, along with a lot of other things, batteries have suffered the fate of production line skimping, and in the low-price category you may only be getting a battery with three-quarter depth plates inside. Since this is not something which can be readily observed, many people do not know of this deficiency, until some months later, after heavy dependence on the battery, one's car fails to respond to an early morning start.

The Landis Battery Company of Atlantic City, N.J., has long been known for its quality batteries, and Landis batteries are standard equipment on many of today's large luxury cabin cruisers, such as Egg Harbor and Pace-maker boats. Full-plate construction is a basic feature of these excellent units and a full line of replacement batteries for most makes of cars is now available. Their prices are competitive.

One item which Landis Battery has developed is a custom battery manufacture service, and any competition

driver or mechanic with battery problems would be well advised to get in touch with Landis Riley, president of the company. His outfit will undertake to make up any special order battery for only a few dollars more than a standard unit. For instance, if you need a battery to be a specific size, but could use a greater amperage capacity in the unit, Landis can solve your problems.

One other item which Landis Battery Co. has, that may be of interest to those of you who have 6 volt system cars, is an Automatic 6 battery. This unit, the size of a conventional 6 volt battery, is actually two 6 volt batteries in parallel, with a switchover feature enabling the battery to deliver 12 volts for the start cycle only. Since only the starter receives the full 12 volt output through an Orpin series-parallel switch, the remaining 6-volt components in the electrical system are safe from the momentary additional power.

Custom battery queries should be addressed to: Landis Riley, Landis Battery Co., 604 North Robinson Ave., Atlantic City, N.J.

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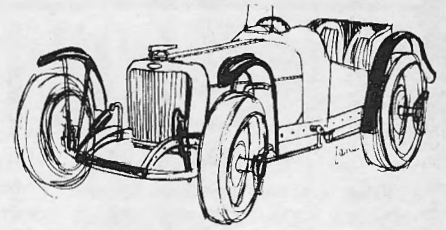
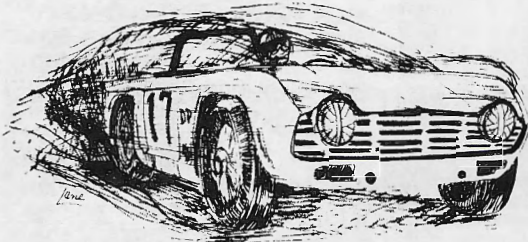
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Delval Datebook



MARCH

- 6-7-8—Washington Region, SCCA: Drivers' School, Marlboro, Md.
- 7—Sun AC: Windy Wanderer Rally.
- 8—VFMC: Economy Rally. Jim Abernethy (215) HI 6-6138.
- HSCC: Reversible Rickshaw Rally. Pete English (609) 641-0836
- BSCC: Twist Rally. Milt Kyle (215) 297-5304.
- 14-15—NNJR-SCCA: Drivers' School, Vineland, NJ.
- 15—FBSCC: Time Trials. (NJ Council)
Ray Worth (609) HY 9-0638 or
Ray Brunnell (215) WI 6-1879.
- BMC: Shad Moon Rally. (PRCA #2)
George Alderman (302) WY 8-8672.
- OYRSCC: Gymkhana. Bill Mayberry (215) OS 5-2086.
- 21-22—Phila. R-SCCA: Drivers' School, Vineland, NJ.
- 22—Sebring 12-hr GP of Endurance.
DVSCC: March Hare Rally.
NFSCC: Spring Thaw Rally.
RTMC: Rally.
CSCC: Time Trials (NJ Council #3)
Ray Brunnell (215) WI 6-1879.

APRIL

- 5—BMC: Rally.
EPSCC: Rally.
QCSCC: Rally.
- NNJR-SCCA: Time Trials. (NJ Council #4)
Ray Brunnell (215) WI 6-1879.
- USRRC #2: Pensacola, Fla.
- 12—VFMC: Spring Fever Rally.
- HSCC: Time Trials. (NJ Council #5)
George Johnston (609) 927-3171.
- SJSCC: Play Ball Rally. (SJ Region Series #2)
Jean Steagall (609) 663-6916.
- Washington R.-SCCA: National Races.
Marlboro, Md.
- 19—DSCC: Pennsylvania Hex Rally. (PRCA #3)
Art Horst (215) 678-2215.
- NCR-SCCA: National Races. VIR, Danville, Va.
- 25—BSCC: Evening Rally.
- 26—Sun AC: City Slicker Rally. Stan Trostle.
- SJSCC: Jersey Devil. (SJ Region Series #3)
Jean Steagall (609) 663-6916.
- Phila. R.-SCCA: Divisional Races. Vineland, NJ.
- USRRC #3: Riverside, Calif.

PHA—Is it Time for a change?

Continued from Page 22.

ANCES, with six firsts and two or three seconds, while B had but four firsts and four or five seconds.

The right to remove two results from the season's total would not be an excuse to not run a particular hill. It is still to a man's advantage to run every hill for the best possible choice. The man who has already taken seven, eight or even nine firsts is the man who always runs all the hills. But the man who is obviously the champion, should he lose it because of one day's illness, that one mechanical failure, that one incident? And that other driver, the one in second place, shouldn't he also be allowed to remove those two black days he has had, and still be in there to the end? Should the other driver make too many errors? . . . You decide!

Should the results of a hill be thrown out because it couldn't have the second run? All hills must offer two runs, and so far they all have. But what if that second run isn't held. At Hyner the second run was not held. An accident occurred on the first run and it was either a question-of-put off the run and get the car out in the daylight, or hold the run and try to get it out after dark. A vote of the drivers was held and they voted to get out the car. The vote may have been out of order, but it was taken and there was a large majority. What would you have done? Only 50 of

us were there; what would the other 250 have decided?

What about those classes? There was much heated debate over this question last year. Many factors were involved, and still are. Does a car perform the same on a road course as a hill?

There were statements made on this, and many other reasons, both for and against our own classes. But does a car perform the same in the two types of events? Is this the most important factor? Should we break away from SCCA classes? Is it worth the effort? How do we know that our PHA classes will be any better?

Last year it was decided to wait one more season to see what effect the Cal Club rules had on the performance of various machines. Also since the SCCA recognized our PHA license system, did we want to go against their classes; these were just a few of the questions.

The results of the two sports are in. Both used the same classes and the same Cal Club rules. Did they compare? NO! In the eight production classes only two finished with the same cars in the top spots. This may not be the best way to decide, but at the 1962 meeting this is the way it was done. A list of the SCCA and PHA champions was read and the class leaders matched. In 1963 only two of eight, or only 25%, match.

Granted that some makes run races that don't run hills, but this can be said for both sides. The fact remains that this was one of the factors used last year . . . the reading of the two lists; it was the one that we were going to wait and see . . . well there it is . . . you decide.

One other factor. SCCA recognized our events and allowed SCCA license holders to run PHA events, therefore should we use their classes? This was last year. Things have changed. In the December 1963 issue, of the SCCA's *Sports Car*, SCCA removed blanket approval of our PHA events. Weatherly and Giant's Despair are still approved as SCCA events. Every hill must now be approved by the area steward in negotiations with the individual hill in question some 60 days in advance. If not approved 30 days prior to the event it is then "IRREVOCABLY DISAPPROVED."

This does not say that our events can never be run, but it does involve more work and probably additional expense to the member clubs. Is this a reason for or against the use of SCCA classes? Are you satisfied with the class structure? Do you think that PHA should have hill climb classes, just as there are ice race and field trial classes? You decide!

I have tried to present both sides of the changes in question, but I

too am a hill climb competitor, and my own opinions may have come through. If so, they may have helped you in forming your own ideas. My reason for a particular idea may be the very reason you are against it.

The important factor, however, is not my opinion, nor the opinion of any other single person, nor any small select group. The important factors are the ideas and wants of the majority of the hill climb competitors. The PHA and the member clubs still do the hard work and end up with all the headaches.

PHA is giving you the chance that others don't often get. The chance to tell them what YOU want. The chance to have them listen, but most important, the chance to actually get what the majority of the drivers ask for.

Do not waste this opportunity! And don't limit yourself just to the questions mentioned in this article. State any of your wants, and realize that you have helped to make the sport we all enjoy so much.

Please answer these questions and present your own ideas and reasons on any other matters concerning PHA. Send your letters to:—

Steve Elfenbein
85 Morris Ave.
Morristown, N.J.

DELAWARE VALLEY

Sports Car Club Register

A-HEALEY CLUB of AMERICA

1734 Penna. St., Allentown, Pa.
3rd Tues. : 8pm
Pilot's Club, ABE Airport
BOB ZIMMERMAN (215)434-6733
Gymkhana & Social

BRANDYWINE MOTOR SPORT CLUB

Box 864, Wilmington, Del.
1st Tues. : 8pm
Off. Club, New Castle AFB, Del.
BILL WILSON (302)DL 2-5009
Rallying, Sprints, Hillclimbs

BUCKINGHAM SCC

Buckingham, Pa.
3rd Wed. : 8:30pm
Meeting place varies
MILT KYLE (215)297-5304
Sports Car Action, Sociability

BUTCHER'S LANE MC

Box 93, Lederach, Pa.
3rd Mon. : 8:30pm
Log Cabin Inn, Rte. 422,
Norrstown, Pa.
JAMES BILELLA (215)287-9374
Rallying, Racing

CORVETTE CLUB of DELVAL

19 Detweiler Lane, Ambler, Pa.
1st Tues. : 8:30pm
GM Trg. C'r., Rte. 38,
Moorestown, NJ.
RALPH YOHO (215)MI 6-7119
Rallying, Racing, Fun

DELAWARE AUTO SPORT CLUB

Box 621, Dover, Del.
1st Wed. : 8:00pm
Delwets Club, Pear & Walker,
Dover, Del.
BILL GOTTORF (302)492-3575
Sprints, Rallies, Social

DELAWARE VALLEY SCC

1491 Parkside Av., C-10, Trenton, NJ.
2nd Tues. : 8:30pm
Marroe Inn, Rt. 1
(2 mi. N. Brunswick Circle)
DAVID TROUT (609)682-0053
Rallies and Socializing

EASTERN PA. SCC

4257 Whiting Rd., Phila. 14, Pa.
1st Tues. : 8pm
Meeting place varies
STEVE LeBOUTILLIER
(215)NE 7-1183
Rallying and Socializing

HARBOR SCC

43 Village Drive, Somers Pt., NJ.
4th Tues. : 8:30pm
4th Heidelberg Inn, Egg Harbor, NJ.
GEORGE JOHNSTON (609)927-3171
Motorsport Action, Social

HAWTHORNE SCC

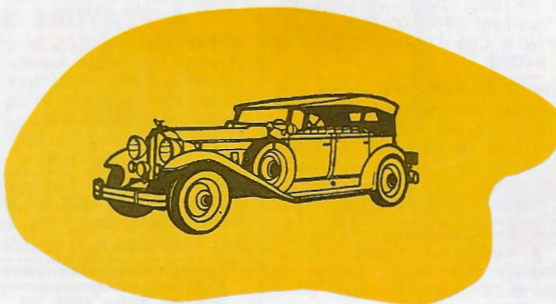
49 Lincoln Av., Hawthorne, NJ.
3rd Tues. : 8:30pm
485 Lafayette Av., Hawthorne, NJ.
HENRY HILL (201)271-3908
Rallying and Socializing

LOWER BUCKS CO. SCC

169 Lismore Av., Glenside, Pa.
2nd Sun. : 8pm
Davisville Seminary, Street Rd.,
Davisville, Pa.
MORT MUNRO (215)TU 6-3875
Rallying

This directory of Delaware Valley sports car clubs is intended to facilitate the field of regional sports car club interclub relations. The information provided is current and official comprises: — Club name, mailing address, meeting date/time, location, club contact/phone number, and main activity. In the event any internal club changes take place that would invalidate this listing we would appreciate hearing from the club in question.

Charlie Mercer
TOP GEAR Club PR Director



MAIN LINE SCC

Box 622, Bryn Mawr, Pa.
3rd Tues. : 7pm
Chesapeake Restaurant, Berwyn, Pa.
JOHN LOHMEYER (215)NI 4-8697
Sports Car Sociability

NESHAMINY FOREIGN SCC

401 Fern St., Phila. 20, Pa.
1st Thurs. : 8:30pm
Shirwood Hse., Rts. 1 & 13,
Morrisville, Pa.
ED SCHALLER (215)HA 4-1267
Rallies and Time Trials

NEW JERSEY COUNCIL of SCCs

525 Sunnyside Av., Somers Pt., NJ.
3rd Wed. : 8:30pm
Old Hts. Hotel, Hightstown, NJ.
BOB DeCRAY (609)927-6387
NJ club activity coordination

OLD YORK RD. SCC

300 E. Highland Av., Phila. 18, Pa.
1st Tues. : 8:30pm
Jarretstown Inn, Dresher, Pa.
BILL BAKER (215)OS 5-2161
Racing, Sports Car Fun

PENNSYLVANIA HILLELIMB ASSN.

515 Roberts Av., Glenside, Pa.
All enquiries on PHA and its events
should go to:
MURIEL WATSON (215)TU 4-1525
Hillelimbing Competition

PENNA. RALLY CHAMP. ASSN.

2537 High Rd.,
Huntingdon Valley, Pa.
SALLY KOELMEL (215)WI 7-0745
Rallying

PORSCHE CLUB - Delaware Region

18 Mt. Vernon Dr., Claymont, Del.
1st Mon. : 8:30pm
Varies - call contact
DICK AKERS (302)SY 8-9019
Porsche Sociability & Tech.

PORSCHE CLUB - E. Pa. Region

472 Margo Lane, Berwyn, Pa.
Last Wed. : 8:30pm
Springhouse Hotel, Springhouse, Pa.
DON FREEMAN (215)647-0938
The Porsche Automobile

PORSCHE CLUB - North Jersey Region

Box 134, Bloomfield, NJ.
Last Fri. : TIME?
Varies - call contact
CHAS. MULHERN (201)PI 8-7722
Porsche, Social & Action

QUAKER CITY SCC

9779 Chapelcroft Rd., St.,
Phila. 15, Pa.
Last Fri., Feb., Apr., June, Aug., Oct.
Log Cabin, Rt. 202 Center Square, Pa.
HARRY BRADLEY (215)825-0544
Rallying

ROSE TREE MC

Box 513, Media, Pa.
1st Tues. : 8:30pm
Longhorn Ranch, Concordville, Pa.
JIM RIDENOUR (215)NI 4-8575
Rallying and Socializing

SCCA PHILADELPHIA REGION

13 Brookside Dr., Wilmington 4, Del.
2nd Thurs. : 8:30pm

JIM BEATTIE

All Motorsport Activities

SOUTH JERSEY REGION, SCCA

2651 Corbett Rd., Merchantville 8, NJ.
3rd Tues. : 8:30pm
Holiday Inn, Moorestown, NJ.
JEAN STEAGALL (609)633-6916
Racing, Rallying, Socializing

SOUTH JERSEY SCC

Box 114, Cherry Hill, NJ.
3rd Tues. :
Amer. Legion Hall, Martin Av.,
Cherry Hill, NJ.
RALPH SWOPE (609)829-0981
Rallying

STEEL CITIES REGION, SCCA

375 Valley Brook Rd., Canonsburg, Pa.
1st Wed. : 8pm
Meet Pittsburgh vicinity
RED McCURDY (412)NO 4-9161
Racing and Rallying

SUBURBAN SCC

172 Park Av., Montclair, NJ.
1st & 3rd Tues. : 8:30pm
Social Agencies Bldg.,
60 S. Fullerton Av., Montclair, NJ.
BORIS KWALOFF (201)PI 6-8165
Socializing Rallying, Field Trials

SUNOCO AUTO CLUB

AA Office, Sun Oil Co.,
Marcus Hook, Pa.
2nd Thurs. : 8pm
Aston Manna, Concord Rd., Aston, Pa.
TOM BOWER (215)HU 1121 ext. 584
Rallying

TOP GEAR BOOSTERS' CLUB

Box 482, Warminster, Pa.
No set meeting dates
Bill Maybery, Chief Booster
Started to gather the spectator element
of the sports car crowd. Congregate at
race events in Delaware Valley generally,
also arrange trips to major national
and international action and
race meetings. General interest all
forms of automotive mania.

TOWN & CTRY SCC COUNTRY SCC

779 3rd St., Fullerton, Pa.
1st Wed. : 8:30pm
Meeting place as above
JUDITH NEW (215)264-9918
Rallies, Gymkhanas, Social

TRI-COUNTY CORVETTE CLUB NJ.

Burlington Bridge Mtrs., Rt. 130,
Burlington, NJ.
2nd Tues. : 8pm
As above—Just S. Burl.-Bris. Bridge
CHET MORLEY (609)DU 6-3234
Corvettes, Corvairs, & American sports
car participation in all phases of
motorsport action.

TRIUMPH SCC DELVAL

7504 Rising Sun Av., Phila. 11, Pa.
1st Wed. : 8pm
Varies - call contact
VERN ARMSTRONG (215)PI 2-5276
The Triumph & Rallying

TRIUMPH SCC of N. J.

27D Brookdale Gdns., Bloomfield, NJ.
1st Wed. : 8:15pm
Giovanni's, 235 Elm St.,
E. Patterson, NJ.
MARY LATTO (201)652-1353
Rallying, Field Trials, Social

VALLEY FORGE MC

Box 121, King of Prussia, Pa.
2nd Tues. : 8pm
GE Tech. Ctr., King of Prussia, Pa.
GENE MOULTON (215)BR 2-3689
Rallying & Gymkhanas

WARHAMPTON MOTOR CLUB

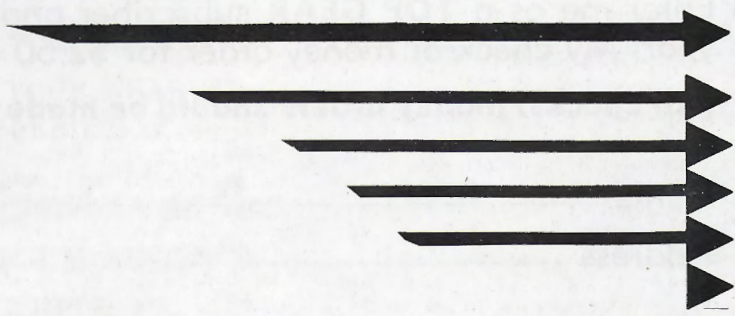
959 Wyandotte Rd., Bethlehem, Pa.
4th Tues. : 8:30pm
Varies - call contact
HAROLD MILOSTIZ (215)866-3328
Sports Car Action, Social

WESTFIELD SCC

Box 185, Westfield, NJ.
4th Wed. : 8pm
Radley Lodge,
Lamberts Mill Rd., Scotch Plains, NJ.
JOHN O'DONNELL (201)AD 3-5082
Foreign, Classic, Sports Cars

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INDIANAPOLIS—One-day flying trip to the 1964 500-Mile Memorial Day Classic. Check the TGBC column on Page 3. All reservations must be in hand by no later than March 10th.

1957 PORSCHE—16N Speedster; white; 6000 miles since major overhaul; reliable daily transportation. \$1100. Wm. Hubbard, Brinton's Bridge Rd., Westchester RD 5, Pa. (215) SW 3-1473.

SERVICE your VW at the largest shop in the East. Pitcairn VW, Rte. 1, Morrisville, Pa. (215) WI 5-6010.

1939 BMW—Type 328 Roadster, identical centerfold September 1963 R & T. Disassembled for restoration, but painting, but was in good running condition. Features 4" tube chassis, aluminum body. 1800 lb. Genuine classic. \$750. Robert D. Morton, 3 Forest Ave., Verona, N.J. (201) 239-1347.

AONE Simca Sales & Service—Authorized Dealer. New Simca 1000 on display. Foreign and Sports Car Service with Complete Technical Application. 1313 West Chester Pike (Milltown), West Chester, Pa. (215) 692-3524.

MIDWINTER GARAGE CLEARANCE—Gearbox and driveshaft for TR-engined Morgan, 5000 miles only, \$60; Bolt-in roll-bar for 444-544 Volvo, \$30; one only—5.50-5.90 Goodyear Bluestreak T-4 with HD tube, as new, \$25; Morgan +4 speedo and tach heads, both rebuilt, both \$20. Harry Reynolds, Pottstown RD 2, Pa. (215) HO 9-9125 (evenings only.)

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FORMULA V Formcar—Especially setup to accept a Porsche engine; approx. 900 lbs. dry with engine; could be converted to Volkswagen-powered FV with minor motor mount modifications; but imagine the potential of this car with a properly setup Super 90 in it! Everything is there except the engine; 4 expanded wheels included. This sure hillclimb winner priced at \$1250. Bill Kneppshield (302) 368-0593.

VOLKSWAGEN Service in Burlington County — See R. F. Willis & Son, Rte. 130, Burlington, NJ. (609) DU 6-0084.

JAGUAR XK150C, 1960—Completely rebuilt. Sacrifice! \$2000.00. Bob Kilpatrick, Fairfield, Conn. (203) 335-2509 or (20) TR 4-2304.

MOTORSPORT HAVERTOWN is the East Coast's largest Economy and Sports Car Center. See our ad inside the front cover — your enthusiasm is worth money!! Motor-Sport, 510 estchester Pike, Havertown, Pa. Triumph, Volvo, Renault, Peugeot. (215) HI 9-2400.

SPRITE Mk. I—G Production; all factory options; 8 wire wheels; disc brakes; spare engine; two rears; Goodyears; many spares. Completely rebuilt after 1962, raced only three times in 1963. \$1800. Bob Brotman. (215) HO 4-7420.

ASTON MARTIN DB3, 1958—New lacquer, new clutch; will stand inspection anywhere! \$2995.00. Bob Kilpatrick, Fairfield, Conn. (203) 335-2509 or (203) TR 4-2304.

TR3 factory Steel hardtop with brackets; excellent condition. Also right side curtain; brand new. W. J. Keaton. (215) FI 2-8573, 10 p.m.

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WHY NOT BUY A CAR IN EUROPE?—On that next trip of yours bring back your own car. Vista Travel, Doylestown, Pa. (215) 348-4700.

SERVICE ON YOUR CAR?—Check the Delaware Valley Imported Car Service Guide on Page 25.

Sports Cars ★★

1956 AUSTIN-HEALEY roadster; good all round condition; rollbar, louvered hood; ready to run. SPORTUNE Rte. 422, Sanatoga, Pa. (215) FA 3-4741.

1960 ALFA ROMEO Giulietta Spyder; absolutely mint; 12,000 original miles. SPORTUNE, Rte 422, Sanatoga, Pa. (215) FA 3-4741.

1961 FIAT 1500 SPYDER; OSCA-based engine; excellent condition overall; enthusiasts car. SPORTUNE, Rte 422, Sanatoga, Pa. (215) FA 3-4741.

1963 LANCIA FLAVIA GT COUPE—Farina body, slate gray, red leather; AM-FM Blaupunkt signal seeker radio; 19,000 miles; immaculate car. Originally \$5200, this one \$3995. YBH Sales & Service, Rte 3, Edgemont, Pa. (215) EL 6-9000.

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1959 PORSCHE RSK—1600cc engine; 6/31 gearbox; silver; 10 tires and wheels. This car is a potential winner in Class FM. \$4000. Bill Mayberry. (215) OS 5-2086.

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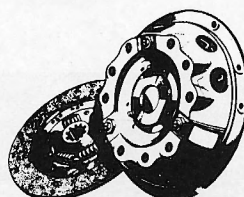
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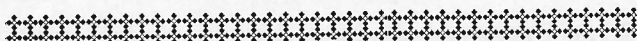
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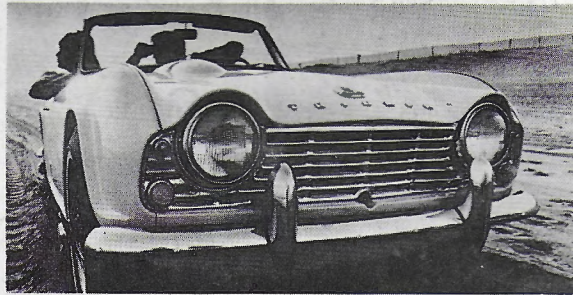
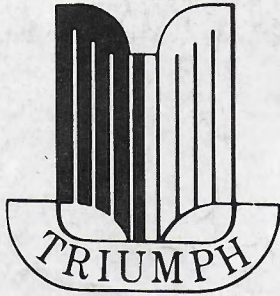
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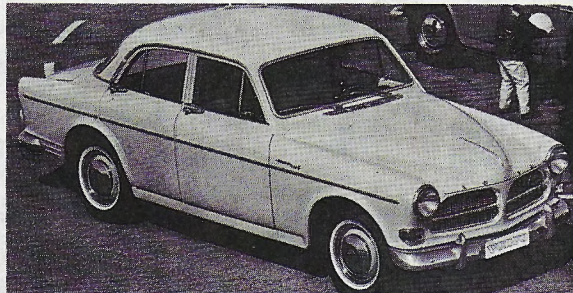
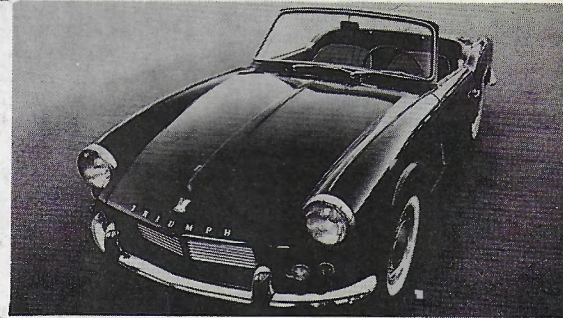
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