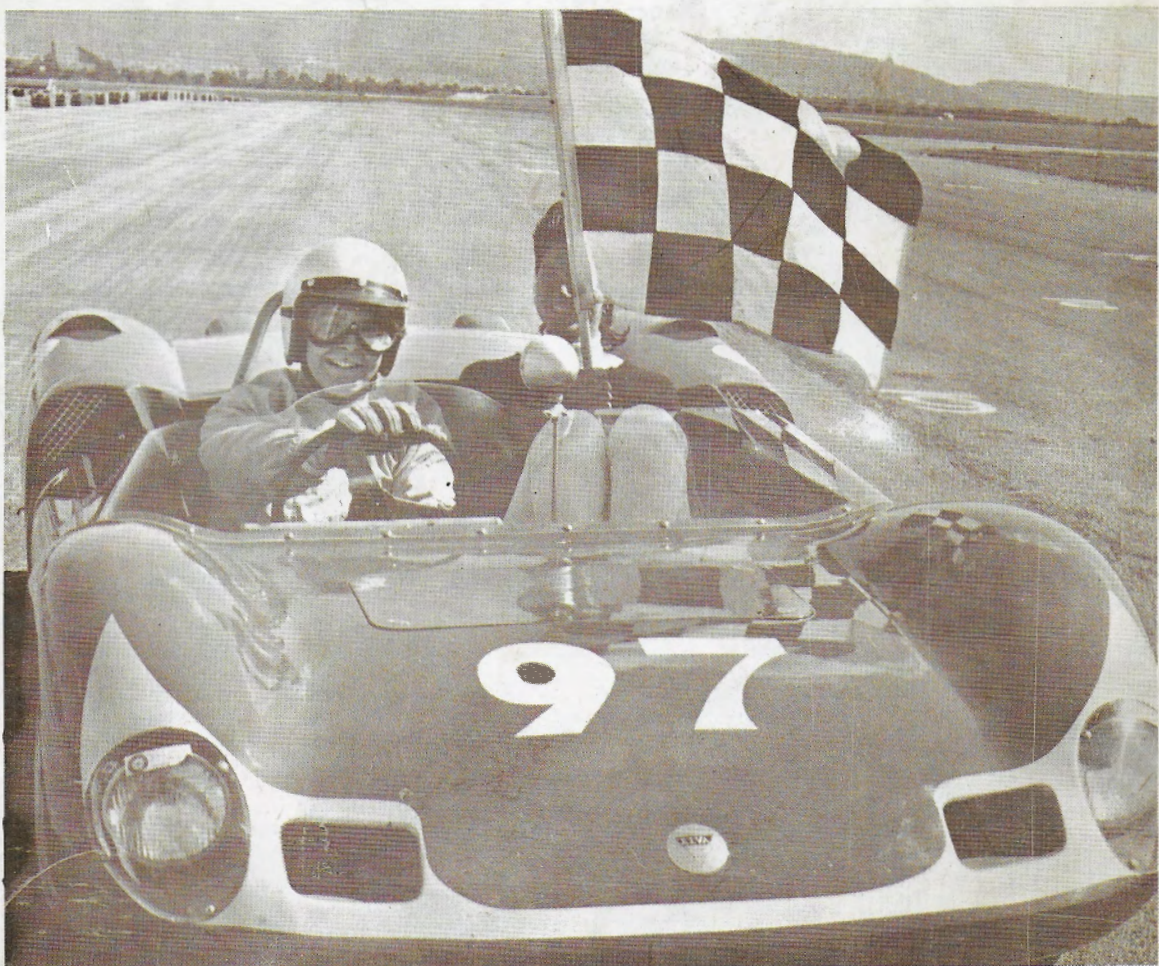
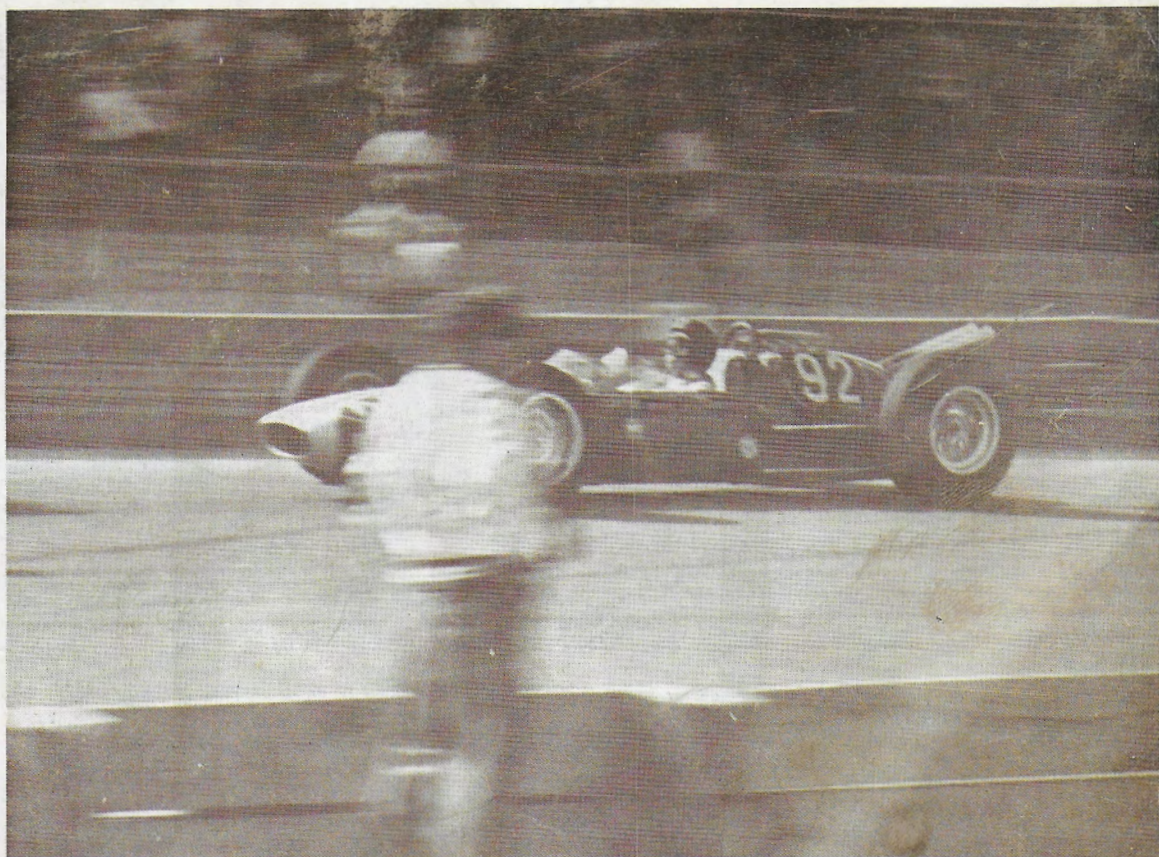


# TOP GEAR

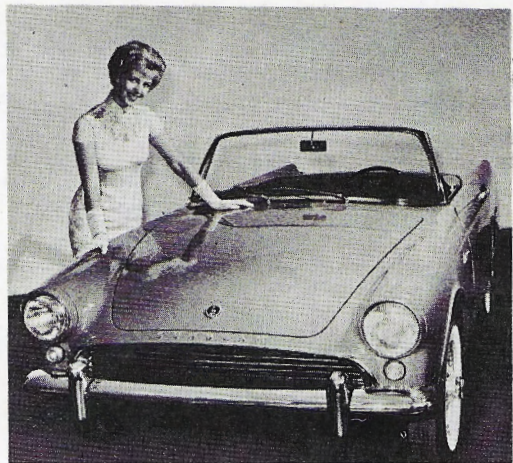
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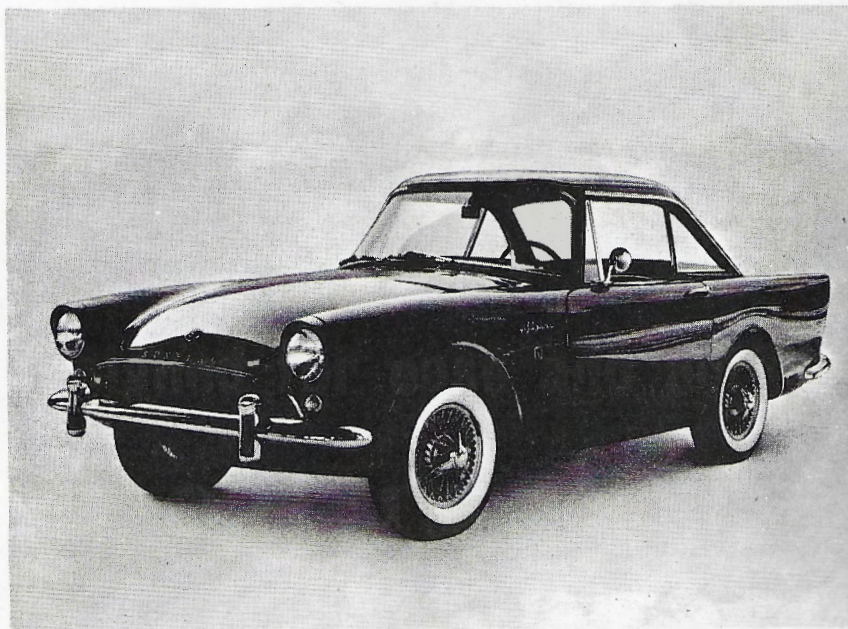
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# MOTOR SPORT NEWS OF DELAWARE VALLEY

# TOP GEAR

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OCT./NOV. 1963

Volume I, Number 4

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## COVER STORY

**UPPER**—World Grand Prix Champion, Jimmy Clark, set a cracking pace for the rest of the field at the September 22 USAC 200-mile National Championship race held at Trenton. Clark is seen here starting his 50th lap, the fateful one for him, in which an oil line broke and forced his retirement.

**LOWER**—Skip Scott piloted his Elva Mk VII to a close win over George Alderman in the afternoon feature race of the Reading Road Race program, September 22. Scott is seen here (with girl friend, checkered flag and all) departing on his victory tour.

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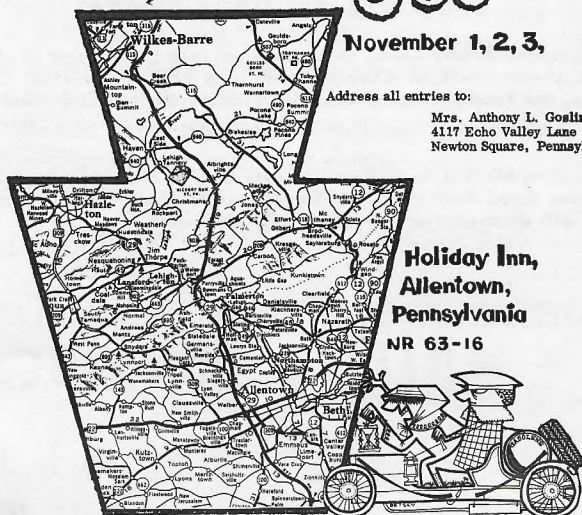
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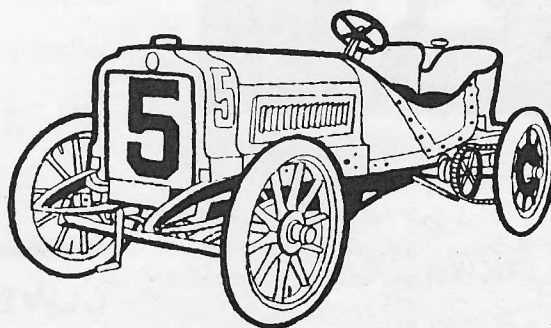
# The way we see it

... there ought to be a law against personalities, and their infringement on the sporting scene!

Reported elsewhere in this issue is a rundown on the recently-held Reading Road Races, which were convened this year as a Regional road race card under the auspices of the Philadelphia Region, SCCA. After a good start last year under the combined aegis of Susquehanna and Philadelphia Regions, with able assistance from the Reading-based Eastern Pa. SCC, the Reading Road Races were mainly fathered by Jim Wesnoskie, and were also under the organizational wing of John Holmes.

The race this year was somewhat of a proving ground in that observers were present from SCCA national headquarters to observe the event for a possible National sanction in 1964. If this bid comes off it will bring top-flight national road racing talent to the Delaware Valley, and with Reading being an excellent driver's course, plus having the possibility of being a first-class spectator circuit, it would seem that the Reading event could become one of the better National road racing venues on the calendar.

But this will only come about if all interested parties pull together. It has been rumored that a Reading group may attempt to set up an SCCA Reading Region. This sort of thing can only mean a general deterioration of SCCA strength in the Delaware Valley. How much better it would be if those progressive forces would direct their energy within the region presently covering the disputed territory, and thereby take a responsible step toward unifying the factions, schisms and groups now vying with each other in yet another example of man being unable to get along with himself.



While on the subject of racing, and this month's contents, we make no apologies for including a report on Trenton and the National Championship race held there the same day as the Reading Road Races.

As you all know, the new wave (or the handwriting on the wall) in the shape of Colin Chapman and the Ford Motor Co.'s Lotus-Ford 29s appeared for the first time on the East Coast at Trenton. This could hardly be called a Delaware Valley sports car club event, but with interest running high in these controversial and highly original machines, it could be that we will see much more of the European-inspired Lotus 29s and their successors.

After all, Formula One is an international formula for racing, and could become much more international in its scope if it were to blend European chassis know-how with American production power plant development technology. The US Grand Prix under present Formula One rules is a very unspectacular event indeed, and this lack of enthusiasm is also shared by the drivers and promoters across the water. If present plans come to fruition, the whole road racing world could very easily become international, and then the champions of this country and Europe could compete on an even footing, driving cars very similar in design, on both oval and road circuits. And you can say what you like about oval racing; road racing just does not consistently draw crowds in the tens of thousands as will turn out to see an event such as the Trenton 200-miler.

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# TGBC

BILL  
MAYBERRY

I had hoped to be able to tell you in this month's column that we had a full planeload of 109 eager enthusiasts raring to go to Nassau this December 4th. Unfortunately, at this writing we have 61 seats filled, and so the reservation closing date has been extended to November 1st.

It would seem to me that there is a good number of Boosters who would like to go, and who have even called me by phone to enquire about details concerning the trip. On checking through the lists recently I have noticed several of these people have not made their reservations. Come on, then. Let's go! If you have not already made your reservation, do not delay any longer. Mail your check for \$50 (payable to the Top Gear Boosters' Club) to me. November 1st will be the absolute last chance, and if 109 seats have not been filled by then, we will have to cancel the Escape to Nassau and return all deposits on hand.

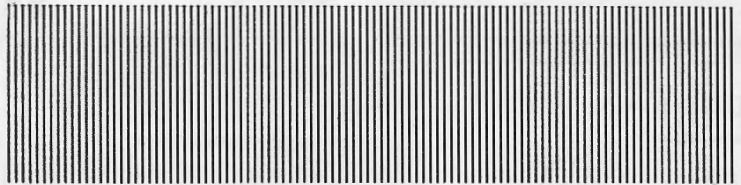
Incidentally, it seems that there is some confusion over the question: "Am I a TGBC member?" If you have been receiving the magazine up to this point, the answer is yes, you are a TGBC member. So for the benefit of those among us who would like to go, but who are under the impression that they are not members, rest assured that you are eligible. After all, if you were NOT a TGBC member, you would not be receiving TOP GEAR.

Now then, to the trip itself. Since this is a charter flight, and we will be going in our own plane, a luxurious BOAC Britannia turboprop, no definite time has been set for the departure. Most likely we will depart from Philadelphia International Airport after 8 p.m., December 4th. This will mean that those among us who have to take off work need only con the boss into letting us go for two days—Thursday and Friday. We will have a meal aboard the plane on the way south, and our arrival time in Nassau will be about two hours after takeoff. The baggage limit on this trip will be the standard 44 lbs.

However, there should be few among us who will consume the limit, since summer clothes are so lightweight these days. Of course, there is always the problem with the girls, and you guys know how they are!! Upon arrival buses will be waiting to take us to the hotel, where we can really start the festivities rolling.

Once the trip has been finalized additional information will be forthcoming to all those who have signed up. So watch your mail boxes about mid-November. And for those of you on the fence, jump in with us . . . and Escape to Nassau!

Just for your general information, the fare of \$135.00 is approximately the cost of the air fare alone. So for the bargain hunters, this four-day fiesta is a terrific buy. It means, virtually, that the four-day stay down there is free.



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# Where We Stand

## PRCA

### DRIVERS

1—Toney	94.08
2—O'Leary	90.16
3—Murray	87.62
4—Koelmel	87.56
5—Hall	84.24
6—Hein	78.66
7—Russell	76.62
8—Horst	75.68
9—McGowan	75.66
10—Roedder	74.68

### NAVIGATORS

1—Toney	94.08
2—O'Leary	90.16
3—Murray	87.62
4—Koelmel	87.56
5—Mitchell	84.18
6—Bock	81.78
7—Russell	76.62
8—Horst	75.68
9—McGowan	75.66
10—Roedder	74.68

All ten drivers and navigators have completed 6 events.

## AUTOSPRINT

### CLASS A

John Debaugh, Corvette,

### CLASS B

Jack Lofland, Lotus S7

### CLASS C

Bill Kneppshield, XK150S

### CLASS D

Harry Smith, Porsche

### CLASS E

Walt Hoover, Porsche

### CLASS F

Willis Weldin, MGA

### CLASS G

Jerry Donovan, Spitfire

### CLASS H

Charlie Scott, Sprite

### CLASS T1

Bob Stockman, Volvo

### CLASS T2

Steve Dunn, SAAB

### MODIFIED

Dennis Membrino, Borgward Spec.

### LADIES

Silver Kneppshield, XK150S

## APP. TRAIL

### DRIVERS

45	1—Koelmel
	2—Murray
	3—Kirkpatrick
63	4—Ryman
	5—O'Leary
	6—Hein
63	7—Roedder & Babec
	8—Toney & Wollerton
	9—Russell
63	10—Gomersall

### NAVIGATORS

	1—Koelmel
	2—Murray
53	3—Kirkpatrick
	4—Ryman & O'Leary
	5—Bock
54	6—Roedder & Babec
	7—Goldenberg
	8—Toney & Voelcker
44	9—Russell
	10—Groman

## NJ COUNCIL

### EQUIPPED CLASS

#### DRIVERS

1—D. Latto	390.46 (5)
2—J. Morici	368.21 (5)
3—O. Kellerman	345.68 (4)
4—D. Wilcox	291.20 (5)
5—M. Siccardi	286.69 (4)

#### NAVIGATORS

1—J. Kellerman	345.68 (4)
2—J. McQuaide	331.43 (5)
3—M. Latto	328.54 (5)
4—D. Loomis	298.91 (5)
5—R. Bohl	286.68 (4)

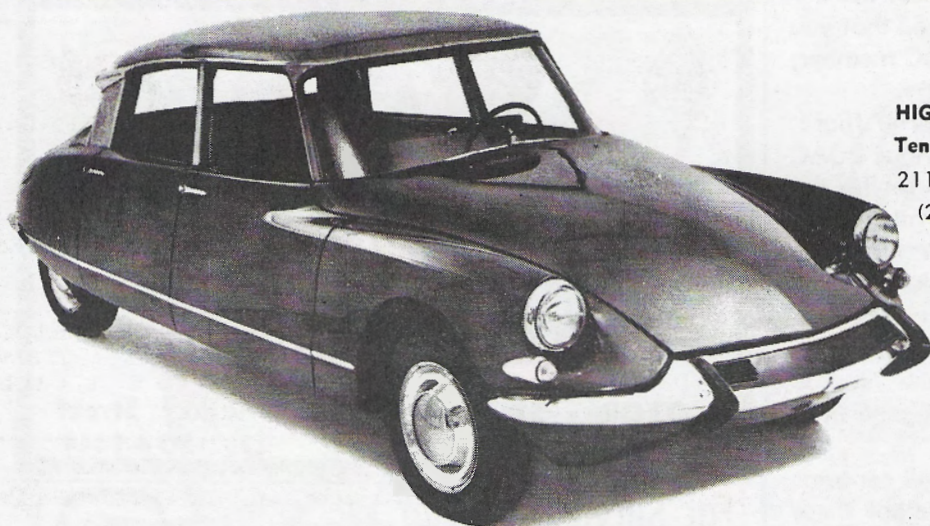
### NON-EQUIPPED CLASS

#### DRIVERS

1—W. Stirrat	432.88 (5)
2—J. Clay	399.41 (5)
3—M. Cole	364.37 (5)
4—K. Stickley	325.41 (5)
5—J. Louis	310.27 (5)

#### NAVIGATORS

1—T. Weiner	469.97 (5)
2—G. Atkins	364.37 (5)
3—B. Fletcher	346.77 (5)
4—H. Louis	304.95 (5)
5—N. Porter	277.48 (4)



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# Citroën





# mail call



In the Bulletin Board section, September, I was very intrigued by the article: "The New Look by SCCA." I am 18 years old and have been competing in drag racing, gymkhanas, rallies, and auto crosses. I am a member of the Delaware Auto Sport Club and the NHRA. I have long felt that a junior membership in SCCA, if only a part-membership, would be a great step forward. Especially needed, in my opinion, is a drivers' school for junior members.

With my SAAB I have competed in every Delaware Autosprint I could, and am currently tied for third in my class. In June I went through the trying and *expensive* experience of flipping my car. Thanks to the safety rules of the event, the safety equipment, and the general sturdiness of a SAAB, I did not even get a scratch or a bruise. One side of the roof was badly dented, although no windows were broken. I feel that this accident might have been prevented had I been able to attend an accredited drivers' school. I now know the feeling of a car's rolling and am able to compensate for it, but it was a costly instruction. I am, perhaps, the better driver because of it.

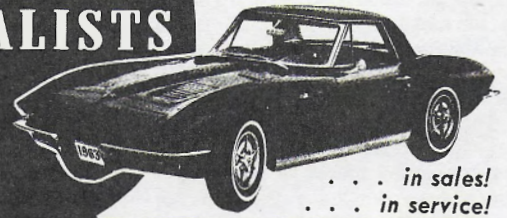
Many people have been criticizing junior drivers and touring cars since some of the autosprint accidents have taken place involving these groups. Of the four that I recall, one was a habitually reckless and accident-prone driver, who was in his first outing; another a first-time driver; myself and one other were the only ones with any experience. Between myself and the other person, and particularly in this class, competition is fierce. Both cars were capable of finishing high in silver if they had been driven correctly. The cause of these accidents was, pure and simple, comparative inexperience and the urge of competition. I feel that young drivers should not be condemned for these reasons, but should be encouraged, and above all, helped.

George Vapaa

*Ed. note — We are sure that most clubs will be only too glad to give a helping hand to junior members, especially if they show an interest in competitive motorsports. Several legs of the Delaware Autosprints have been preceded by a driving school.*

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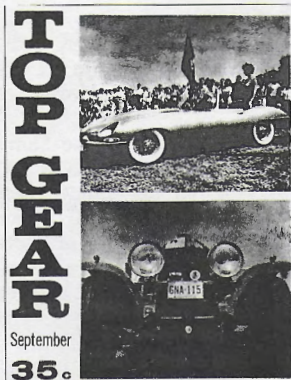
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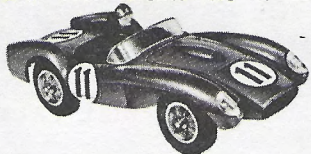
## Top Gear, 1964

As most of you probably noticed in the September issue of TOP GEAR, we broke the word that your favorite sports car magazine will be published ten times a year starting in January. So, dear friends, as of the January issue, all free mailings will cease, and you are now invited to subscribe to TOP GEAR; \$2.50 for ten issues.

The response from our readership has been tremendous, and of the many hundred pieces of congratulatory mail we have received a total of only seven letters which did not share your general enthusiasm. The idea behind TOP GEAR, as you all know, has been to point up the local clubs and their personalities. TOP GEAR will always remain regional in its outlook, because we believe that the grass roots sports car activity is the most enjoyable form of motorsport activity and sociability there is.

For the benefit of new club members joining organizations after January, 1964, we invite all club secretaries to send us the names and addresses of new members. We in turn will mail them two free copies of TOP GEAR, so that they may become acquainted with us. And the same goes for those of you who have friends who are interested in automotive sports, but who are not club members, and are not now receiving TOP GEAR. Remember, now, if you do not receive TOP GEAR in January, it's because you did not send for your subscription. We hope you won't forget!

LOW COST RACING—see P. 28!



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TOP GEAR

# BULLETIN BOARD

## Emperor's Chariot

On a recent run in the Pennsylvania countryside we stopped in to see Stan Wilkinson and Ed Sharp, who are the Wilkinson & Sharp Antique Automobile Restorers of national award fame. Their shop is just as crowded as ever and among the delectable cars of yesterday, we saw Scot Bailey's 1750cc s/c Alfa Romeo. Scott is the editor and publisher of *Automobile Quarterly*.

One interesting car was a 1904 Renault tourer which is now in the hands of its second owner. This car was imported in that year and is fitted with a domestic-made body. It is quite original in every respect. While wandering through the back shop we spied a large Mercedes-like cabriolet of obviously German manufacture. This car turned out to be a Horch 5 litre, 7-passenger touring car, and according to Stan, it is the former personal car of Emperor Haile Selassie of Ethiopia. The present owner had had this interesting automobile for two or three years, and he claims it is a delight to drive. He also has photostats of the original registration papers of this car when it first received a British registration in 1938. Shortly after Ethiopia was invaded by the Italian army, Selassie, his court and this automobile fled the country and took up residence in Britain. It will undergo a complete body restoration which is expected to take several months.

## Vineland News

Elsewhere in this issue you will find an editorial open letter dealing with the Vineland situation. In addition to this, a special three-region meeting (North & South Jersey, Philadelphia) was held at the Holiday Inn, Moorestown, N.J., October 3rd, and four dates were tentatively settled, pending sanction approval, for the four spectator races to be held at Vineland in 1964. They are as follows:

Phila. Reg. Divisional, April.

SJ Reg. Divisional, June.

SJ Reg. 4-hour, Sept.

SJ Reg. Regional, October.

It will be noted that the North Jersey Region declined hosting any spectator races in the 1964 season.

If sports car racing is to be nothing other than a club event, then so be it. And when that happens it is to be assumed that no voices of dissent will be raised at such a late date. However, if area race drivers and race spectators among the clubs do want to see their sport grow, then they must work at it.

One thought which might be worth considering is that the three regions should all take a certain number of spectator race tickets, and through their channels attempt to sell them. After all, if the sports car enthusiasts won't pay to see their own events, why expect the general public to do so? There will, no doubt, be further developments in this respect through the winter months, and any suggestions from the general club memberships would be welcomed here at the TOP GEAR offices.

## Trail Finale

The last event in the 1963 Phila. Region SCCA Appalachian Trail series will be Buckingham SCC's Mountain Goat, set for November 10.

Starting from Doylestown Shopping Center, 10 a.m., this TSD exercise will run for slightly over 100 miles through Bucks, Berks, and Montgomery Counties in Pennsylvania. Entry fee for the Goat, an annual BSCC event, will be \$4.00. Write to:—

Roger Conduit  
Box K  
Carversville, Pa.

## Local Film Star!

The addition of a new sports racing film has been announced by the DuPont Company. This one, featuring Roger Penske and the Zerex Special, is a half-hour 16mm color movie which was shot during the course of the 1962 season. Reservations for club showing may be made by writing to:—

The DuPont Co.,  
Motion Picture Section  
Nemours Bldg.,  
Wilmington, Del.

## Club-Seekers!

Some 11 or 12 members of the now-defunct Newcomers SCC, of Warminster, Pa., are in the process of looking for a sports car club to join, notwithstanding the demise of their own small group. If any Eastern Pennsylvania clubs would like to invite these people to a meeting, they might just get themselves a dozen additional members, because it is their intention to join as a group.

The man to contact with an invitation is Harry Christie, (215) OS 5-5185.

## Tech, Anyone?

In response to many requests for a technical column, your editorial staff takes pleasure in announcing that a group of specialists on several makes of cars, has been set up to handle any and all technical questions you readers may care to submit.

In addition to marque information, our brains trust will attempt to solve tuning and performance improvement difficulties you may wish to have cleared up. We have also been able to obtain the services of two local notables in the art of antique and classic car rebuilding and restoration, so those of you with historic machinery in your garage, please do not think this new feature will be solely for the competitive sports car enthusiast.

All right now, where the heck I are all your questions?



## The Pit Crew

Among the many motoring and sporting organizations in the Delaware Valley, there is one in Eastern, Pa., the existence of which many motor sports enthusiasts are unaware. This group was originally made up of the wives and girl friends of members of the Old York Road SCC, and it is only recently that they have opened their membership to any gal who is interested in sports cars and corresponding activities. They go by the name of The Pit Crew, which is probably extremely appropriate, all things considered.

In the five years since The Pit Crew was started, its activities have been many and varied. In addition to the ever-present rally, including one especially good event which featured a progressive dinner, a scavenger hunt, and a doggie roast, The Pit Crew includes money-making projects within its sphere of activity, and the manufacture of Butt Buckets along with a coffee stand at the now defunct Baker's Acre Driving School have been Pit Crew inspirations. Money gathered from these affairs has gone to a local needy family.

One annual project on which the girls work for charity is the Abington Memorial Hospital June Fete Rally. The Pit Crew mans a check-

point, handles registration, and also serves coffee and donuts.

Last year two new projects were begun which are now planned to be annual events. The first, a Children's Christmas Party, proved to be a great success. One Old York Road member (no names! but he needed no padding) played Santa Claus. The other second is more of a charity-begins-at-home affair, inasmuch as The Pit Crew throws a cocktail party for husbands and boy friends. Last year's first must have been something! Those who survived are still talking about it.

Any girl interested in more information about The Pit Crew should contact Jo Ann Svenson, (215) TU 6-5469.

## H&TSCC School

The Heel & Toe SCC will hold its fifth biennial Rally School and Novice Rally in four sessions, three of which will be the school proper, and a final exercise in the form of a novice rally. In addition to the general course of instruction, the attending students will be entertained by a few properly films to be presented by Roger Bohl.

The first session will have been October 11, however, subsequent

evenings are set for: Friday, Oct. 25; Friday, Nov. 1; Sunday, Nov. 3. The sessions will be held at the Colts Neck Inn, Colts Neck, N. J. For complete details, write to: — Janet Jaeger, 1 Beattie Park, Red Bank, N. J. (07701)

## Appalachian National

Latest word from Gus Shindle, Hartsville, Pa., who is rallymastering the Philadelphia Region, SCCA, National Appalachian Rally this year, is that everything is set for the November event. He does have one problem. He thinks he has too many trophies!

Gus has been ably assisted by Warhampton MC's Doc Butchart in laying out the course, and from all accounts we hear they have done a spectacular job. In fact, the second day's run was laid out in the rough by airplane. Final details were polished by more conventional means of transportation, however. Registrations are now being called for, and in the event you would like to sign up for this year's Appalachian, you should write to: —

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# photoquiz

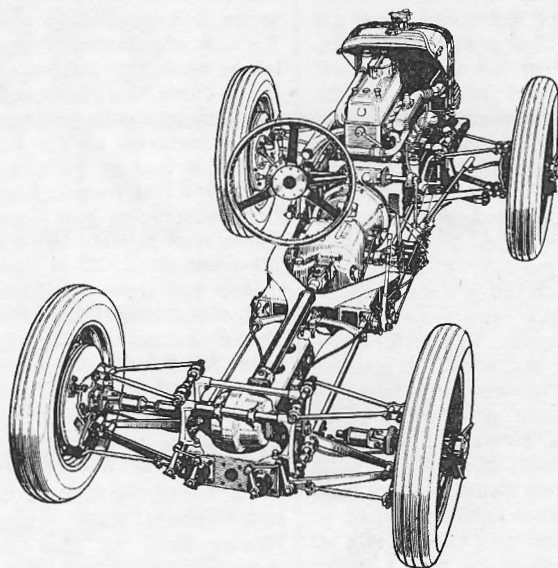
TOP GEAR

Well!! It seems as though we have more than our fair share of auto-philes! At least according to the number of replies we had in response to last month's International Photoquiz. Among the educated guesses were some of the following makes: Mercedes Benz, Delage, Frazer-Nash, Deussenberg, Alfa-Romeo. None of these, however, were correct, and there was only one entry which accurately pin-pointed the two pictures. Our winner is Haig Ksayian, Titusville, N.J., and he included technical data which was almost 100% perfect.

The upper photo was of the 1911 Grand Prix de France Type 13 modified Bugatti. This car was the first competition Bugatti, and in its first competitive outing scored a class win as well as notching second overall. The lower photo was of J. P. Wimille in the last successful competition Bugatti, the fabulous 4.7 supercharge grand prix car. This car, with the same driver up, won the first post-World War II grand prix race, the Coupe de Prisonniers, on Sept. 9th, 1945, held on the roads of the Bois de Boulogne in Paris.

Congratulations, Haig, and many thanks to those of you who took a flier at the guesswork!

And for this month, we would like you to identify the chassis illustrated above. This was the first all-independently sprung car from this internationally-known maker, and was, at the time of its appearance, years ahead of anything else in its class. To win, tell us the make, the model, the suspension features, and the engine specification of this revolutionary car. Tiebreakers will be decided on the accuracy of any additional information you may care to supply. Postmarks will decide order of precedence. And the Knowledgeable winner will receive a one year's free subscription to TOP GEAR. Closing date—November 20th, 1963.



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**Feature****Rally**by  
*Charlotte  
Dunkle*

# Tropaion Q/Sunbeam Tri-State

Delaware Valleyites had to roll out of bed pretty early to make the start of this event near Denville, New Jersey. To make it more interesting for people coming from afar, they had two different starting points where pre-registered contestants could run a separately scored rally leg to the start of the main test.

Ken and I elected to make the run from Somerville and we arrived just in time to change a tire that had gone flat on the trip. We took off a little early after a warning of the traffic ahead and a quick cup of coffee. Alas, we still didn't get to Denville in time to start as car #10, so the rally committee gave us the next available number—65.

One glance at our clue sheet and it was obvious that all of us were out to beat Holbert's lap time at Vineland! There were 51 speed changes throughout the day, 34 of which were 38 mph and over. The very first sentence in the general instructions was, "this is NOT a road race." Well, making the transition from this rally to another would be like going from skis to snow shoes. All day I kept asking myself, "what are they trying to prove?" The clues were easy enough, but you didn't dare hesitate at an intersection or you became automatically a half minute late and making up a half minute at speeds of 44 and 41 mph (which seemed to be the favorite speeds) is not conducive to safe driving.

I know that most rally drivers can control their cars at all times, but there is nothing more frightening than to come out

of a fast curve and encounter a group of small children running across the road. There was one particular loop that took us through a farmer's yard, *twice*, at a pretty good clip and I'll bet you anything, those cows gave buttermilk that night!

The fact that 11 of the 15 checkpoints were closed controls did not add to the safety of this rally. No extra time was incorporated through these passages and if a contestant got behind, his only alternative was to push on as fast as he could.

I am in no wise trying to be particularly critical of this one event for there have been others with faults, but this speedy type has got to be modified. I talked to quite a few of the rallyists afterward and the sentiments were unanimous — *TOO FAST!* One person, who is a very fine rallyist, told me that there are movements afoot to ban rallying in New Jersey and that several towns in north Jersey have already forbidden the use of their roads. All of us who love this sport can't let that happen.

As the editor of our small club publication, I would like to quote to you from a letter I received from Bob Latch, a member of the South Jersey SCC. He had this to say, and I don't think anyone could say it better. "There is a certain moral responsibility that cannot be wished away by rationalization, for the conduct of the contestants on a rally. Just driving upon our highways today is, at best, hazardous. If you add the insidious ingredient of being on a rally and busily looking at clue sheets

and searching for clues, then driving becomes even more dangerous. But, if the catalyst of being late and speeding to catch up is added, then the driving process has indeed become a deadly brew that can quickly deal out injury and even death. It is very well to say that none of us wants to see anyone hurt or killed on one of our rallies, but if we say this and then continue to set rallies in the same pattern, we are not very convincing in our solicitude. I think we should encourage all attempts that have been made to minimize these hazards. I feel that the enormity of having a death or a serious injury on our collective conscience would be unbearable and should be avoided at all costs. Given enough time, care, and ingenuity on the part of a rallymaster, a very good rally can be set up that can provide an event that is as interesting and challenging as one that winds up looking like an insane asylum treasure hunt."

Well, that about says it all. I sincerely hope that the organizers of this Tri-State rally will take this review in the spirit in which it is offered. It is not my intent to hurt anyone, I simply want to try to preserve a sport that I truly enjoy and wish to continue enjoying.

**RESULTS**

**EQUIPPED:** 1—Siccardi & Bohl, 14; 2—Knotts & R. O'Leary, 77; 3—Hein & Bock, 84.

**NON-EQUIPPED:** 1—Riker & Welsh, 312; 2—Cimochowski & Taylor, 907; 3—Friedman & Weissler, 962.

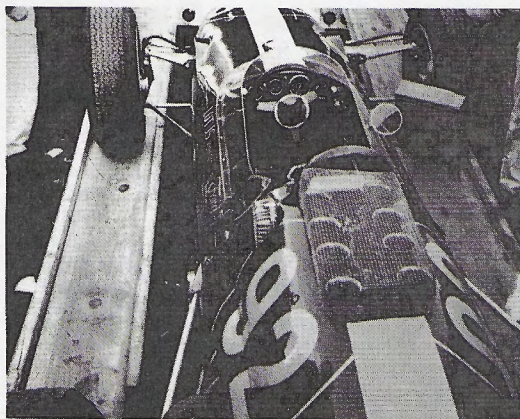
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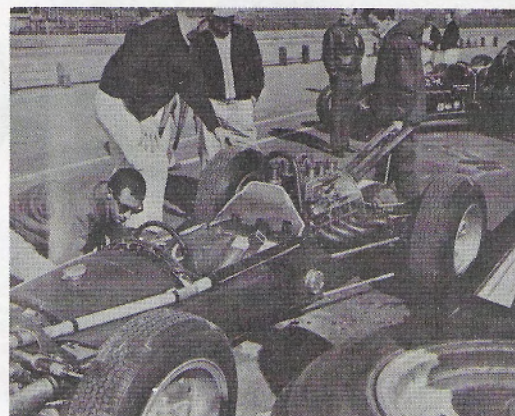
## Goes to Trenton

Photography  
by  
Ian Seidler

The slim configuration and offset chassis design of Chapman's Lotus 29s can be seen quite clearly.



Gurney and Clark, pre-race.



The formula-based Lotuses were attended both by Lotus mechanics as well as Holman-Moody personnel.

It really was a shame that the Trenton 200-mile National Speedway Championship race conflicted with the Reading Road Race date, because it is a sure bet that many area sports racing buffs would have joined the 32,000 spectators who saw the East Coast debut of the amazing Lotus-Fords.

As it was, the crowd gave a great welcome to Jimmy Clark, and Dan Gurney, and to Colin Chapman's Lotus 29s when they were wheeled out into the pit lane for a final checkover prior to making their electrifying qualifying runs.

Trenton is reputed to be the fastest one-mile paved oval circuit in the world, and the Trenton Speedway is (as advertised) dedicated to the glorification of speed. It might also be said that new World Champion Jimmy Clark is also dedicated to speed . . . or at least to going as fast as he can. In pre-race tryouts at Trenton late in August, Clark set an unofficial mile mark at 32.9 secs., or 109.1 mph. Unfortunately, our Jim bent the car. With typical Ford efficiency, and there was quite a bit of this on display Sept. 22, the pieces were shipped back to HQ's to be repaired.

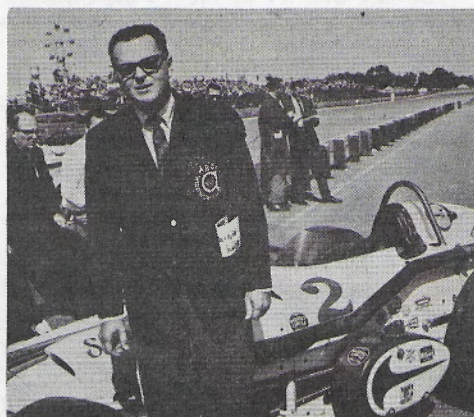
Meanwhile, back in Olde England, a factory-fresh 29 was dusted off, and adorned with British racing green, plus Clark's bright yellow stripe, and racing number 92. The repair crew straightened the mess out and Gurney's white and blue paint job was put on the ex-Clark machine. And so, to the 200-miler.

The day dawned bright and sunny, though quite cool. Amid a flood of pre-event publicity, in which it was declared that our debonair duo would make a police-escorted dash from the Mercer County Airport to the track, it transpired that Clark and Gurney had flown in the previous night, and were rested, shaved and breakfasted before being driven to the arena.

In addition to the Anglo-US cars there was the usual array of Offenhauser-powered cars, which in a few short months, have become passé as far as being competitive under the European-inspired onslaught. However, some designer-builders have seen the light and Chuck Rodee's rear-engined Chevy roadster was on hand, as was the similarly powered Pete Peterson Special, driven by Bill Cheesebourg.

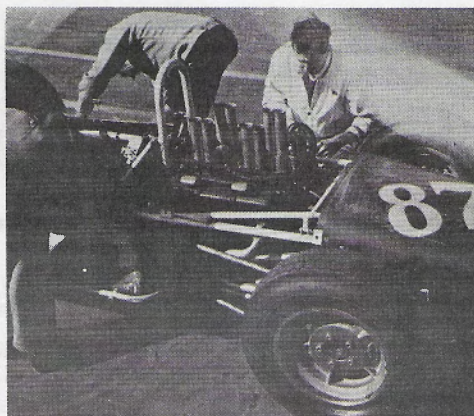
Up until the start of time trials there was mild interest and attention given to the two upstarts, everyone said nice things about how small they were, and some drivers averred that they would very much like to have an opportunity to drive one. To offset this, there were a few onlookers who spoke out against the Lotus-Ford team, but mainly with respect to the financial stake that Ford has riding on the single-seaters. So, as the man said, you really can't please everyone!

Gurney went out after several other conventional cars had made their runs, and on his first timed lap he cracked the record wide open with a 33.49



New Jersey's Chris Economacki strikes an ABC-TV pose in front of A. J. Foyt's winning Offenhauser roadster.

Chuck Rodee's rear-engined Chevy-powered roadster had neither speed nor stamina, but showed the likely trend of future U. S. rear-engined single-seaters.



sec. mark, backed up with a second run of 33.02. It really was not something that had been unexpected, but nevertheless many of the local USAC racing people whistled. Shortly after this Clark's turn came and he proceeded to do everything Dan had done, only better. His second timed lap of 32.91 secs. really set the place on its ear.

Parnelli Jones, Roger Ward, and several other Indy drivers came forward and were among the first to congratulate the speedy Scotsman. Colin Chapman and the business suits from Dearborn wore big grins. The Ford public relations men went into action and in no time flat hundreds of spectators were wearing give-away hats emblazoned with the slogan "FORD — the lively ones!"

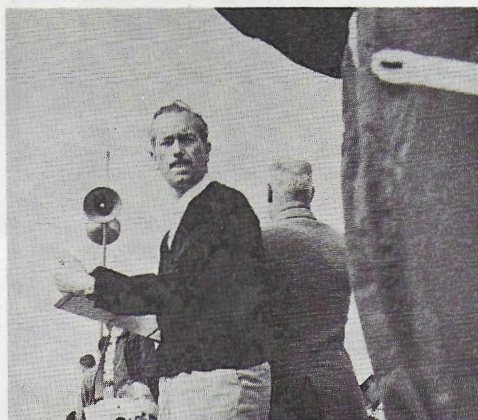
It really was a shame that this piece of commercialism took place, because it surely gave the sore-heads something to gripe about, and the realization dawned that this was, after all, only an expensive promotion stunt. On one hand an industrial colossus, in the race game for glory and sales; on the other the little guys of racing, the Watsons and Salihs, who have been working for years on comparative shoestrings. And men like Bruce Homeyer who has spent a fortune on the sport. Ah well, there must be a moral in all this, somewhere.

Prior to the hoop-la the Lotus-Fords had been posed as the talented underdogs, but after the Ford PR men had finished the crowd saw the Watson-Offenhausers as the real underdogs, after having run for years with never a kind word nor a helpful buck from the Michigan boardrooms.

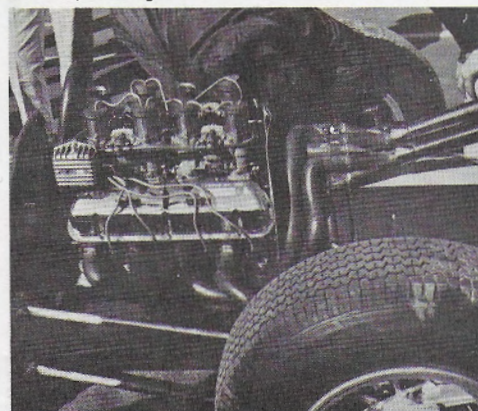
The race itself was no race as long as the Clark-Gurney duet was being played. The slim formula-based cars just stayed far enough ahead to guarantee their positions and a win, and were able to pick up as much as a second a lap when called upon to do so. As we all know, Clark withdrew at 50 laps with an oil leak. A small rubber hose at the front of the engine, close up to the firewall, gave way and could not be repaired. Gurney continued until lap 147 when he suffered oil loss from a cam box cover. Again this could not be rectified, and so A. J. Foyt went on to win a well-deserved race after having held third spot behind the two invaders. This win made it a hat-trick for Foyt since he had won the two previous Indy car races at Trenton earlier in the season. He also secured his third USAC driver's championship.

But the handwriting is on the wall. And Foyt's sponsor, plus several other wealthy sportsmen, have already spoken to Chapman about the possibility of buying Lotuses for the 1964 season. Out in Indianapolis Watson is reported to be working on three or four Offenhauser rear-engine cars for next year. They will turn 1200 pounds dry, and it only remains to be seen if their road manners will be up to the pace-setting Lotus 29s.





ABOVE: Chapman looks worried as he watches Clark begin to smoke; Clark retired next time around. BELOW: Modified Ford Fairlane engine and its plumbing.



## TRENTON TRIMMINGS

by  
Allen Ward

Technically the biggest news at Trenton was made by Goodyear's new racing tire. Made of a neoprene compound, they are reportedly designed to go 700-plus miles at Indianapolis speeds. Of the 26 cars in the race, 17 were fitted with these new tires (free, we understand), while Firestones ran on only seven. The Lotuses ran on Dunlops, (what else!) and Dunlop had a tire test engineer on hand to check wear, temperature and all the other things these people check.

After the race was over a quick inspection showed that the neoprene Goodyears were hardly broken in, while the Firestones (outside rear) were almost bald. Gurney's car had little tire wear on it after completing three-quarters of the race before retiring.

The world record mile situation became thoroughly confused at Trenton. Clark's time at Milwaukee, the only other U.S. paved mile, was announced as 32.390 secs., or 109.303 mph. That was last August. But his 32.91 mark at Trenton came through Paul Shattuck's timing battery at 109.363 mph, which checks out with my slide rule. Maybe Milwaukee is shorter?

However, neither of these times came near Don Branson's real world record set at the Langhorne dirt mile in April 1960. With only TV cameramen, fellow drivers and USAC officials on hand to verify things, he slid around the 'Horne in 31.58 (118.996 mph.). Eleven days later to prove it was no fluke he wheeled a 220 cu. in. sprint car around the same track in 32.661 (110.224 mph.). It would be interesting to see if a Lotus could even get all the way around that axle-busting circuit.

The Chapman organization came with its boss and three mechanics. Colin was to be seen making several references to a small data book. Setting-up exercises consisted of changing a couple of shock absorbers and tightening odds and ends. No engine work was observed, and when those modified Fairlanes started up, my, oh my, what a beautiful sound!

Scotland's Jim Clark has probably learned that wherever he goes in the world he is sure to run into a Scotsman. There was a group of them turned out with their own pipe band and Scottish lion rampant flag. Up, Scotland!

Up to the point of collapse, the Lotuses had set a sizzling 103 mph plus average. Foyt finished the race posting an overall 101.358 mph. average. The first-spot money topped \$12,000, and the total gate of \$42,210.60 was a record for Trenton.

In a pre-race interview with Clark, he told TOP GEAR that a Grand Prix formula combining the qualities of the Lotus 29s (Anglo-American style) would be great to drive in formula one racing. When the first car was completed, without any real engine work being done to it, it broke the British Snetterton circuit record by almost three seconds.

Clark also told us that he is becoming used to flying here and there. The day before his Trenton appearance he won the Oulton Park Gold Cup race, in a Lotus 25.

One thing was quite obvious to everyone present, and that is that Clark is a real driver's driver. He would pass cars by the pair on the turns and three or more at a time on the straights. Gurney was a bit more conservative, and held his position on the curves.

Giving credit where credit is due, it would be nice to see Gurney get a brand-spanking new car, the same as Clark. After all, the whole Lotus-Ford project was his idea. He first sold the plot to Chapman; then went to Dearborn and talked them into it. It would be interesting to know just how many people present Sept. 22 knew this.

Funny thing about those Ford men in the grey suits. They all had Ford official tags on them. Once both the cars had retired you could see the same people, but no Ford tags.

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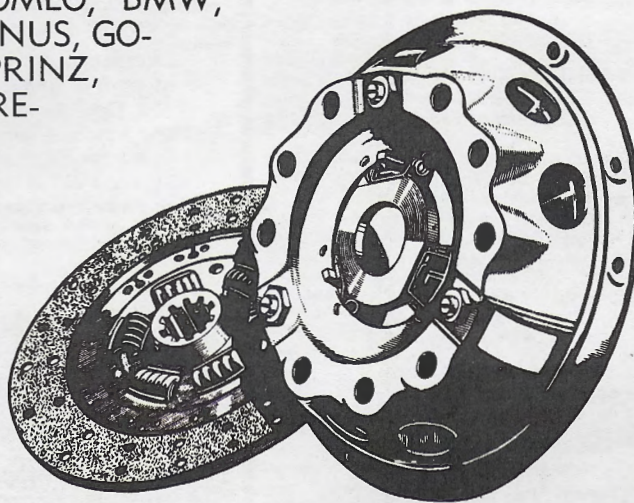
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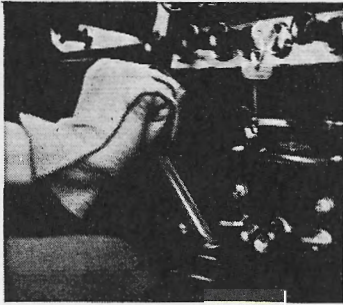
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# An Open Letter

At a recent meeting of representatives of the North Jersey, South Jersey and Philadelphia Regions, SCCA, with Bill Nocco, promoter of Vineland Speedway, Vineland, N.J., it was disclosed by Mr. Nocco that declining spectator attendances have reached the point of no return. In a series of spectator-attended sports car race events this year, the gate has steadily declined, and while several things can be said to be the possible cause of this state of affairs, it seems that as a spectator spectacle, sports car racing has little to offer the public.

In an attempt to rectify this, the 1964 sports car racing season at Vineland will cover four spectator events, and through the winter representatives of the three SCCA regions, and Mr. Nocco, will plan a course of action, which it is hoped, will once more raise sports car racing to the height of being the first-class audience spectacle that it can be.

As a club member interested in the future of the sport, we urge you to use your influence to have your friends and club members attend the forthcoming November 2-3 South Jersey Region event.

Unless a definite improvement takes place in the spectator attendance at Vineland in both the November event and the 1964 season, it will be impossible on the part of the Vineland management to make the facility improvements that are needed now. Should it happen that sports car racing comes to a halt at Vineland, then our area regions will have to travel much farther afield in order to conduct their future regional and divisional race meets.

In order to draw on the resources of all three regions, each one of you is invited to express your views and opinions on this situation. Write to TOP GEAR, Box 482, Doylestown, Pa., and let us know what you think should be done to improve the Vineland picture. Let us know what you think should be done to ensure a better spectator turnout. If you are a regular user of Vineland's race facilities let us know what you think is lacking and what steps you would recommend to improve the shortcomings.

Throughout the discussion, Bill Nocco presented those facts and figures which caused him to call for the meeting with regional SCCA representatives. His concern was obvious, but at no time did he express the opinion that Vineland should be closed to further sports car racing. Indeed, he is as anxious as we are that we all work together for an improvement. He is willing to try another season, despite the setbacks he has suffered in the 1963 season.

Let's all pull together and save Vineland for sports car racing.

The Editor  
TOP GEAR





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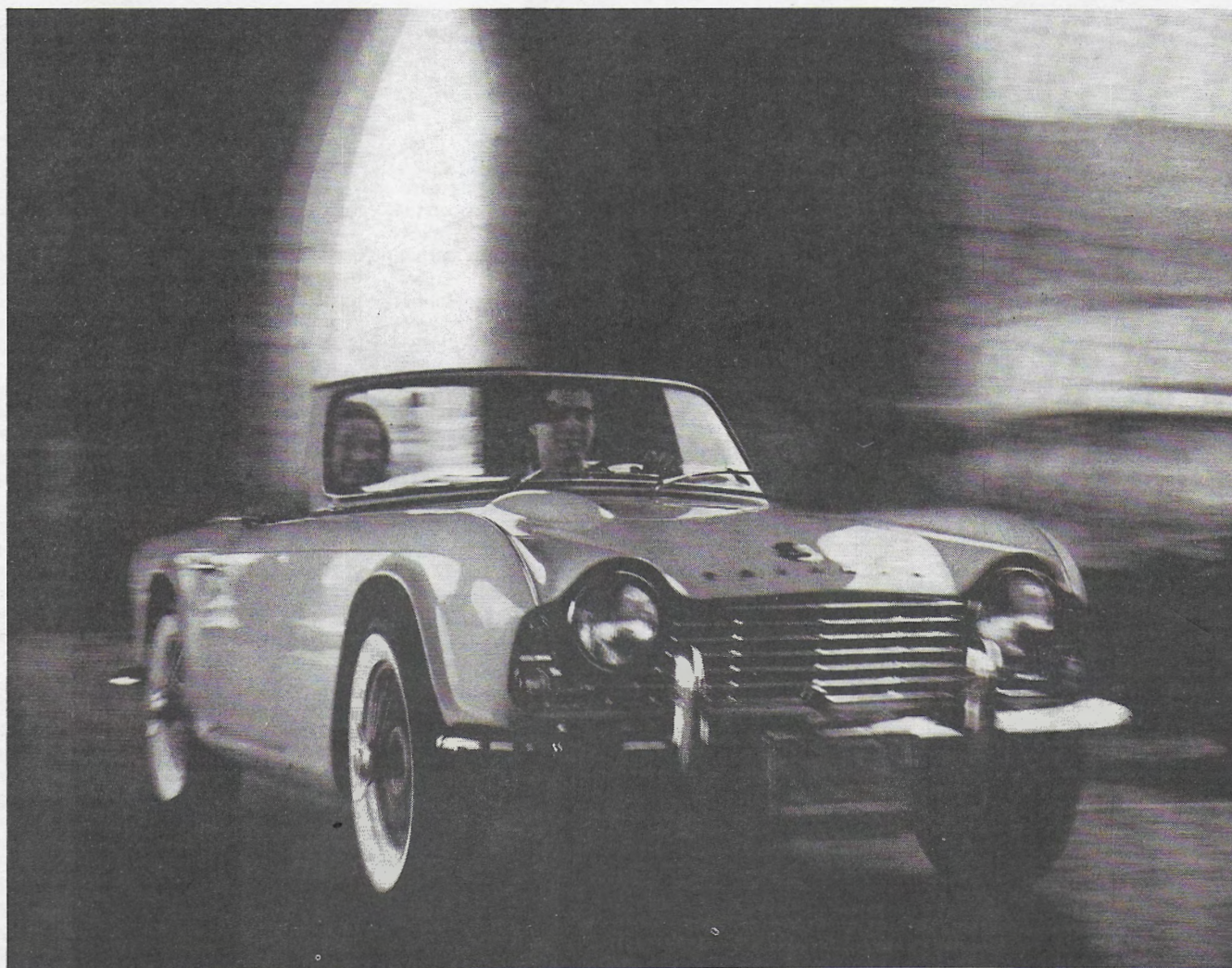
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# Alderman Stars...



*Ex-Los Angeleno, Ron Grable, puts distance between himself and the rest of the E Production gang. He won both am and pm races in this manner... going away!*



SCCA's Philadelphia Region closed out its 1963 racing program with what could be described as the most unique race to be run in our area all year. Not only did they combine with two other organizations to present this event, but, while regional in scope, a favorable analysis will probably have an effect on the 1964 national racing program.

Along with Eastern Pennsylvania SCC and the Reading Police Athletic League, the Keystone Region, September 21-22, hosted over 170 entries at a virtual dress rehearsal for the 1964 Reading National Road Races. Prior to this year's meet, Westport had tentatively assigned a national sanction for mid-October 1964, and present at the Reading course were official observers from SCCA who assessed and reported on the conduct of this year's event, one of which was New Jersey's Walt Hansgen, a driver well-known for his victories behind the wheel of Cunningham-owned and Momo-maintained machinery wherever sports cars are raced.

And so it was, the pressure was on the sponsoring organizations, not only to conduct a race card that would be of top notch caliber, but also to convince SCCA headquarters that Reading Municipal Airport was the one place in Eastern Pa. at which a national race could be successfully staged.

The weekend's racing action started early Saturday morning and did not cease until the final checkered flag was dropped Sunday afternoon. No less than five of the first place national point holders were on hand to test the track that has been referred to as the most difficult driver's course in the east. The racing

action is described in detail in following paragraphs but a special note must be made of the duel that took place in the feature of the weekend, the modified go that rung down the curtain on two days of racing action.

Certainly race chairmen John Holmes (SCCA) and Jim Wesnoski (EPSCC) could not have asked for a more spectacular finish if they had arranged all the action themselves. The modified race started with a delayed start, the modified sports racing machinery up front and the open wheel formula cars in back and about ten seconds separating the two when the green flag was dropped. The modified field included: the Elva VII of Skip Scott, which the Waltham, Mass., ace had piloted to a first place in the morning; the Porsche RSK of Peter Goetz, Reading, Pa.; and the Lister Corvette of Hal Keck, Hellertown, Pa. In the single row of formula machines was the 1½-liter Cooper-Alfa belonging to Willis Weldin and George Alderman, which had been forced to drop out of the morning race when it blew a tire after leaving the starting line.

When the flag was dropped, the mad rush for the first turn found Skip Scott's red Elva in the lead and pulling away from the rest of the pack. At the same time the Cooper-Alfa Formula Libre car with George Alderman at the wheel was just making its start. It took only one lap for Alderman to catch Scott and from there on it was a dog fight between the two until the finish. As Alderman pushed his steed to the utmost, he must have recalled a similar duel that took place the previous year with Bob Bucher's Porsche RSK which he finally lost by only seconds and a blown engine.

Going into the third lap there was no daylight between the two cars. It was Alderman's advantage in the tight corners with Scott pulling ahead on the straights. Toward the end of the third lap, Alderman waited that one second too long before downshifting to go into one of the tighter corners. He missed the shift and spun out. Scott streaked ahead and apparently had the race won.

However, it was not going to be that easy for the Massachusetts' flash. Alderman recovered and again went after the Elva, pushing the Cooper to the limit. Through the fourth lap he gradually cut down the lead and in the fifth, he again caught up to the low slung red 97. Coming up behind the hangar which marks the approach to the final straight and the elusive checkered flag, there was less than a second between the two cars. Alderman attempted to close the gap but the Cooper just didn't seem to have it as Scott crossed the finish line a bare margin ahead of Alderman.

The crowd rushed around the Formula Libre car as Alderman pulled off course without completing his cool off lap. It was obvious that there was something wrong with the machine. Apparently, when the spinout occurred in the third lap, the car had lost second gear and Alderman had finished the race without it.

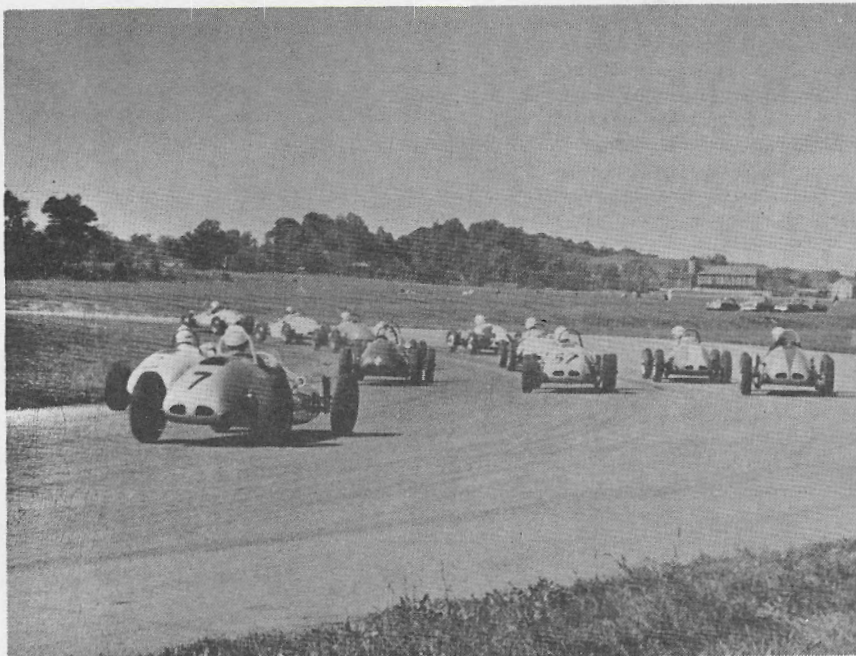
Whether or not there will be a National at Reading in 1964 is a moot point at this time. However, to all that watched the modified duel, this answer is anticlimactic. Hansgen's report indicated that the track would have to be widened in several spots but overall, he indicated that the possibilities were good provided this and other work is done.



# ...Scott Triumphs



"The man said to follow the same line through the corners, and that's what I'm trying to do!"



*This was the largest turnout of Formula Vees ever seen hereabouts. They go well, but just seem to be too slow for single-seaters. Now, with a Super 90 . . . !*

## H Production

The main action in this class took place between Carl Truitt, Glassboro, N.J., and Peter Pockel, Brookline, Mass. Both drivers, piloting Sprites, traded the lead back and forth as Truitt won the morning race just seconds ahead of Pockel; Pockel beat out Truitt in the afternoon. The closeness of these boys is reflected in their overall times for the afternoon event: Truitt 15:31.3, and Pockel 15:31.0.

## G Production & H Modified

The class winners in the morning had no real trouble with completion. In H Modified, it was John Holmes' blue and white Lola-Osca placing way out in front of the Saab Special driven by Don Brunner; while in the G Production section Frank Nagel, driving Joe Camorano's hot Morgan had no trouble taking first. In fact, it was a Camorano day in G Production as Joe walked away with the afternoon event. However, the H Modified p.m. race was a little different to watch. At first, it appeared that the Lola-Osca Guy Bates chauffeuring, would duplicate John's walkaway of the morning. However, such was not the case as John Jacobsen, Wilmington, Del., in the Saab Special, streaked past the Lola after Bates had failed to negotiate one of the more difficult turns in the fire-house section of the course. Exit Bates and one bent Lola-Osca!

## F Production & Formula V

Another split start event with the F Production machines up front and the Volkswagen powered Formula Vees in the rear, approximately 30 seconds quiet space in between. There was little difference between the morning and afternoon competition as the Turner with Shorty Miller of Moorestown, N.J., and the Lotus 7 piloted by Wilmington, Delaware's Brad Howes duelled for first place. Shorty Miller made it a perfect day for his Turner as he nosed out veteran Howes for both wins. Sherm Decker came all the way from Endicott, N.Y., to pick up top silver in the Formula Vee Section as he won handily over Millard Ripley in both the am and pm events.

## E Production

After looking over the starting grid, even a novice spectator could tell that this race was going to be close. Glancing over the lineup, were such veteran drivers as Jim Ladd, Bruce Jennings, Bert Everitt, Horace Ott, and Ron Grable heading up a field of twenty-four automobiles that were pre-dominantly of the rear-engined German variety. However, #24 Porsche, with Ron Grable up, proved to be just a little too fast for the rest of the pack, and the Linthicum, Md., driver picked up two coveted firsts.

## A. B, C, D Production & Sedans

Although Bruce Jennings of Towson, Md., started next to Dave Clark in both the morning and afternoon, he was soon following the Middletown, N.J., driver as Clark's Lotus 7 went out in front and stayed there throughout. D Production national point leader Bob Tullius had trouble taking his class in the morning but had to allow Sumner Forward of Syracuse, N.Y., take the p.m. race as the white TR-4 bobbled to DNF. Both Ron Kistler of Quakertown, Pa., in CP, and Paul Sykes of Philadelphia, in AP, finished first in their respective classes in both the morning and afternoon. The Sedan class was dominated by the Volvo of Gunnar Engelin, as he walked off with two firsts.

## Modified Cars, Formula Jrs, Formula Libre

As previously described, the action here was mainly between Scott and Alderman. However, mention must be made of the performance turned in by Peter Goetz of Reading, Pa., who piloted his EM Porsche RSK to a second place in the morning and a third overall in the afternoon.





Hal Keck, Lister-Chev.

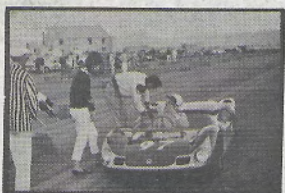
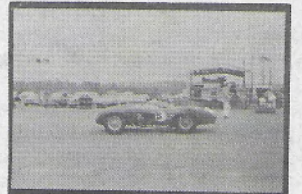
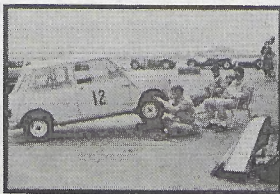
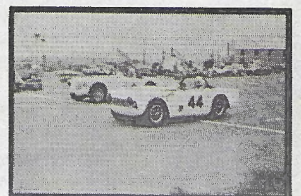
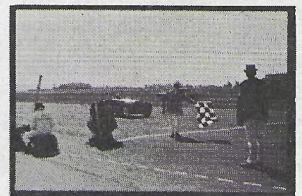
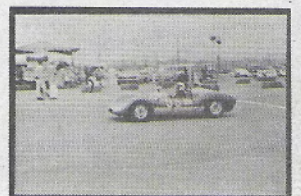
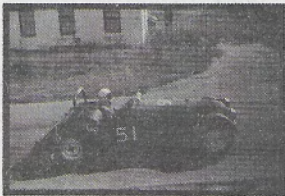


Phila. Region's Arch James gives a big "Hi" to John Holmes, after nailing H Modified honors in the Bates-Holmes concours Lola-Osca.

## TOP GEAR



Judy Wynn, Fiat-Abarth.



# RESULTS

**H PRODUCTION:** 1—Carl Truitt, Sprite; 2—Peter Pockel, Sprite; 3—Randy Canfield, Sprite. 1—Pockel; 2—Truitt; 3—Canfield.

**G PRODUCTION:** 1—Frank Nagel, Morgan; 2—Erwin Lorincz, Spitfire; 3—Lee Wiese, Sprite. 1—Camorano; 2—Pete Van Der Vate, Sprite; 3—Lorincz.

**H MODIFIED:** 1—John Holmes, Lola-Osca; 2—Don Brunner, SAAB Spl.; 3—Howard Hanna, Rene Bonnet. 1—John Jacobsen, SAAB Spl.; 2—Hanna; 3—Collier Miller, DB.

**F PRODUCTION:** 1—Shorty Miller, Turner; 2—Brad Howes, Lotus 7; 3—Dick Gilmartin, TR3 (Same order, both events).

**FORMULA VEE:** 1—Sherm Decker; 2—Millard Ripley; 3—Pete Smith. 1—Decker; 2—Ripley; 3—Charles Stell.

**E PRODUCTION:** 1—Ron Grable, Porsche; 2—Jim Ladd, Healey; 3—Bruce Jennings, Porsche. 1—Grable; 2—George Frey, Porsche; 3—Bert Everitt, Porsche.

**D PRODUCTION:** 1—Bob Tullius, TR4; 2—Jim McDaniel, Porsche; 3—Porsche. 1—Summer Forward, TR4; 2—Bill McKelvey, Alfa Romeo.

**C PRODUCTION:** 1—Ron Kistler, AC-Bristol (both events).

**B PRODUCTION:** 1—Dave Clark, Lotus S7; 2—Bruce Jennings, Porsche Carrera (same order, both events).

**A PRODUCTION:** 1—Paul Sykes, Corvette (both events).

**TOURING SEDANS:** 1—Gunnar Engelin, Volvo; 2—Hans Dammstrom, Volvo; 3—George Mershon, SAAB. 1—Engelin; 2—Dammstrom; 3—Jerry Long, SAAB.

**MODIFIED CARS:** (first places only): CM—Harold Keck, Lister-Chev.; DM—Walt White, Devin-Healey; EM—Peter Goetz, RSK; FM—Skip Scott, Elva VII; GM—Ed Stanley, Elva; F-JR—R. Viaforo; LIBRE—George Alderman, Cooper-Alfa.

In the afternoon races the order of first-placing was the same with these exceptions: Oscar Koveleski, Ferrari, took CM honors; G. Meszaros took F-Jr. honors.

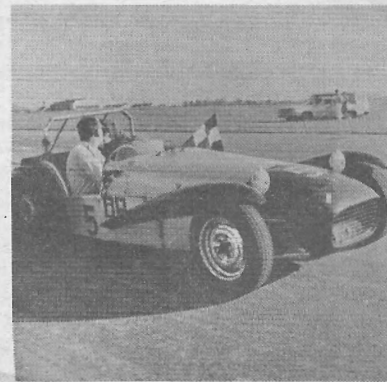
Fastest Lap—George Alderman, 2:33.4 secs.

Fastest Average—Skip Scott, 63.5 mph.





*Stepping Spritely,  
the H Production  
mob plays follow-  
the-leader.*



*Dave Clark loves  
(in) his Lotus!*

# READING RUMBLES

by  
Harry Reynolds

**PRACTICE, SATURDAY:** Getting anywhere in Reading, Pa., is a combination of a trick-rally and one of the tasks of Hercules. Getting to the Reading Airport is no exception, the city fathers (or at least those not currently indicted) should consider replacing a few of the many, longcycle traffic lights with one or two road signs showing directions.

At any rate, I eventually got there and the course was littered with wheel-less Sprites. I heard one poor chap say he no sooner replaced the right front wheel, that the left one came off! Those corners are tight, and it is late in the season. I counted three Sprites each on three wheels on one lap in practice.

The usual form of open practice is often more exciting than the races. Mixing open and covered wheel cars is bad enough, but ancient Volvos (like mine) and Elva Mk. VII's (like Skip Scott's), together, requires lots of friendly cooperation!

Some rarely-seen (at least in the races) cars participated with varying degrees of success in in practice. In FP there was a 190SL from New York, which took some laps and was seen no more. An Alfa 2600 made it off the trailer, but no farther, that I saw. Also in CP was a Fiat-Abarth one-litre twin-cam; it expired with clutch bothers late Saturday or early Sunday.

When all was said and done, Ron Kistler didn't have much competition in CP on Sunday, although he drove like every AC and Jaguar in the world was after him.

**THE RACES SUNDAY:** I was first in the pits on Sunday morning, hopefully changing a head gasket. When the compression gauge reads "25" it's always a head gasket, never mice at the pistons. Well, I made it within a quarter mile of finishing my race before the engine blew. Seems something had been nibbling at the pistons.

Others had just the opposite luck. Joe Cam's Morgan-powered-by-Ford was never challenged in either the morning (Frank Nagel driving) or afternoon races (Joe driving). I wonder how the new 1600cc model will go? Or the rumored twin-cam version?

What seemed to be the quickest Triumph TR-3 there, Dick Gilmartin's had a peculiar arrangement of wire wheels in the back and disc wheels in the front. He wasn't saying, but my guess is that it widens the track on a somewhat "tippy" car. Looks strange, though. . . .

Winner of both morning and afternoon EP races was Ron Grable in an international orange Porsche. Ron has recently arrived from Los Angeles and gave us an idea how things are done out there.

One p.m. came before the morning races were finished, and no one seemed too happy when it was announced that the afternoon races were to be five laps instead of twelve.

It took the first-timers a while to get used to the twisty course. Several stories were circulating about people in practice who found themselves racing 'way out at the end of a runway— all by themselves'.

Winner in CM, Harold Keck, claimed that a Lister gets pretty warm inside when the exhaust pipes break off just in front of the cockpit!

The Factory Volvo is certainly a quick car, and it looks so stock! Gunner Engelin drove the red 122-S right along with the Sting Rays, Lotus Super 7s, AC's et al.

Several good close races I saw during the day:— Shorty Miller and Brad Howes, Turner vs. Lotus 7A, both morning and afternoon; Sherm Decker and Millard Ripley, both in Formula Vees; Jerry Long and George Mershon, both in SAABs, in the afternoon race. George pressed Jerry for the whole way, and finally flipped on the last lap, fortunately without serious damage; and the hair-raising finish between George Alderman and Skip Scott, Cooper-Alfa vs. Elva Mk. VII, in the fore-shortened feature race.

Everyone I talked to felt that Reading is a wild and wooly combination of airport and road course. The organization was fairly fouled up, but often comparisons with frequently-run tracks aren't fair. If a smooth-running program of races can't be held at Vineland, N. J., for example, something is wrong. But this was only the second race at Reading, and the first sponsored by the Philadelphia Region, so next year will be an improvement.

As usual, the annoying dollar had to be paid for pit passes. And I'll have to listen to how much money was made and lost, respectively, on races and rallies at the next SCCA meeting. Ah well, it's all a big, happy family. Huh?



*Jim Ladd at work.*

*John Jacobsen's  
effective SAAB  
Special shows  
the way home to  
Howard Hanna's  
pretty Djet coupe.*





Walk up to just anybody and say: "What's new with BMC?" Chances are he'll say, "Huh?" Or he *might* be moderately well-informed, and say, "Well, there's the MG-B." Or he *might* be equally well-informed, but from somewhere around Wilmington, Delaware. In this case, the British Motor Corporation is *not* the first thing he thinks of; he may well say, "Autosprint next Sunday," and you have uncovered one of the 250-odd (aren't *all* sports car enthusiasts a little odd?) members of Brandywine Motorsport Club.

The year 1952 isn't such a staggering reach into the past if you're talking about national history, but when it comes to sports car activities, it's way back! There wasn't any Brandywine Motorsport Club; in fact, if our memory is correct, there wasn't even a British Motor Corporation. The precious few sports car events of any kind were mostly races such as Watkins Glen and Bridgehampton; but there was a rapidly burgeoning group of independent thinkers who found that driving *could* be fun. In that year, with most such non-conformists driving MGs, a group of Wilmingtonians established the Wilmington Sub-Centre of the MG Car Club.

Other makes of sports cars began to pop up, though, and some of these early members defected and bought them; so in February, 1954, the Club was re-organized as Brandywine Motorsport Club, with the stated purpose of promoting the sport and pastime of Motoring. The term "sports car" was deliberately omitted from the name, since many members were enjoying keen motor sport in small sedans as well.

How successfully the Club has lived up to its purpose is best judged by its almost 10x growth from the 29 original souls. BMC isn't trying to see how big it can get, but it has such a varied menu of activities that nearly anyone can find something appealing. The generous membership fits BMC's policy of Thinking Big. In 1953, while it was still the MG Car Club, it staged a rally which can only be compared to present-day SCCA Nationals; a 2-day, 600-mile dash which started in the middle of Wilmington and spent the night at Kingston, N. Y., with city police at both ends smoothing out the traffic for the contestants.

Another of BMC's early successes was a hill climb, in a state with very little to offer hill-wise. An event was concocted at a small private slope, which has remained popular through 18 semi-annual performances. The trick was to introduce a gymkhana-like stop-reverse-and-restart station, which keeps the final speeds from being too high, and separates the men-drivers from the boy-drivers.

In the early days, just tooling about in a sports car was something of an event all by itself — there were so few of them, and everybody gawked most rewardingly. So a simple tour, a group proceeding nose-to-tail from some place to some place else with eats, was quite a thing. BMC's swan song for this kind of event was the Schnooks' Tour in 1958, and this one was definitely non-stock. Each participant was given a brochure wherein were noted various historical tidbits and information pertaining to points of interest along the route. The only difficulty the Tour organizer found was that there was very little history or interest to be found on the route; so he was obliged to invent some, and in this case, fiction was stranger than truth. "Uncle Tom" and Mrs. McCahill attended the dinner, and he subsequently used the map of the route in his book "Today's Sports

## CLUB SPOTLIGHT



and Competition Cars."

Probably BMC's Biggest Thinking has been its two (so far) charter plane trips to Europe, known as Projects BEE (for Brandywine European Expedition). The first, in September of 1960, was sparked by a Triumph Tour movie shown at a club meeting. A group of Triumph purchasers flew to England by chartered plane, received their steeds there, and toured Europe together. The travel scenes were so enticing that BMC decided it should do it too. The first trip was so successful that a repeat performance was staged in the Spring of 1962, with an even bigger participation.

In the early days, with occasional grand exceptions, Brandywine kept its rallies pretty much on a club basis, and left the invitationals to other groups. But with the improvement in communication with other clubs, which began with BMC's invention of the Interclub Contact officer, practically all rallies have become more or less invitational anyway. BMC now has a liberal slate of invitational rallies each year. Two of these are annual staples — the Rose Bush, a half-night winter rally, is invariably scheduled one week ahead of Rose Tree's All Nighter, to serve as a sort of brush-up course; and the Shad Moon, a March, championship-type event, has attracted BMC's biggest rally turnout.

Experimentation with the various types of speed competition (not including outright racing) has been carried out with vigor. Gymkhanas were expanded into complete auto shows, staged at the Greater Wilmington Airport, with spectator admission fees benefiting the Jaycees. Autocrosses, both dry-weather and frozen, have been most well-attended at several members' farms. But the formula that is the most spectacularly successful is the auto sprint. Begun this year as a series in collaboration with BMC's neighbor organization, the Delaware Auto Sport Club of Dover. (See September TOP GEAR.)

The proper functioning of an ambitious program, such as BMC's, depends upon an adequate supply of both people and equipment. While it cannot be said that all the members are equally energetic, the large membership makes it relatively easy to muster the necessary manpower to make the events go, and also does wonders for the treasury, which is thus able to keep the club outfitted with whatever equipment it needs. This includes public address systems, telephones, crowd control equipment, pylons, and such necessities, for the speed events; for rally check points, there are short-wave radios, split-hand watches, and recording-timing devices.

Some of the members are enthusiastic well beyond the call of duty, and represent BMC in the Race Communications Group of the Philadelphia Region, SCCA. This organization has a counterpart within BMC, in the growing group of Qualified Check Point Operators, a

## TOP GEAR

sub-organization which can supply personnel to rallymasters as required. Its business is to optimize check point technique, and make sure the group knows its job. Although any human can err, these people, well trained and well equipped, have reduced mistakes to a minimum, contributing heavily to the smoother running of BMC rallies, and having fun at the same time.

In every field of motorsport competition, BMC can point with pride to the performance of its members. In racing, several Brandywiners are consistent class winners; one has been Formula III National Champion, and one has earned the title "King of the Ice" at ice-racing in the Poconos. Last year, one rallying couple tied for second place in the National Rally Championship; another couple won first place in both Appalachian Trail and Pennsylvania Rally Championship Association series. And in driving contests, BMCers are dependable winners; for instance, they have brought their Club to first place in the New Hope Show Gymkhana for four straight years.

But the most valuable trophy a Brandywiner can "win" is one which everybody dreads! Named the "Lon White Memorable Goof Trophy," after its first recipient, it's a sterling silver stein about the size of — well, let's be frank — a john. One earns it by making a spectacular goof in an event, and one passes it along as fast as one can. The goofer, on receipt at a Club meeting, must fill it with potables for the benefit of the members (it holds gallons and gallons). While retained, it is to remain available to refresh any member who may call.

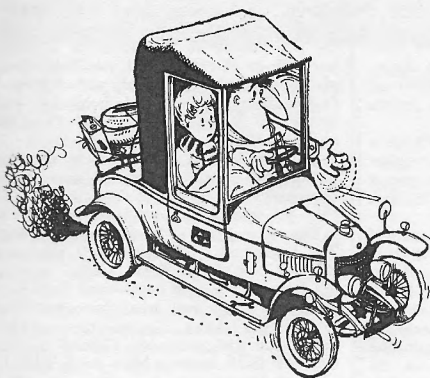
Brandywine works hard at keeping a reputation for good citizenship. Safety is the prime consideration in all events, and the club's record is outstanding. And BMC has assisted in countering the impression that motorsport fans are all irresponsible delinquents, by cooperating with the State Police and charitable organizations like the Jaycees and Boy Scouts, frequently supplying parade groups which, in their unusual motor cars, have the desired attention-attracting property.

Some years ago an interesting such episode was entered by the back door, so to speak. The singer Connie Francis was to appear at a Heart Fund drive in Wilmington. A member of another club mentioned to a reporter that his club might provide a sports car motorcade to transport Miss Francis to the scene from her previous engagement at Allentown. On the basis of this chance remark, the reporter not only put in his paper a big spread to the effect that this would take place, but also mistook the club for BMC. None of the Brandywiners had heard a word about this until they found themselves committed by the press. Meanwhile, the other club failed to respond to the challenge. So, not to let the Heart Fund down, a group of BMCers burned a little midnight oil lettering placards, and assembled an impressive string of cars to fulfill the story. Miss Francis rode in a Mercedes 300SL; the letters on the cars spelled out "Connie Francis" and "Heart Fund"; the Governor met the motorcade, and everyone's honor was upheld.

If BMC sounds proud of itself, it is; but it remains a friendly club. Having outgrown two meeting places, it now meets on the first Thursday of every month at the Delaware Officers' Club at the New Castle Air Base, south of Wilmington. Y'all come!



# A-rallyin' we did go!



by Milly & Cholly Mercer (MG-B)

Sports cars are not new to us, but owning one is a new and distinct thrill. After 30 years of longing we purchased an MG-B some three months ago. Of course we knew that sports cars and clubs go together, so our next move was to locate other people interested in our new-found hobby. To this end we visited several local clubs, most of whose members already rallied quite actively, and at first we felt that this sort of thing really was not for us. Boy! Were we ever wrong!!

On September 1st (we'll never forget that date!) thanks to an invitation received from the Delaware Valley SCC, we entered their Midsummer Daydream which started from Princeton, N. J. Fifty-one cars registered and everyone, including us, had a ball. Good luck was with us since we finished without missing a checkpoint, and we were extremely gratified to find that we placed 19th in the unequipped class.

During the following week we considered entering the QSCC's Quaker's Quest, however, it was not until 5 a.m. on the morning of the rally that we made up our minds to register. As starting time approached our hands began to shake. It became difficult to read the route instructions, however, this passed, and once we were off we found the clues were clear and concise. We began to have a wonderful time!

This particular event was exciting and at times perplexing; in fact, sometimes downright frustrating! At one point it became necessary to read names on tombstones; at another the clue was the very last name on a bridge plaque. But one clue that really amused us was: "Turn after bull chasing man." We could hardly imagine a bull chasing a man, and the man withstanding the onslaught while 71 rally cars went by! And of course we soon found a cast iron bull chasing a man, on a lamp post in front of a house.

To us the Quest was an enjoyable experience, and we are certain many hours of careful planning and hard work went into this event. Again luck was with us since we finished 13th in the novice class. In fact it was reward enough that we made every checkpoint, and did not lose our way once.

So in closing we would like to say a word to those club members and sports car owners who have never been on a rally. Give it a try. It will be more fun than anything you have done in a long time. It will try your patience, make you yell at your better half, and once in a while, cause you to scratch your head. But you will find it to be stimulating, and it will make you feel years younger, giving you a sense of accomplishment into the bargain, once you have finished the course.

## Lakes' Ghostown

On Sunday, November 24, the Lakes SCC will present their 5th Annual Ghostown Rallye. This, as last year, will again be a toilet paper type Rallye (part gimmick and T.S.D.). Entrance fee is \$3.50 less 50 cents if you bring a roll of toilet paper.

Pre-registration for this rally which will lead its entrants through the forgotten towns of southern New Jersey, is requested. It should be noted that the South Jersey Region of the SCCA is using the Ghostown as one of their club championship events.

Call Harry McCall for further details. (609) 654-8340.

## Wet Stingray

The Corvette Club of Delaware Valley convened their annual Stingray Rally under the able rallyingmastering of Ralph Yoho and Bill Kamps, along with the uncooperative efforts of the weatherman. Forty-five brave souls gathered in a drenching Warminster, Pa., to start this PRCA event and few of them came through unscathed, what with the "on course" loops which drew a penalty, if one was missed but did not take you off course. A few sharp rallyists saw through these deceptions and landed in the winners' circle.

The sharp ones were:—

EQUIPPED: 1—Koelmel & Koelmel; 2—O'Leary & O'Leary; 3—Dunkle & Dunkle.

NON-EQUIPPED: 1—Horst & Horst; 2—Russell & Russell; 3—Sheldon & Ballard.

—Bill Kamps

## VFMC Feet

The 1962 running of Valley Forge MC's Featherfoot economy run proved to be so popular that the 1963 event was a foregone conclusion, even early in the year. This year Jack Billet drove his Volvo P1800 coupe into first spot in both the MPG and Ton/Miles divisions, proving that dinky little under-powered cars do not always return such fabulous figures in events of this kind.

And just to prove that the VFMC-ers like to go fast, as well as economically, results are also included for their latest gymkhana, the Slue Foot. [Ed. Note:—What the heck is a Slue Foot?]

## FEATHERFOOT II (Sept. 29)

MPG: 1—Jack Billet, Volvo P1800, 40.3; 2—Harry Turner, Renault, 37.0; 3—Jay Pursell, Comet, 32.5; 4—J. Hamilton, Volvo 544, 30.15; 5—J. Knauer, Corvair, 27.2; 6—J. Munzert, Tempest, 17.2.

TON/MILES: 1—Billet, 96.30; 2—Pursell, 84.30; 3—Turner, 75.70; 4—Hamilton, 66.65; 5—Knauer, 66.60; 6—Munzert, 50.50.

## SLUE FOOT (OCT. 6)

D—Bruce Boyer, TR4; E—John Ludeman, Porsche (also FTD); F—Harry Schmalbach, TRS3; G—Dick Parker, Sprite; H—Bob Jeffries, Sprite; TI—Dave Redmond, VW; T2—Chip Miller, Corvair; LADIES—Sue Kopenhagen, Lotus.

—VFMC

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## Springtown...

Al Loquasto continued to be the Pennsylvania Hill Climb Association's fastest time of day big gun, hanging up another FTD and AP win at Springtown, September 7th.

Joe Camorano failed in his bids for a sixth straight G Production victory and an undefeated season with his Morgan 4/4, as he was finally beaten by two-time PHA G Production Champion Charlie Beidler's 1300 Super Porsche. In the upset of the season, Beidler also set a new class record for the hill, breaking the former mark set by Camorano in the spring.

With his class clinched for the day by 2 of a second, Craig Smith lost it on his second run, damaging his BP Corvette and thus gave Chuck Arlet an excellent opportunity to grab season championship honors.

The DP fight between Sam Price, Porsche, and Roger Tobias, Austin-Healey 3000, continued at Springtown. Price cut the season lead of Tobias' to 3 points by winning at Springtown. Al Costner, Sunbeam Alpine (EP) and Jim Davis, MGA (FP), were upset at Springtown, but they continued to lead their respective classes for season championships.

Vernon "The Beard" Weand set a new HP class record at this "bump" hill and remained HP class leader.

— Charlie Beidler

## ... and Hyner

The Pennsylvania Hillclimb Association championship circus moved out to Hyner Hillclimb the weekend of September 14-15. This year's event marked the sixth running of the 1.7 mile hill located in Hyner Run State Park, between Lock Haven and Renovo, on Pa. Route 120. For most entrants, Hyner is the longest trip on the circuit and is one of the best climbs.

In H Production, first place was taken by Bill Schwem in a Sprite, with a time of 105.165 seconds. Second was Widmann's Fiat-Abarth at 107.600. A close third was another Sprite, R. Rice, who turned in 107.653.

In GP, Joe Camorano's "Morgan powered by Ford" took first with an astonishing time of 94.788. He was followed by Charlie "Brown" Beidler in a Porsche 1300S, with a 99.700. FP was divided into a MG marque class and all else. Ken Williamson took first in an MGA with 101.521, second was Jim Davis's green-and-primer MGA with a 103.792. "All else" was taken by two TR-3's, McDonald's first with 99.945 and Mike Harlow second with 101.501.

In EP, Al Costner showed the Porsches the way home with a time of 93.237 seconds in a Sunbeam Alpine. Second was Horace Ott in his freshly painted Porsche Speedster with a 94.172. Third was Bob Pitcairn in a Morgan, with a time of 97.113. First in DP was the Two-Thousand Pound Canary, Sam Price, who drove his bright yellow Porsche S-90 up the hill in 92.853 seconds. Second in DP was Bob Tobias, 3-litre Healey, with a time of 93.576. CP saw Al Friedland first with a 92.191, in the exotic BMW-507. Second was Gary Smith in his immaculate Ace-Bristol, time: 93.243 seconds.

BP first place silver went to the "Hillclimb Heartthrob," Chuck Arlet. 87.301 seconds of Corvette fun. Craig Smith was in second with a hastily rebuilt Corvette which had suffered a week earlier at the Springtown Bump. Winning AP in a Stingray was Howard Fetterolf, who ran the hill in 90.729 seconds. Wot? No Al Loquasto!! Among the screaming SAABs in Touring I, George Taylor took first with a 102.073. Motel-wrecker, Jerry Long, came in second at 102.770. Third was J. Christ of Bethlehem, who spent most of Saturday looking for a SAAB wheel bearing; 103.403. Touring II was thinly represented by Harry Reynolds



# COMPETITION Roundup



driving the World's Oldest Living Volvo, time of 107. something.

First in H Modified was the carefully thought-out "Dino Special" of Gardner and McDevitt. The winning run was at 99.513 with Harry Gardner aboard. This recently completed car combines a rear-mounted SAAB engine with VW front suspension and transaxle. Keihart with a SAAB was second with 105.561. Third was Al Eisenhower's BMW-700, with 106.539. The winner of the combined F and D Modified classes was Dick Sweigart, driving a highly modified Healey Hundred.

Winner in CM, and FTD, was Steve Elfenbein of Morristown, N. J. Because of SCCA's rather peculiar rulings on up-dating production cars, Steve's 1960 Corvette with 327 cubic inch engine has landed in CM. Regardless of the paperwork, 86.074 seconds to go 1.7 miles from a standing start is moving rapidly. A most enjoyable part of the annual Hyner Weekend is the party at Mr. and Mrs. Chuck Stein's home in Lock Haven. This year the Steins entertained the thundering herd two nights running, and fine parties they were! Whee-ee!

— Harry Reynolds

## Black Gold

The Sunoco Auto Club, made up of employees of Sunoco and members of that organization's athletic association, held their Black Gold invitational rally September 22. Rallymastered by Stan Trostle this affair was in three parts with clue, map and picture sections, over a route of some 120 miles. Results as follows: —

CLASS I (Equipped): 1—Carson & Carson, XKE, 83; 2—Roedder & Roedder, VW, 135; 3—Lowenberg & Lowenberg, Morgan, 554.

CLASS II (Unequipped): 1—Dimeler & Wilson, Alpine, 177; 2—Clemens & Brown, TR3, 335; 3—Bailey & Bailey, AH 3000, 373.

CLASS III (Novice): 1—Yocum & Hamilton, Corvair, 784; 2—Nickolas & James, Alpine, 885; 3—Butterworth & Butterworth, Herald, 918.

— Bill Crouse



Steve Elfenbein, CM 'vette, making Hyner FTD.

## Distelfink Dreihunderd

Suburban SCC's Distelfink, held September 8, was a difficult-clue, 160-mile event designed to test both driver and navigator. (Where have we heard that before!) It was a N. J. Council championship run, and was also designated as a North N. J. Region, SCCA, points scorer.

Of the 62 cars which started, 17 were equipped and 45 non. One noteworthy point is that the winning team had a fantastically low score of only 79 points; second placers ran to 3866 before deciding that was enough for the day! It has long been the opinion of this rallymaster that the way to even out the equipment-ridden cars with the barefoot boys, is to make a rally a challenge — tough clues, reasonable speeds, checkpoints located where they will catch the people who blow a clue, and so on. In the final standings of the Distelfink the first ten cars were divided down the middle with five being equipped and five unequipped. The third place car was only 51 points out of second spot. Incidentally, the field included many of the best of New Jersey's rallyists, and a goodly number of them did not finish in the top ten. So here goes: —

EQUIPPED: 1—Schumann & Schumann, Porsche (1); 2—Morici & MacQuaide, MGB (2); 3—Waldner & Wallder, Alfa Romeo (4).

UNEQUIPPED: 1—Epple & Hazen, VW Ghia (3); 2—Hildebrandt & Vignola, TR3 (5); 3—Smith & Porter, Falcon (6).

NOVICE: 1—Johnsen & Law, TR3 (14); 2—Ish & Ish, Herald (23).

Figures in parentheses indicate overall standing.

— Norm Welsh

## Sept. Mourne

This event, held by the South Jersey SCC, September 15, turned out to be a real mourning for most of the entrants. Rallymaster Bob Latch worked in a great number of false loops which brought everyone off course and back on again without the competitors knowing it. This resulted in teams being late or early at the next checkpoint. Everyone enjoyed being fooled in this way. Especially the trophy winners!

EQUIPPED: 1—Steagall & Moyer; 2—Jordan & Jordan.

UNEQUIPPED: 1—Adkins & Coles; 2—Sule & Steinberg; 3—Kamps & Dodge.

— Bill Kamps

## LBSCC's September

Rallymasters Fred Knaucke and Bob Mackie gathered 17 entries for LBSCC's September Rally, held September 15. Members of Buckingham SCC ran this one for club points, and by all accounts everyone had a good time.

EQUIPPED: 1—Ely & Ely, Stingray, 6; 2—Lowenberg & Lowenberg, Morgan, 56.

UNEQUIPPED: 1—Groman & Groman, TR3, 14; 2—Wolerton & Voelcker, MGA, 718.

— Frank Horn

## Pocono II

Rain spoiled the official runs of the Pocono Mountain SCC's Fall Hillclimb, held the weekend of September 28-29. During the timed practice runs on Saturday, however, Oscar Koveleski broke the hill record in his booming Chevrolet-engineer Ferrari. His unofficial time of 35.4 seconds was nearly a full second faster than the record held by Bill Rutan of Essex, Conn. in a Carrera-engined VW.

On Sunday, a light touch on the wheel and pedals meant far more than horsepower. Albert Loquasto proved this by taking fastest time of day in a Corvette with a blown head gasket. The borrowed 1962 car hadn't run well the day before and some poking around on Saturday night uncovered two lazy cylinders. Al's car was shod with the ultra-sticky Atlas Bucron tires which have been discontinued. Closest to Al's time of 45.12 seconds was John Bolton, with 46.90 seconds, in a Stingray, also with Bucrons. In third overall and 1st BP, Craig Smith with 47.27 seconds run in a Corvette.

Bill and Silver Kneppshield haven't been seen around the hills too much since their family has grown, but the trip up from Delaware was worthwhile for them. Bill took first in CP, slithering up the hill in 49.68 seconds in the BRG Jaguar XK 150. Silver won in the Ladies Class, with 100.05% of somebody's time. However they figured it, she put a lot of men to shame. Another boy-girl combination drove the much-photographed Simca 1000 sedan. It carried New Yorker Jeff Hunt to a first in Touring I, with a time of 63.55. Bobbie Siebrecht drove the same car to a second place in Ladies Class with a 99.28% score.

In GP, grumpy Charlie Beidler finally beat Joe Cam. "My time was 50.38 seconds", said Charlie independently. "My time was 59.17 seconds", said Joe solidly. In FP, Bearded Bill Barney took first in a freshly-prepared TR-3 with a time of 58.34. Second, was another TR-3, with Ray Heisey at the wheel, with a 58.51 time. Jim Davis took third in his MGA, with a time of 60.0083.

Al Costner won EP in a Sunbeam Alpine, with a time of 47.88 seconds. He seemed quite happy that Atlas made Bucrons for 13" wheels and none to fit the Porsches of Messrs. MacDonald and Rabold who followed with times of 51.47 and 52.25 seconds. In DP, Sam Price, Hazleton's milkman, was first. Second was Al Blanc in a TR-4 with 53.38. Third, Dick Diedrich in his sister's three-litre Healey, 55.52. His own car came to grief two weeks before at Hyner Hillclimb.

In AP, the Stingrays of John Bolton and Howard Fetterolf placed first and second with times of 46.90 and 48.15. Among the various modified cars between H and C, Dick Sweigart took first in a freshly rebuilt Austin Healey four-cylinder notching 54.20 seconds. At either end of the modified cars was Al Eisenhower in a BMW, who won HM with 54.92; and Steve Elfenbein in a Corvette, who took CM with a 47.77 mark.

Phil Schwem took first honors in HP with 60.39; second was Radley Rice with 60.67, and third was Vern Weand, 65.69. Each one drove a Sprite. In Improved Touring I, SAAB pilot Ken Gee took first with a 55.15. He later took second in HM with the same car



## Appleseed National



Jack, Renee and 300 O'Leary mit silber!

Veni, vidi, vici. And that pretty much tells the story of the Delaware Valley contingent which ran the Johnny Appleseed national rally, September 13-15.

Headquarters for this smooth and interesting rally were at the Somerset Inn in Shaker Heights, Ohio. Eight cars from this neck of the woods crossed the start line and when it was all over top honors went to the O'Leary's and their Chrysler 300, from Newark, Del., with a 55 point score through 38 checkpoints. Hot on their heels came the Maryland team of Wagner & Stattel only two points out of first

Other Delval finishers were the Koelmels (300) in fourth, and Siccardi/Bohl (another 300) in fifth spot. The Chrysler 300 team took the team prize by a wide margin.

Waving the flag farther back were Jessie and Vic Walder, Alfa Romeo marque award; Art Horst and Gus Shindle, 15th; Flori and Jay Toney, 17th. Evelyn and John Mull, and Dave and Katherine Morrison rounded out the list of area entrants.

—Renee O'Leary

and a somewhat slower time. First in Touring II was a relative newcomer to the hillclimbs, Palmer Smeltz, who turned a time of 58.19 in a Volvo 544. Touring II Improved and Compacts were combined and the winner was Vernon Whittaker in a Corvair Spyder with a 53.04 time.

Only two hillclimbs remained at the end of the Pocono meet before the end of the season. Weatherly and Hershey. Most of the drivers seem anxious to get a full weekend of hillclimbing. This season has been marked by more cancellations, delays, and poor weather than any in the past. Pocono managed only one timed run, and while the people in roadsters may not mind staying dry, I talked to a good many folks who would have liked more runs. Ah well what would motor racing be without complaints?

—Harry Reynolds

## Summer Skirmish

Brandywine MC really Summer Skirmished the troops, Sunday, Sept. 25. Rallymasters Ray and Helen Carson along with Jo and Cliff Murray must have decided to put this one together to provide a winter conversational topic—trouble was that the unsuspecting contestants didn't wait until winter to be conversational about it!

This event counted toward PRCA points, and it started on a sunny morning. Sad to say there were few sunny faces to be seen as the Diabolical Quartet found that only nine of the 63 starting cars were able to score the last checkpoint of the morning. Needless to say lunch was a scene of gloom and foreboding, especially since it was announced that the HARD CLUE section was yet to come!

As an aftermath to this herculean holocaust a meeting was held a few days later, and chairman Ralph Yoho found that despite the many hard feelings present, that in all fairness to the PRCA people of this year's Skirmish would stand as an honors event; it probably will not be included in the schedule next year. As can be seen by the scores below, none were too perfect.

1—Muir & Landis, 1234; 2—Babec & Babec, 1965; 3—Tramontana & D'Agostino, 2425; 4—O'Leary & O'Leary, 3043; 5—Jordan & Jordan, 3167.

—Joyce McGowan

## Quaker's Quest

The Quaker City SCC's Quaker Quest, held September 8, counted for points in both the Phila. Region SCCA Appalachian Trail series as well as Pennsylvania Rally Championship Association honors. Timing on this event was to the second. An entry of 71 cars was logged, and all completed the 7-checkpoint route. Results are as follows:

CLASS I (Equipped): 1—Ryman & Ryman, Porsche, 49; 2—Landes & Muir, Triumph, 55; 3—Koelmel & Koelmel, Chrysler 300, 78.

CLASS II (Unequipped): 1—Gezon & Sainsbury, Triumph, 150; 2—Campbell & Bickert, VW, 239; 3—Ezersky & Kauffman, Porsche, 256.

CLASS III (Novice): 1—Melikian & Oehrl, Chevrolet, 658; 2—Meehl & Arnaiz, VW, 934; 3—Ross & Rahmeier, Triumph, 1513.

Marque trophies were awarded to highest finishing cars who otherwise finished out of silver.

—Elliott Youtcheff

## Autosprint IX

The September 15 Delaware Autosprint meet made all the right connections with the weatherman and we had . . . you guessed it. Rain!

MODIFIED—Frank Behroe, Corvette, 51.71.

CLASS B—Jack Lofland, Lotus S7, 48.18.

CLASS C—Bill Kneppshield, XK150s, 49.24.

CLASS D—Harry Smith, Porsche, 49.29.

CLASS E—Roger Hoover, Porsche, 47.96.

CLASS F—Brad Howes, Lotus 7, 46.50.

CLASS G—Jerry Donovan, Spitfire, 49.07.

CLASS H—John Arey, Sprite, 50.68.

CLASS T-1—Bob Stockman, Volvo, 50.11.

CLASS T-2—Steve Dunn, SAAB, 49.40.

LADIES—Frances Popejoy, Porsche, 96.76% (51.48).

## USRRC Champ

Ever since the first announcement of the SCCA-backed USRRC series Bob Holbert, Warrington, Pa., has been an enthusiastic supporter and participant of the new division.

Originally conceived as a points championship which would decide one overall road racing championship on a national open basis, the eight USRRC races held during the 1963 season have attracted over

140,000 paid spectator admissions, 286 entries, and most important of all, divvied up \$52,650 in prize money. During the series' first year 63 drivers earned championship points.

There were some notable holdouts among the better-known drivers, however with the degree of success shown in this year it is certain that the entry list will swell and we predict that a good number more than 63 will wind up in the 1964 series with points. As to who will be champion, that's another thing! Holbert actually set a pace for the other participants wherever he raced, and in seven races had the championship sewed up. He did most of his driving this year in a Shelby-Cobra, only twice wheeling the usual Holbert mount, a Porsche, in USRRC events.

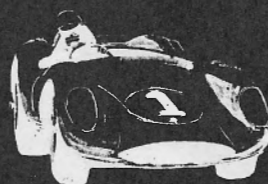
As things stand now the Shelby team is committed to the 1964 season, and Holbert will once again be with them. Great things are expected of the new King-Cobra (Cooper Monaco and Ford power) and it is likely that this car will be the team's mainstay in the new season.

We are sure all Delaware Valley enthusiasts will join us in our congratulations to Bob for having brought home the first USRRC championship to the Delaware Valley.



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# CONVERSATION PIECE

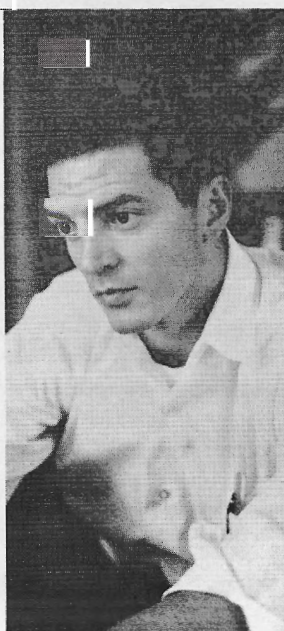
STEVE ELFENBEIN



CHARLIE BEIDLER



AL LOQUASTO



*This month we turn to hillclimbing, and three knowledgeable and competitive followers of this division of motor sport air their views and opinions on this popular activity. They are: Al Loquasto, contender for top honors in the 1963 season; Steve Elfenbein, past champion in PHA competition, and president of the very active Jersey SCC; and Charlie Beidler, past-president of the Porsche Club of America, former GP champion, and president of the hillclimb sanctioning body, Pennsylvania Hillclimb Association.*

**TOP GEAR** — Back in the early days of the automobile a sure test of a car's power output was to gauge its hillclimbing potential. Auto catalogs of the early '900's made frequent references to this or that car's ability to climb such and such a grade. Hillclimbing has come a long way in the past 60 years and as a competitive sport it has reached a considerable degree of sophistication. It is extremely popular with a well-defined group of enthusiasts, of course known as hillclimbers. Charlie, as president of the Pennsylvania Hillclimb Association would you tell us why hillclimbing, as a phase of motor-sport, is so popular in Pennsylvania?

**CHARLIE** — I believe its popularity is due to the fact that we have a large number of clubs which have the desire to put on hillclimb events. Plus, of course, in this state we have several hills that are a good test from a sporting angle. The PHA is more or less the sanctioning body of the sport, but it is mainly the desire of the clubs such as the Eastern Pa. SCC, Duryea SCC, and the Northeast Region of SCCA that has made it possible to set up a 10 or 11 hill schedule in this area.

**TOP GEAR** — How far back in time does hillclimbing actually go?

**STEVE** — I believe the first instance of using a hill to test a car was around the turn of this century. Steven Duryea, one of the early developers of the gasoline engine, used to test cars on what is now the Duryea hill, but then it was private property. Some years after that organized competitive climbs were held.

**TOP GEAR** — With regard to the membership in PHA, Charlie, how far afield do you go?

**CHARLIE** — The association itself is composed of the clubs that

## TOP GEAR

convene the actual hill events, or sponsor them. Then we have associate member clubs such as the Eastern Pa. Region of Porsche Club of America, the Jersey SCC, and others. As far as our draw, we have regularly had drivers from as far away as Virginia, and lately we have started to get people down from Connecticut.

**TOP GEAR** — And how do you handle the administrative end of an organization such as this?

**CHARLIE** — Our administration is handled by Muriel Watson. And it is mainly because of Muriel's efforts in this direction that things go so smoothly. She has been our secretary now for the past two years, and she came in at a crucial period when we were setting up the PHA licensing system. It has become a labor of love for her, and she handles all the paperwork, the scoring, in fact everything that arrives in the mail for PHA, passes through Muriel's hands. I think our group is very fortunate to have such a person as she, in fact the drivers took up a collection some time ago, and we gave her a trophy marking our thanks for her efforts in our behalf.

**TOP GEAR** — And how do you acquire the revenue to run PHA?

**CHARLIE** — From two sources. One, license fees, and two, the membership fees from the member clubs. If a club runs or sponsors a climb the dues are \$50 per year. Associate member clubs pay only \$25 per year. And that's it. Last year when we went into licensing and incorporation we had to ask for more money. Actually, with Muriel as our only staff member she has it all to do.

**TOP GEAR** — Al. Up to this point in the hill circuit you have been taking fastest time of the day marks wherever you go. Would you tell us what you drive, and how you do it?

**AL** — Well, this year I am running a Stingray in A Production. As to how I do it, I really can't say. Of course the car has a lot to do with it. Especially the independent suspension and the tires I use.

**TOP GEAR** — And what about ability or familiarity with the car?

**AL** — Well, being familiar with the car is certainly something that counts, but for me, driving a fairly fast car, it seems to me to be more a matter of reactions or reflexes more than the physical ability to drive, say, a smaller car. In the smaller machinery you can visualize each phase of a climb as you come to it. Now in the Stingray I do not find that I can think my way up a hill. I can't say when I come to this turn I'm going to do this, or take it that way. When I get there, or where the car goes I



instinctively correct it.

**TOP GEAR** — How many FTD marks have you set this year?

**AL** — Well, I've never really counted them . . . let's see . . .

**STEVE** — He has seven. I know because I've been running with him all year!

**CHARLIE** — I've watched Al drive several times this season and I believe one of his outstanding abilities in the sport is that he drives a powerful car with such smoothness. In a car like this which is putting out plenty of horses he goes through corners so smoothly it's amazing. There have been other fellows in Corvettes, and hot modified cars, which they do not drive with the ease Al does. Generally they slide the car through, aim it for the next one and so on. I've seen him, particularly in the rain, which can create a challenging condition for a car like the Ray, and he is just as smooth as if the road were dry. This sort of thing is not attained by practice; it is a natural ability, which, coupled with his sharp reflexes, make for a winning combination.

**TOP GEAR** — Al, you mentioned a minute ago, tires. Would you elaborate on this?

**AL** — Yes. This year I have been using Atlas Bucron tires, which are of a very soft almost sticky rubber compound. Mind you, they wear out very quickly! I have run two hills on a set and then had to replace them, but they do the job. In fact I hear the manufacturer has quit making them because of the poor wearing qualities. I really feel that these tires, of course the independent suspension too . . . these two features make all the difference in this car compared with previous models.

**TOP GEAR** — Then you feel that this is the year of the large car, as far as the hill championship is concerned?

**AL** — Yes. My brother, Ben, is strictly against Corvettes. Or he has been up to this year. Our dinner talk always revolves around cars! Any other year he would not even drive a Stingray, and we get back to the Corvette versus Porsche thing. But I have told him that if the Corvette doesn't take the championship this year, then it will never do it. I know the car now has the potential.

**TOP GEAR** — Steve, you commented that you had been running along with Al all this season. Are you in the same class?

**STEVE** — No, not since I was caught in the middle of a rules controversy. I have an old-body Corvette and I installed a bigger engine with the intention of moving up to class A. However, SCCA said this isn't legal, so I run as a

modified car.

**TOP GEAR** — Is the class grading per SCCA, right down the line?

**CHARLIE** — At present, yes. This was a hotly debated question early in the 1963 season planning. But we are going with SCCA production classes. The problem is one of the relatively better performance that some cars have with regard to hillclimbing, compared with road racing. Mainly they show up better in their classes, and this is especially so in Class E, which is comprised mostly of Porsches. This year the E championship will probably be taken by Al Costner, from Staten Island. He runs a Sunbeam Alpine.

**TOP GEAR** — What about the modified cars, and formula single-seaters?

**CHARLIE** — In the old days, when Holbert set the Duryea record with a Porsche Spyder, we did get many more modified cars out to the hills. Of course, there wasn't as much road racing going on then as there is now. There are a few championships which can be contested and won by good modified cars and we would like to see more modified cars out in competition.

**TOP GEAR** — How is a PHA overall champion decided?

**CHARLIE** — By the number of FTD scores a driver makes.

**TOP GEAR** — Is there any reason why the championship is not indexed and an overall award made to the driver who has the greatest number of class wins?

**CHARLIE** — Well, to the hillclimber running in a particular class the man who sets the best time in that class is just as much a champion as the one who sets the overall FTD. Among the drivers each class champion is considered as good in ability as the overall champ. With regard to indexing, the complications of such a system are tremendous and the average competitor has little or no idea what a job this can get to be. We have thought about going into an over-and-under 1600cc breakdown. We may do this yet, but nothing definite has been decided yet.

**STEVE** — As Charlie says, the Sprite driver who wins his class championship, well, for Class H he is the champion. And it is the same in the other classes.

**AL** — About the indexing. Any competitive event, hillclimb or other, the competition is for two different groups of people. The people running in the event, and the spectators watching it. What one group sees, the other group is not the least bit interested in. And so, when we are out at a hill we watch the Sprite boys try to beat each other's time. We have a ball watching Joe Cam and Charlie here go at it. The spectators, now,

are really only interested in seeing the big cars, because they go the fastest, and they are only interested in the absolutely fastest car. They do not generally see the skill of the various Porsche drivers. To the spectators who know nothing about the fine points of our sport, most cars look alike as they go up the hills. Some are faster, some slower. But to us there are the individual champions.

**TOP GEAR** — As in most automobile sports involving the best performance of an engine, what do you fellows do about getting your cars ready?

**STEVE** — Well, the basic objective is to set a car up so that the rear wheels stay on the road. No matter where the body is. Take the Corvettes that Al and I drive. The average person looks at one Corvette and figures they are all alike. But this isn't so. There are so many different kinds of 'vettes that you wouldn't believe it. There is even a difference between the road race Corvettes and our cars set up for hillclimbing. The track cars have rock-hard springs, and rock-hard shocks. Many drivers take out all the bushings and insert bronze replacements. This makes everything very precise, because in road races today most courses are so smooth and perfectly paved that there is really no reason for a suspension, as such. Actually an independent suspension on a smooth course can be a detriment because it gobbles up power. The hillclimb courses are bumpy in many spots, so it becomes necessary to prepare a car specifically for a climb in order to compete in it. Some people have hillclimbed with road or track Corvettes, such as a Bill Martin a few years ago. Now Bill was a very good driver and often he did well on the hills, but when he got on bumpy courses his car just could not compete with ours.

**TOP GEAR** — So briefly you prepare the car's suspension to ride softer than a race machine?

**STEVE** — More or less. Actually, silly as it may sound, we have to try to copy a Porsche. That is as far as its particular ride characteristics. So what I have done is use the softest springs available, but with the stiffest shock absorbers I can get my hands on. This way the body bounces but the wheels stay stuck. To show how much this can do, when I first started running the hills I had a road setup car, and turned Springtown in over 60 seconds both times out. After the alterations, plus a heavy sway bar, and a tire switch to Bucrons, I cut four seconds off my time to 57 seconds. Of course one's driving ability improves with practice at this sort of thing, but not four seconds-worth! That's strictly the

benefit of setting up the car for hillclimbing.

**TOP GEAR** — What is the incidence of engine blowups on the hillclimb circuit compared with road racing?

**CHARLIE** — I'd say there is more in racing. I have heard it said that hills are more punishing on a car. And this is true, especially if the precaution of warming up a car is omitted. It is very important to get the oil warm, and many of us will drive our cars two or three miles to get the transmission heated up too. Of course the modified cars cannot do this since they do not have license tags. In six years of hillclimbing I've never had an engine blow up on me. I wish I could say the same about racing!

**TOP GEAR** — With regard to the big bore machinery, how do you find the internal stresses in the Corvettes?

**AL** — I have found that the Corvette stands up well. My '61 which I ran for two seasons never had the engine torn down in that time. I could feel it was losing some power toward the end of last year, but this is only natural. And that car I ran on both street and in competition. I am convinced that in hillclimbing you keep the car in one piece a whole lot longer. Now when I ran at Vineland in my first road race I blew two pistons, and this was, in part, because I did not specifically prepare the car for it. There is a definite difference in the two branches of the sport. In hill competition generally the engine is set somewhat leaner than for racing, and plugs are another item which are altogether different.

**TOP GEAR** — And how do you go about practicing for hills? Since the practice time is so short compared with track competition, how do you compensate?

**STEVE** — I have only run a Corvette. Except for one time when I did drive an Alpine. But all my own experience has been on a large car, just as has Al's. I can't say that I have ever learned a hill thoroughly. I will usually wait until the lunch break and Al and I will walk up the hill, especially one which we have seldom or never run before. We may drive a car up slowly and examine the characteristics it presents. We may do this several times, and in this way we can partly prepare for the actual timed runs. By walking the hill we can study the bends, check the road surface and learn where the bumps are. When you are at speed it is impossible to see these little things in a fast car, and no matter how well set up a Corvette is, it will not handle like a Porsche, or even that Alpine I drove. It really is surprising how much faster you have to travel to beat a good small



car. They don't go through the corners any faster than we do, but we are on the brakes four times as much as they are. A slower car can get by with the driver just lifting his foot to lose some power going into a corner. On some corners we will be going 25 to 40 mph faster than, say, Charlie's G Production Porsche, and since we can't go through faster than he does, we have to brake for three seconds where he will lift his foot for maybe half a second. We must try to train our reflexes to react to the big car's behavior. When I drove my buddy's Alpine, I found it was a right-hand drive machine. This meant I had to shift with my left hand and do everything else in reverse. I also had to drive the apexes from five feet away, on the other side of the car. Because my reflexes were tuned to driving something much faster I actually found this was a fun proposition. I could see the hill as I was going up it, and I found that I was doing the things that I had planned.

**TOP GEAR** — What else do you do when you walk up a hill, other than observe the road condition of the surface?

**STEVE** — Well, I try to estimate that I will hit the brakes here, cut the wheel here, and so on. However, in a big car, or rather a powerful car, you don't get much of a chance to run the hill exactly the way you planned it. Often times the car will hit a bump and bounce a few feet sideways, you have to try to react to it. Again it's a matter of reflexes. Now, in that Alpine, because of my Corvette training, I was beaten by only one other Alpine, and I beat the next one by three seconds. This may not sound like a lot to a person who races, but on a hill when you drive a car across the finish line at 100 mph, one second is about 160 feet of travel. Or 10 car lengths. So when you beat someone by a second you are a mile ahead of him. He has no chance to come near you. Some people new to hills consider that being beaten by two seconds or so is not much — that they can make it up. But they can't. When I happen to turn a time a second faster than Al, he looks at me and knows he can't catch me. If I do my best and he beats me by a second, I know it's a lost cause.

**CHARLIE** — Steve brought out an interesting point there in tactics and techniques. It has always been my philosophy to go out there and run that first run to make it count. I never try to wait until the second run, and only use the first one as practice. I learned this years ago at Duryea. You have to be ready that first time. It is usually cool in the morning, and the road is gen-

erally just right. I like to say: "Go out there and psycho them." It's all a matter of going on the line with the idea that you are going to win. This has been an extremely hard year for me, what with Joe Cam doing so fabulously in the Morgan 4/4. Recently at Hyner he set a time on his first run that was 94.7. Now this was a full five seconds faster than myself and Hank Patterson, and so he psychoed us! Henry and I looked at each other and decided we were out to lunch! You have to pace your own run, and don't forget this. **AL** — I agree entirely with Charlie. When I first started climbing friends and neighbors would turn out to see me. And my first hill times were nothing — really lousy. And there were always the friends and relatives who would say: "Man, you can beat him!" It's easy for you to beat that guy." And so on. I soon learned to put one thing in the back of my head, and that is that I am driving the car and I'll drive it the way I know how, not over my head, and that's it. A good friend of mine wanted to run hills and I encouraged him to give it a try. At first he was terrible, just all over the hill. And of course his friends would needle him with "How come Al beat you?" This would get in back of his head as he went on the line, and he couldn't do any good. I even talked to him and told him to drive the car to his ability. Eventually it sank in because the last time he ran he came in second in class which was a far sight better than he had ever done before. Once you start listening to other people you might as well forget it and go home.

**TOP GEAR** — So you do feel that outside influences can effect a driver?

**CHARLIE** — Yes, most definitely. Al brought out a good point there that can be applied to any sporting activity. Very few spectators or onlookers realize how much they affect a driver's performance. Their encouragement is well meant but it has the opposite results. You have to be honest with yourself and realize when to draw the line. I've seen drivers get out of cars and just stop. The best example of this took place some years ago when Bob Holbert drove a Porsche RS Spyder at Cumberland for the first time. He was in the national race there against Lake Underwood and Charlie Wallace. He was driving the car in a pouring rain and after about five laps he pulled in and got out of the car. Many of us were down there, all from this area, because Holbert was, and still is our hero, and we all wanted to know what was the matter. Bob said quite frankly: "I came in because I was a little scared. There will be other days."

He was honest enough to admit a thing like this, and we admired him for it. He has since gone on to be one of the best drivers in the United States. As I said before, you have to be honest with yourself.

**TOP GEAR** — Yes, that is true of most competitive sports. This is a point which has been underlying here, in hillclimbing it's your own personal self-control and determination which become the determining factors in deciding a champion from an also-ran. Self-discipline can improve a driver's technique.

**CHARLIE** — Self-discipline plays a great part in all this. I have in the past six years, run behind several cars which did not make it to the top of the hill. I know many of the onlookers wonder if this has a bearing on the following driver's run. They want to know what is the next driver going to do. I try to be very calculating about it, and I know that what happened to him doesn't necessarily have to happen to me. This happened recently at Springtown, and I was determined that day that I was going to lower the record for Class G. My next run was one of the best times I've ever had there. I made up my mind to do it.

**TOP GEAR** — It is largely a fact that in road race circles, hillclimbing is a poor orphan. That is, compared with road racing, which is regarded as the premier sport. Why would this be?

**CHARLIE** — Primarily it is because more drivers go into road racing. They cannot see why we think nothing of towing a car 200 or 300 miles in a weekend, make a few practice runs, two timed runs, maybe five minutes driving in all. In comparison they can practice for a whole day, then they put in a couple of races which may amount to several hours of driving in all. Against the hillclimber's five minutes. The general feeling is that all it takes is practice to become so familiar with a turn that one can eventually drive through it in one's sleep. To me hillclimbing is a science. I take it seriously. I have a notebook with notes compiled over the past six years. In fact I referred to it during the last hill event on which it rained. My data includes the tire pressures I used, jets for certain conditions, and so on. It's like anything else. If you go into it you should drive to win. I make every preparation I can, and I drive to win. Actually I got the notebook idea from your photographer, Bill Baker. He used to pit for Holbert, and I am using the same data sheet he prepared for Bob some years ago.

**TOP GEAR** — Do any of you participate in racing, or do you confine your activity to the hills?

**STEVE** — I attended the March dri-

## TOP GEAR

vers' school, and I have recently run in a couple of Vineland events. **TOP GEAR** — Do you feel that hillclimbing sharpened your skills and abilities? Or is everything quite different?

**STEVE** — When I went down there I thought I was pushing in practice sessions, and all the other people said I was going too slow and getting in their way. And they were probably right, because I do drive easily. However in the two novice races they had I won the first and placed second in the other. I believe that I do better in competition. As they say, when the chips are down you go back to your reflexes and I find that I concentrate much more. Hillclimbing demands a lot of concentration, and this helps one's ability. It's a matter of knowing how to pace and push oneself.

**AL** — I was at the same drivers' school with Steve, and I believe that hill experience helped me. Of course, this is not generally accepted. One instance that amazed me took place while the instructor was discussing technique. The way to take turns, how to downshift, etcetera. He asked who had experience in driving and I raised my hand, and said: "Hillclimbing." Well, he claimed that this makes no difference. At least as far as racing. I let it go at that, and I ran practice all day Friday and Saturday. In the Sunday novice race I took first in class and third overall. After that the instructor allowed that it looked as though hillclimbing did make a difference after all.

**TOP GEAR** — Steve, you mentioned concentration. Does hillclimbing demand so much more concentration than racing?

**STEVE** — Absolutely. Other than the fact that one goes fast in an automobile, there is little in common with the two areas of motorsport. In a hill it is one person at a time, and it is nothing but constant concentration from the time you start until you cross the finish line. You are always pushing yourself, and it is made more difficult because there is no one along side for you to judge your speed or your distance by. Again it is a matter of reflexes, and of course, ability. The cooperation of your car too. I am of the opinion that hillclimbing is more difficult than road racing. Going from a climb to a race you find that on a road circuit you actually get a few moments in which to relax, sit back and enjoy the whole thing. In a hill event your concentration is so great that in the seconds it takes to get to the top of the hill, you exhaust yourself. In a road race, now, you are physically tired in 20 minutes, but not mentally. I am sure Al will agree that on a hill like Duryea, once you reach the top you could



lay down and go to sleep. You are mentally burned out. And this is true only of the hill man who gives the event his complete attention.

AL—Very true.

CHARLIE—I also agree with Steve, there. One of the essential attributes of hillclimbing is the desire you must have to win. You have to want to win, you must be able to pace yourself, and you must control yourself to make your own run, forget about what the other people in your class have done before you. You must control your emotions, because when you are going up a hill at speed you are almost all alone in the world. No one is near you. It really does take self-discipline and skill to do this properly. As I said before, I regard the sport as a science.

TOP GEAR—Then you feel that there is more pure skill required than in, say, road racing?

STEVE—Well, now, to say that is asking for a lot of fights with road racers. I wouldn't say it is more difficult in that sense. It's just that the skills required are not really the same for both roads and hills. I have seen hillclimb men go through an SCCA drivers' school, get their license, and go out and finish in the top three in a circuit race. I don't think I have ever seen a road race man enter a hillclimb and place anywhere near the top four or five drivers in his class on the hill. We have all seen drivers who run road events, come to the hills and they feel that they are going to show the little boys how to really run a hill. It is amazing how poorly they do, simply because they are used to the pace-setting way of a race. It is just an entirely different kind of skill that is called for in a hillclimb.

CHARLIE—Several of the road race boys will bring out the fact that in a hillclimb there is no room to make a mistake. There is no place to go, such as an escape road, as they have in road racing. This is another reason for the demand of concentration while running a hill. I think this is what separates the men from the boys in hillclimbing. And you will find that many people say the regulars on the hill circuit are not like the people who turned out in the early days, when a crowd of MGs would tear their way up the hills, then pack up and go home. They also say that today's regulars, with their driving suits, gaudily painted helmets, their cars battered, painted on, and what have you, are not in the same spirit of the old days. I beg to differ with them. We may be semi-pros if you like, but we have the desire to do the best we can, to be champions in our classes, and we take pride in the way we practice our trade. Since I am president of the PHA

I like to see an event well-run, one that will make money for the sponsors, and the only way I know how to do this is to drive the very best I can, concentrate fully, and put on a good show for the spectators. This is something, I think, we all try to do.

STEVE—About that old guard thing that Charlie just mentioned. I agree one hundred per cent. We may be the old guard, the semi-pros or whatever, but we take the sport seriously.

TOP GEAR—With regard to licensing regulations in PHA, how is this handled?

CHARLIE—PHA calls for a minimum of four hill events, during the course of which a driver is observed. The cars, of course, must come up to all the SCCA safety requirements. Roll bars, approved type helmets, fireproof coveralls. Actually this is the main reason SCCA allows their drivers to run our hill circuit and approves our licensing system because we do maintain the same safety standards.

TOP GEAR—What about the safety record of PHA?

CHARLIE—We have never had a serious accident in which a driver has been badly hurt. Again this is attributable to the maintenance of rigid safety precautions. We have had a few cars demolished, but no real injuries. And this is an outstanding record, I feel.

TOP GEAR—How many hills are being run in PHA competition this season?

STEVE—There are eight actual sites, but three of these we run double events. In the spring and the fall, that is.

CHARLIE—And in all we have 11 points scoring climbs, however one is being discounted this year, so we will end up with 10 totally.

TOP GEAR—Al, what is your particular favorite of all the hills?

AL—I'd say that the one I like best is Duryea. It's a hill that calls for a good deal of skill and there is a lot of high speed running on it. A Corvette can chew up a lot of it, it is a smooth hill, and generally the event is well run. Another one which I think is a challenge, and which I enjoy, is Fleetwood. Of the ones I least like, I think Pocono would be it. This is a flat hill, where there are only two turns in it. There's no skill to running this one. It's strictly a foot-to-the-floor thing, calling for little skill.

STEVE—I agree with Al there. Fleetwood I especially like. It really isn't that long, not even a mile in all, but it has some of the things that Duryea has. The reason so many of us like Duryea is because there is almost any kind of turn on it. It has tight switchbacks where you have to go slow, it has medium speed turns where you can

slide, and even high speed turns where you can drift as in a road race. I also like Giant's Despair mainly because it's a road race for the Corvettes. For the other cars it is no fun at all.

TOP GEAR—What is the longest hill?

STEVE—Duryea, it is 2.6 miles.

TOP GEAR—Be constructive now. Are there any things you feel could be done to improve the state of hillclimbing?

CHARLIE—Yes, I believe there are certain areas in which we have suffered from over-officiating. An incident happened to me this year which was an example of over-officiation. My wife, Helen, and I worked 26 hours rebuilding the Porsche engine, and putting it back in the car. I arrived at the hill in question, too late for the official tech inspection period. I was not allowed to run for points because of this, and so I was put away back in the running for Class G points. I believe if every courtesy were to be extended to the competitors instead of the present trend to out-officiate us, things would be a lot more pleasant. Hill sponsors, unfortunately, do not treat the competitors as performers. After all, we are the people who put on the show for them.

STEVE—As Charlie says, some hills I know I look forward to going to them, in spite of the officiating. When you have to take a day off work because one hill calls for Friday tech inspection, then this is working an unnecessary hardship on everybody. Some people think they are doing you a favor in putting on a hillclimb! In a sense they are, but we are the ones who put on the show for them.

TOP GEAR—What about hill facilities for the spectators? I know there are only a couple of events that have PA systems out along the course.

STEVE—Yes, that would be Duryea and Giant's Despair. And Springtown had one in action this fall.

CHARLIE—I think you have hit on a point that needs bolstering up a bit. The people go to a hillclimb, and unless there is a PA system, they fail to get into the swing of things. This year's Reading Road Races had an excellent speaker setup, and I was on the network during the events. I know I tried to give the audience a better knowledge of what was happening, by more or less taking their hands and leading them into the swing of things. I believe a lot more spectator enjoyment would develop if PA systems were more in evidence. There is a real need for this.

TOP GEAR—They could also double as a safety precaution. The spectators could be advised when

a car was on the line, and when he was on the way up.

STEVE—I don't think a PA system would help this safety thing at all. If a spectator decides he's going to run across the roadway, then he's going to do it anyway. But I do feel in respect of what Charlie mentioned, a PA system can certainly add color to the thing.

AL—Talking about spectators running across the road. I am sure this happens because the people do not realize how fast the cars are traveling. Especially the small ones. If you ever put one of these people in a car and took them up the course, believe me, I think they would stand back twice the distance they normally do! One ride in a Corvette would cure them, for sure!

TOP GEAR—Well, certainly no

PA system can be considered a safety factor by itself, but it can be an asset here. However, a PA wired hill should help the spectator attendance, other things being equal, if the hill is well run. Don't you think so?

CHARLIE—Most definitely. Since we run our cars in different classes the amateur spectator can get awfully bored just watching funny little cars running up the hill with no clear idea of what is going on.

It is all in how the different organizations who sponsor a hill event look at it. As we said earlier, this is all part of the show, and in cases where no spectator admission is charged the organizers do not feel there is any necessity for a PA system.

TOP GEAR—There are a few of the hillclimbers who are considered the regulars, or the old guard.

TOP GEAR—To wind up on hillclimbs, would you care to comment on any changes pending for the next season, Charlie?

CHARLIE—Well, at the moment

we are up in the air as far as classification. Once this season is over we will take a look at what has been happening, and then try to shape the picture for next season.

Mainly, though, I don't see any drastic changes. There are some places in the scoring system which need attention, but generally I see things to be pretty much the same as this past season.

TOP GEAR—And there you have

an insight to the hillclimb story.

Concentration, the desire to win,

and the realization that at least

this form of motorsport is a spec-

tator draw. This also encourages

the hillclimbers to put their best

foot forward, to put on a show for

the public.

STEVE—And it is also the desire

to do the best we can, along with

the urge to satisfy ourselves with

our performances.



# The Old Man is Back!!

There were many different sounds heard this year at the annual running of the SCCA Cumberland National Races. The thunder of the Ford-powered Cobras, as they ran away from all their competition; the scream of Walt Hansgen's Cooper Buick, as he tried in vain to catch Roger Penske's Zerex Special; and the choice words muttered in the pits, as people tried to dodge out of the path of the unofficial drag races being held in the area. But the most memorable sounds were the words that passed from one competitor to another when the "Air Cooled" racing team Porsche pulled into the pits, "Hey, the Old Man is back!"

The drivers who had been around for a few years went over and welcomed Lake Underwood back to the fold, while the newer members of the fraternity went to see how he had set up his car. The latter group exchanged knowing smiles when they found a 1956 Porsche, with, of all things, a single carburetor set up. However, after several laps of official practice, the smiles froze on their faces, as they rushed out to try their own single carb. manifolds.

When the starting flag fell on race day, Lake moved his old Porsche into first place and calmly walked away from the field. And that's how Mr. Lake Underwood came out of retirement and returned to active competition.

As you watch Lake and his car they seem to Sunday drive through and away from a field of hard driving machines. One gets the feeling that he must have been born behind the wheel, and it comes as something of a shock to discover that he actually started racing in the inimitable MG.

Back in 1953-54 Lake raced the little British cars in F Modified races, and while he didn't beat the factory cars, he could usually be found leading all of the back yard specials.

In 1955 he made the jump up to a full 1500 cc's and once behind the wheel of his first Porsche he found a friend. In his first season with the car he placed second in national standings; in 1956 he won his first National Championship. He so dominated the class that he again placed first in 1957, which was also the year he raced one of the first Porsche Spyderys and placed second nationally behind John Bennett.

His performance on the race track was of such quality that he was invited to join the ARDC (Automobile Racing Drivers' Club). The ARDC is made up of the greatest drivers in the world, such as Dick Thompson, Jim Clark, Walt Hansgen, Tim Mayer, Bruce Jennings, Jack Brabham, Mark Donahue, among others. The club has but 54 names on its roster and membership is made only by invitation.

After winning the championship for the second time, Lake's business obligations left him little time to race and in 1958 he raced only once, driving a Jaguar at Sebring to a 12th place. Again in 1959 he entered a Jag in the 12-hour race but this time to a DNF, and with this last race he left the racing scene.

After watching from the side lines for over four years, Lake began to feel the desire to re-enter the sport, and the new classes provided the final impetus. Could the same car, with the same driver, be

competitive with the so-called "new breed"? To find out, the car and the driver were prepared, loaded up, and driven from New Jersey down to Maryland.

The first place at Cumberland enabled the racing infection to take full control, and the car was then entered in the next four Nationals.

At Bridgehampton he was far out in front of the field, and moving his E production car up to challenge the D production leader, Bob Tullius, when a rocker arm let go and his race was over. Lake then went to Lime Rock and placed second behind a car that two weeks later was protested and found to be illegal. A trip to Watkins Glen for another first place and then someone found that he was knocking at the door of the national title once again!

At the last national race, Thompson, Conn., Lake needed to win in order to equal the point standing of class leader Don Sessler, as long as Sessler placed no better than fifth. Lake started the race behind

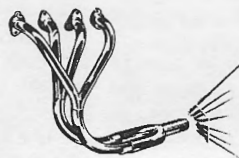
Bert Everett and these two drivers ran away from the field. Sessler was happy to sit back in third place. Lake then passed Everett and walked home the winner, while back in the field Sessler had to give up two places and finished fifth place.

Lake had finished only four races, but his record of three firsts broke the point tie with Sessler and gave him his third National SCCA Championship. Quite a return after a four year lay-off.

In addition to his racing in E Production, Lake has run some modified races, and his name has usually been in the winners' column, such as at Vineland where he equaled the track record as he took first place in the big race in Bernie Vihl's drop-nosed RSK.

Lake intends to continue road racing, and limits himself inasmuch as he will race only Porsches. Yes, the boys at the Cumberland Nationals said quite a bit with those five little words: "The old man is back!"

## New Jersey



## Exhaust Notes

by STEVE ELFENBEIN

SCCA will hold a Hillclimb, a Pennsylvania championship event, on Oct. 19 and 20, at Weatherly, Pa. All SCCA and PHA rules will apply and drivers must have either an SCCA or PHA competition license. Write to Dixon, 744 E. Locust St., Scranton 5, Pa.

Also on the 20th of October, there will be a Harbor SCC rally, the Clamdigger. Registration to start at 10 a.m. at the Point Diner, on the traffic circle on NJ route 52, one mile from exit 30 of the Garden State Parkway, in Somers Point, N.J. First car off at 11:01 a.m.; 80 car limit; 130 miles long; TSD event. Call George Johnston, (609) 927-3171, or write him at: 43 Village Drive No., Somers Point, N.J.

Sunday, Oct. 27th, The Jersey Sports Car Club will hold its own extra-special event of the year, the annual 3-mile Field Trial. For information call Bob Avery, (201) 469-2970. This is the only event of its kind in the area and it will be held on a paved New Jersey race course.

The next NJSCC Championship rally will take place on November 10th. Some 130 miles long, the event will start at the Meadtown Shopping Center, Butler Bowl, on Route 23 in Butler, N.J. Registration will start at 9:00 with the first car off at 10:01. There will be a lunch break in the rally, which will be using both open and closed controls. At the end a roast

beef dinner is planned, \$3.00 per person, to be held at the Rock Ridge Lodge in Sparta, N.J. Information may be obtained from Dave Latto, 155 S. Maple Ave., Ridgewood, N.J. (201) 652-1353.

On November the 3rd, the Grumman Antique and Sports Car Club will hold a gymkhana at the Grumman plant parking lot #12, New South Road, Hicksville, Long Island. Registration will start at 11; first car off at noon. 100 car limit. Seat belts and mufflers required; no gimmicks or backing up. GLISCC members \$4.00, others \$5.00. Girls \$1.00 off; team cars \$.50. For information call (516) MA 6-1329, evgs., and (516) LR 5-2793, days.



# South Jersey's 4-Hour Bash



This year's South Jersey Region SCCA Vineland 4-hour endurance race was won by the Skip Scofield/Tom McNeill/Marty Krinner Stingray. So far, every one of these races has been won by one of the epoxy elephants. The 'Ray also placed second on the index performance behind the TR3 driven by Norm Rosengarten and Charlie Jefferson.

The race started half an hour late; the gas pumps ran dry as usual, just as the drivers were filling up for the enduro. At the start of the race the Scofield Stingray jumped into the lead followed by the Lustig-Stingray. These two ran away from the field and by the 5th lap they began to lap the slower cars, who presumably had different methods in mind for running a long race.

As the two Corvettes lapped the field time and time again, the race began to take its toll of the other machines. One TVR got just a bit sideways at the end of the main straight and was then struck by a Volvo P-1800, the TVR tried to make another lap but as it reached the oval the gas tank split, dumping its contents in front of its own rear wheels. The car then spun, and at the same time the rear window fell out and the right door fell off, and so ended the ride that Tom Outcault never got a chance to start. Hank Snow's Sprite lost its oil pressure and dropped out of the race; and the Lotus driven by Russ Sanborn and Dave Clark lost its clutch. Maybe a Lost & Found department would be a good business down there!

Jerry Lustig, despite the hard work and long hours put in by both him and Dick DuBois, has never had the car run properly, but Jerry managed to keep it not too far behind Scofield. When DuBois took over, he put all he had in his ride and pulled into first place on sheer driving ability. However the car wouldn't take it, and it soon began to overheat and time after time the red 'Ray pulled into the pits for water. In an attempt to keep it run-

ning, the pit crew visited all other pits and carried back anything that would hold water. Buckets, jerry cans, Clorox bottles, thermos jugs, etc. After a while pit lane looked like Pit River, as water from the Lustig-DuBois area ran down the whole line. At the finish they were still running and took eighth place.

The car that will be most remembered was the XK150S driven (I can't really say raced) by Alan Friedland and Bob Kilpatrick. It had used up its brakes in the morning races, and started the enduro with no stopping power whatsoever. Bob started in the pack, and by the end of the first lap he was running a solid last. He tried to use the emergency brake to slow him for the corners, but lasted only a few laps, then it was go until he'd run off course, re-start and go until off course, etc., etc., etc. . .

At the end of 40 minutes Bob came into the pits with smoke coming from where the brakes used to be. The re-fueling, in comparison with the wild haste of the other pits, was a model of calm action. No one expected the car to last long, so no large gas cans were ready. Bob was helped from the car as one one gallon can after another was dumped into the tank.

Alan then went out and somehow was able to turn laps in the 1:16 range, which was fantastic as the Jag would only turn 1:12 when it had brakes! Alan ran for about 20 minutes until he was seen to go off the end of the main straight. When people on the corner went to see how things were, they couldn't find the car. It seems the gas thing stuck on the floor and, with no brakes, he was half way to Philly by the time he stopped! After several minutes he returned to the course and once again began to frighten the flag people until he turned the car back to Bob. Kilpatrick then took several laps and came in to wrap some rags around the shift stick, as it was too hot to hold, and out he went.

Little by little the Jag fell apart,



ABOVE: "Stop playing games, you guys!" says Friedland. "Gimme back my brakes!"

BELOW: Winning the SJR 4-hr enduro, the Krinner/Scofield/McNeill Stingray shows good form.



but for some reason it kept running. While the leading cars were running their 170th laps the Jag was running its 80th; the idea was to run half of its index so that it would be listed as a finisher. Ten minutes before the end of the race the car pulled in for another driver change but was unable to stop at the pits so out it went again; on the next lap the same thing happened. The pits were then told to get the car in, or else. So in it came, with 94 laps to its credit, how about that? They finished the four hours!!!

With blistered hands, tired bottoms, and blood-shot eyes Friedland and Kilpatrick made the trip to the Setter Inn. The car was a wreck, but never was the outcome

in doubt, and never did a crew have so much fun, or put on such a show at the Vineland endurance. And what else is racing for?

When the day was over only 10 cars were running at the finish, which isn't really too bad since only 27 cars started. With a total of 12 sprint races and one 4-hour in one day, those in the in-field were rather glad to get out. We all say that it's not worth it but we always go back. Even some of the spectators stayed around to see the finish, but to be honest it isn't too much fun to watch 10 cars limp around in the dark. Those that watch and run at Le Mans and Sebring must be complimented on their sportsmanship, stability and intestinal fortitude . . . even four hours is hell.





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- 24 Sections Curved Track (in official asphalt black)
- 16 Sections Straight Track (in official asphalt black)
- Giant Figure-8 Layout 96" x 42". Total circuit measures more than 246"
- DeLuxe Overpass Supports
- 18 Fence Sections
- 32 Page Road Racing Guidebook (with instructions for easy assembly and disassembly)
- Strombecker Warranty

THIS SET FOR BTO's. SEPARATE LIST VALUE OF COMPONENTS — \$115.05.

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#### DEAL #2 -- 2 CARS -- 2 LANES

Same as Deal #1 only smaller. Great for getting girl friends into your apartment. Well worth the investment. This set comes with Testa Rosa and D Jaguar. All cars and tracks interchangeable with Deal #1 or extra parts. Can be expanded.



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Send check — that's all there is to it:

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Crown Motors  
1765 Easton Rd.  
(215) OL 9-9701



# Delval Datebook

## October

- |    |       |  |
|----|-------|--|
| 26 | SJSCC | HARVEST MOON RALLY.<br>Jean Steagall (609) 663-6916.                       |
|    | VPMC  | GOBLIN'S GAMBOL RALLY.<br>(Evening event) Harry Turner<br>(609) TI 5-3578. |
|    | SSCC  | SUBURBAN RALLY.<br>Norman Welsh (201) CA 8-0340.                           |
| 27 | JSCC  | 3-MILE FIELD TRIAL.<br>Steve Elfenbein (201) JE 8-6794.                    |
|    | LBSCC | 6th ANNUAL INTERCLUB RALLY.<br>(PRCA) Frank Horn (215) OS 5-3700.          |

## November

- |       |        |  |       |              |  |
|-------|--------|--|-------|--------------|--|
| 1-2-3 | SCCA   | APPALACHIAN NATIONAL RALLY.<br>(Phila. Reg., SCCA). See ad on Page 2.                            | 16    | BMC          | YORKLYN HILLCLIMB (Delaware).  |
| 2-3   | SCCA   | REGIONAL ROAD RACES, Vineland,<br>N. J. (S. J. Reg., SCCA).                                      | 16-17 | PHA          | WEATHERLY HILLCLIMB  |
| 3     | W&DSCC | RALLY  | 17    | HSCC         | RALLY. George Johnston (609) 927-3171.   |
|       | DASC   | ECONOMY RALLY. Ray's American<br>Station, 1350 S. DuPont Hwy., Dover,<br>Del. (U. S. R.) 10 a.m. |       | EPSCC        | RALLY. Steve LeBoutillier<br>(215) NE 7-1183.  |
| 6     | BMC    | HARVEST MOON RALLY.<br>Bill Wilson (302) OL 2-5009.  |       | SJSCC        | RALLY. Jean Steagall (609) 663-6916.   |
| 10    | BMC    | AUTOSPRINT X. (Del. Autosprint<br>Champ.) Bill Wilson (302) OL 2-5009.                           | 24    | DASC         | GAS ECONOMY RALLY.<br>Jerry Donovan (302) 736-6549.  |
|       | BSCC   | MOUNTAIN GOAT RALLY.<br>(Appalachian Trail) Roger Conduit<br>(215) 348-3553.                     |       | QCSCC        | MISH-MASH RALLY. Charlie Keemer<br>(215) LI 9-1828.  |
|       | CSCC   | SILVER MUG RALLY. Ian Seidler<br>(215) OR 7-3823.  |       | RTMC/<br>BMC | INTERCLUB INTERSTATE RALLY.<br>Bill Wilson (302) OL 2-5009/<br>Jim Ridenour (215) NI 4-8575. |
|       | SCCA   | CHAMPIONSHIP RALLY (North N. J.<br>Reg., SCCA) Dave Latto (201) 652-1353.                        | 30    | W&DSCC       | RALLY.   |
|       |        |  |       | LSCC         | GHOSTOWN RALLY. Harry McCall<br>(609) 654-8340.  |
|       |        |  |       | SJSCC        | EVENING RALLY. Jean Steagall<br>(609) 663-6916.  |
|       |        |  |       | SSCC         | RALLY. Norm Welsh (201) CA 8-0340.   |

## December

- |     |       |   |
|-----|-------|---|
| 1   | BLMC  | DECEMBER DILEMMA RALLY.<br>Dick Kilpatrick (215) TA 8-1782.   |
|     | FBSCC | RALLY. (N. J. Council event)<br>Ray Worth (609) HY 9-0638.  |
| 4-8 | TGBC  | ESCAPE TO NASSAU. For reservation<br>details, write to Top Gear Boosters' Club,<br>Box 482, Doylestown, Pa. All reservations<br>close November 1. |
| 8   | VPMC  | RALLY. Harry Turner (609) TI 5-3578.  |

The next issue of

TOP GEAR

will appear in

DECEMBER

*All sports car clubs, and other organizations holding automotive events of any kind, are invited to include TOP GEAR on their regular mailing lists, so that ALL events in the New Jersey, Delaware and Eastern Pennsylvania areas can be included in Delval Datebook. Mail full information to TOP GEAR, Box 482, Doylestown, Pa.*

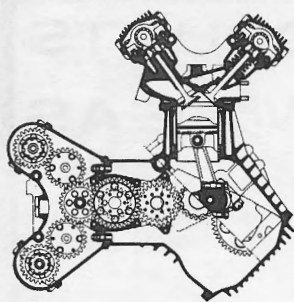
NOVEMBER 15th

DEADLINE

for all

club information





## TECH SPECS

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

**QUESTION**—Next season I would like to try my hand at running in the Pennsylvania Hillclimb Association events. I have a 1961 Triumph TR-3, some mechanical inclinations and access to garage facilities. About how much would it cost to prepare this car, and would it be competitive?

The Triumph TR-3 is a sturdy and dependable car. Although it does not handle as well as a lot of other sports cars, it can be made to motor quite rapidly. SCCA being the way it is in regards to issuing the production car class lists, it will be hard to say for some months just how competitive your car will be. The TR-3 was an excellent car to have at the hills this year.

In preparing any older car for racing a big chunk of the money is spent just getting the car back into its original, like-new condition. Assuming that no more is the matter with your car than any other one of similar vintage, let's look at some rough figures.

First, instead of last, as it too often happens, you should pick out your safety equipment. A sturdy roll bar is a must and this will cost between \$50 and \$80. New seat belts cost around \$12 a seat, and you'll need two; one for yourself, and one for the observer you'll scare to death next Spring. Don't

try to scrimp on the bar, the belts, or the mountings for either. One of the East's best TR drivers was killed in a race accident due to faulty seat belt installation. A driving-suit (properly flame-proofed), a Snell-approved helmet and shield, and a dry-chemical fire extinguisher should use up another \$70. Any one of them may save your hide, so buy the best.

We must now make this thing handle, stop and go. Enjoy the relatively soft ride now, because before you're through this year will ride pretty harshly. Most generally used at the front end is a pair of Koni dampers (shock absorbers, absorders, about \$40) and an anti-sway bar (about \$25). Inexpensive modifications will stiffen the rear dampers as required. A thorough check of the braking system and related components is required. In addition to correcting obvious defects like worn pads, leaky cylinders and oil seals, pay close attention to the condition of the front wheel bearings. Their condition and adjustment influence the operation of the disc brakes far more than many people realize, and attention at this point will prevent embarrassing pedal-on-the-floor incidents later. Better allow about \$30 to complete this work. Scrutiny, alignment, and repair of the front end will cost at least another \$15.

## TOP GEAR

You've been wanting to fool with the engine, now is the time. Below is a list of parts and work which should give you an idea of the normal "proding" job:

2.2 litre liner-piston set...\$90  
Balancing and Magnaflux-ing .....\$35  
Heavy-duty clutch rebuild...\$30  
Shop work on cylinder head .....\$30  
Gaskets, bearings, etc. ...\$25  
Camshaft and kit for springs, etc. ....\$80  
Other things you'll find that need replacing .....\$20

The above figures assume that you can do the assembly work (however slowly) and you don't have access to a machine shop. There is a lot of time to be spent on the engine, so allow enough to avoid last minute panic.

The tires I'll leave up to you. Goodyear "Bluestreaks" work very well for the climbs, but aren't too good on the street, you may find that the old reliable Michelin "X" is the best bet. Adding up the above figures gives us a grand total of a bit over. I talked to a chap a few days ago who did roughly the same job for \$800 and was pleased that it cost him so little. A few bad breaks (like in the crankshaft) and you're over the thousand mark. Good luck. I'll be looking for you next year.

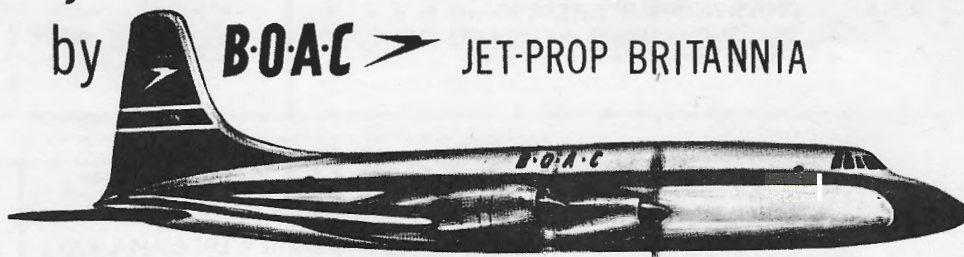
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EXTENSION!**

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P. O. BOX 482  
DOYLESTOWN, PA.



# What's New?

## NEW PRODUCTS NEW IDEAS

To all but the most avid student of automotive products the name Semperit will mean little or nothing. However, to many Europeans and people in the know, the name Semperit is one which connotes tires manufactured to the strictest production standards, and especially to the motor cycle enthusiast, a product of top-notch quality.

Semperit tires are manufactured by the Austro-American Rubber Company, Vienna, Austria, and are original equipment on most Continental European automobiles. Their line is complete and covers every type of wheeled vehicle, from a special design for horse-drawn farm equipment, through scooters, to heavy truck and tractor applications.

In the motor cycle line, Semperit produces a line of racing tires which are extremely well thought of in their home continent. And for



automobiles a similar line, which is now being imported to this country.

Of particular interest to the person looking for a non-expandable tire, the Semperit Super-Sport radial ply tire would seem to be worth looking into. This particular model is claimed to offer maximum road performance with minimum carcass deformity at speeds up to 125 mph.

The normal passenger car tires in the Semperit line are the Favorit, featuring a fine-groove tread pattern not unlike a well-known French product; the L 18 S and D 153 models are designed for heavier touring sedans.

Semperit is in the process of selecting several dealers to handle their premium line of tires, and further information may be obtained from:

Al Bergin  
(215) VI 3-7489

Most clubs who decide to host a major event, or who have a long-established event of their own which has gained considerable local prominence through the years, usually gild the lily with little extra touches that are often appreciated. One of these is the inclusion of dash plaques for all competitors, and recently we saw several beautiful examples produced by the Conrad Company, Philadelphia, Pa.

The plaques are available in either .032" or .020" thicknesses, and are photoengraved. With a base color of natural aluminum (it could be gold) the lettering or design reproduction can be rendered in any other contrasting tone!

black, blue, red, etc. For variety it is possible to have the plaque in color with the silver appearing as the lettering.


Since the manufacturing process allows considerable flexibility in the reproduction of any design a customer desires, club badges and emblems can be reproduced with 100% faithfulness. Pressure-sensitive adhesive backing is also available.

For complete details and prices, write: —  
Conrad Company,  
Dept. TG, Box 6205,  
Philadelphia, Pa.



**DAYLIGHT**  
"250"  
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THIRD ANNUAL  
"MARYLAND MONTE CARLO"  
SEPTEMBER 13<sup>th</sup> Thru 15<sup>th</sup>, 1963

LOW COST RACING—see P. 28!



LOW COST RACING—see P. 28!





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**RALLY PLAQUES**—At a price your club can afford! Not merely printed, but PHOTOENGRAVED! Extremely durable, smart—especially designed for you by craftsmen; in silver or gold finish, with colors. INFORMATION—SAMPLES. Conrad Company, P.O. Box 6205 Phila. 36, Pa.

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**SKETCHES BY SPIGEL**—Your favorite automobile or classic/sportscar rendered in charcoal or pencil sketches. Appointments arranged. Dept G, Box 482, Warminster, Pa.

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**1961 PORSCHE 1600 Normal Engine** in running condition, complete including clutch. 23,000 miles. Also assorted other Porsche parts. Woodrow W. Call, Limestone Road, Hockessin, Delaware. (302) GE 9-7734.

**FOREIGN PARTS EXCHANGE, INC.**, either has it, or can get it for your car. See our ad on page 11.



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**LOTUS 23**—1963 National FM Class Champion. To be sold with two 1500cc. Cosworth-Ford engines (125 bhp), extra wheels, R6 tires, and numerous other spares. For complete information contact Peter G. Sachs, High Performance Cars, Inc., 90 Linden Street, Waltham, Mass. Tel: (617) TW 9-4560.

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**BLAUPUNKT AM-FM** Radio; perfect. \$110. Steve Durst (215) ES 9-0491.

**TRIUMPH 1200 Convertible**—For a special deal this month, see our ad on page 3. Motor-Sport Enterprises, Wilmington, Del.



**ALFA ROMEO, 1947**—Large Farina convertible; model 6C2500; a beautiful classic. \$1700. D. Rick, 2931 N 7th St., Phila. (215) BA 3-1663.

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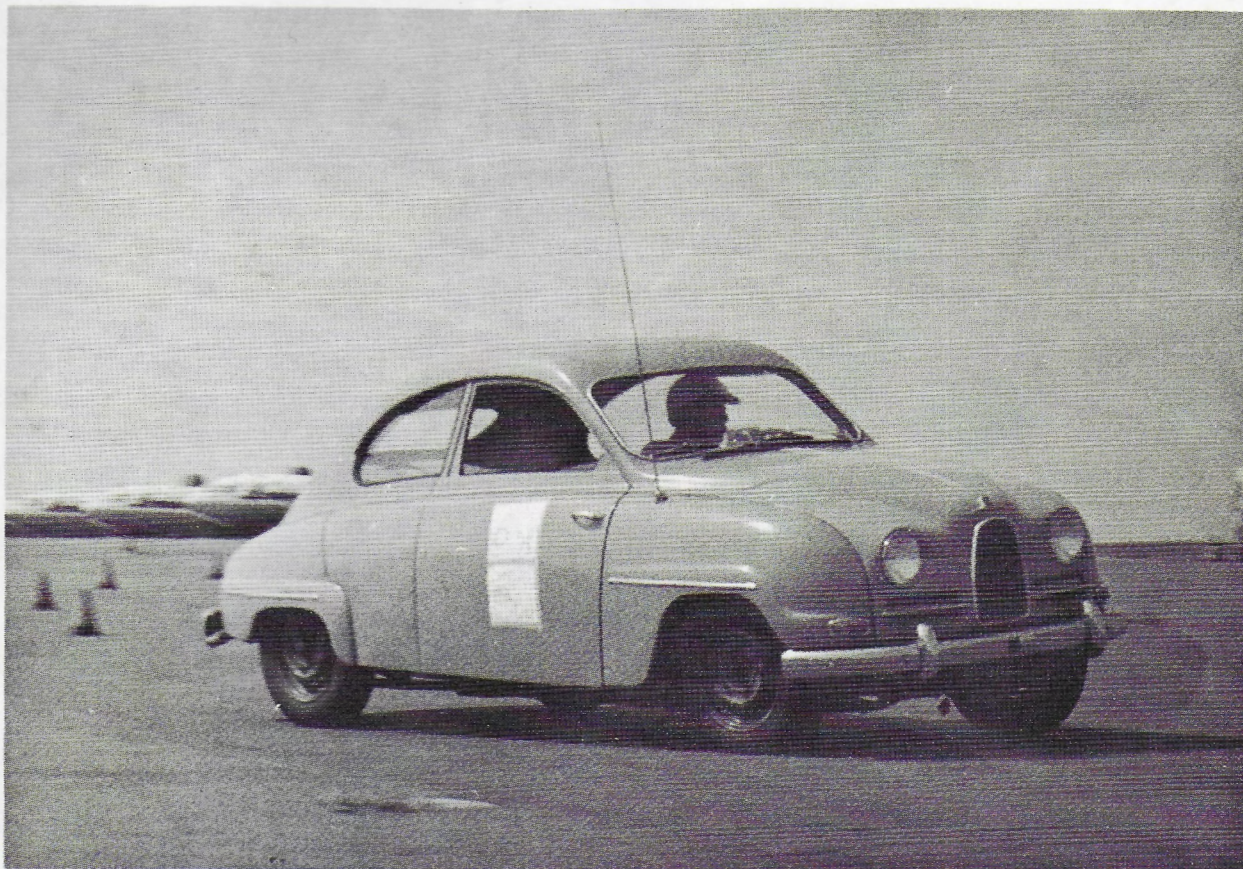
**RACE PREPARATION** and Tuning Clinic for all makes of European automobiles. MacMullan Motors, Inc., Rte. 412, Hellertown RD 1, Pa., (215) 838-9718.

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October/November 1963



## . . . the Go-anywhere Car

This SAAB goes anywhere. Even to the auto sprints. And its driver uses it as a family car between week-ends. This is a rugged, individualistic automobile, and is completely reliable in all respects. In addition to this, a SAAB is a fun car to drive and go anywhere with. SAAB's front-wheel drive gives it an edge on maneuverability and handling that others can't match. And all new SAABs have a 24,000-mile/24-month written warranty on the engine, transmission and differential. Economy, reliability, and the go-anywhere abilities of the amazing SAAB make it the ideal car for almost anyone. See it at the SAAB dealer nearest you, now.

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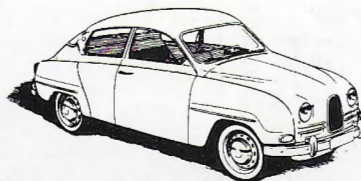
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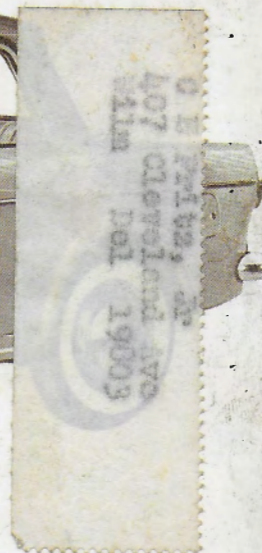
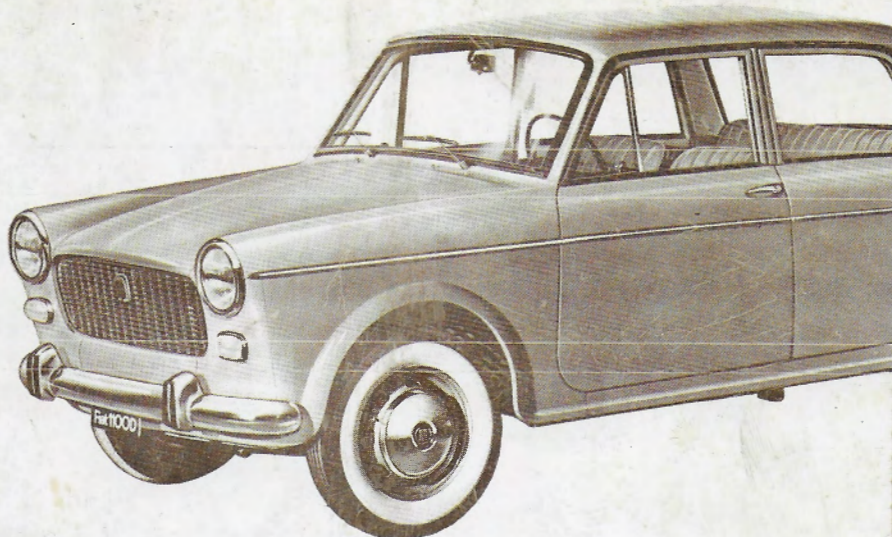
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