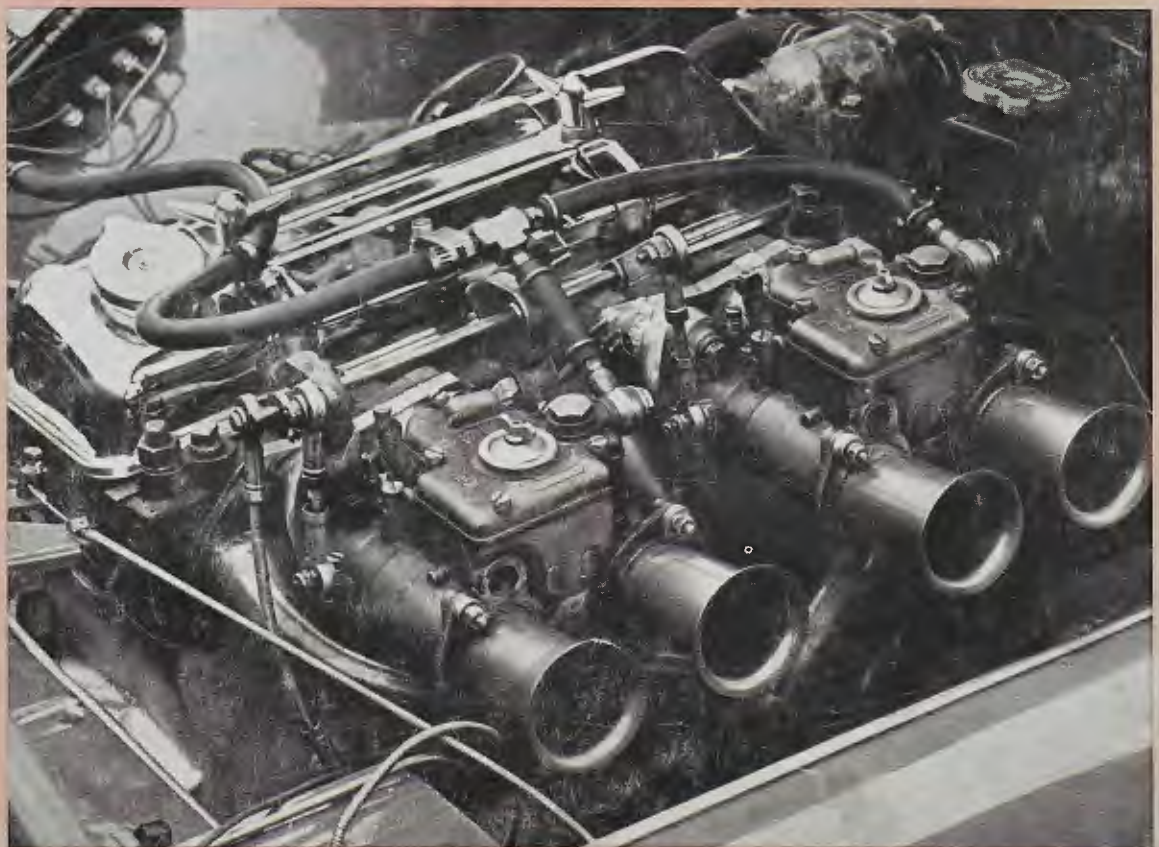
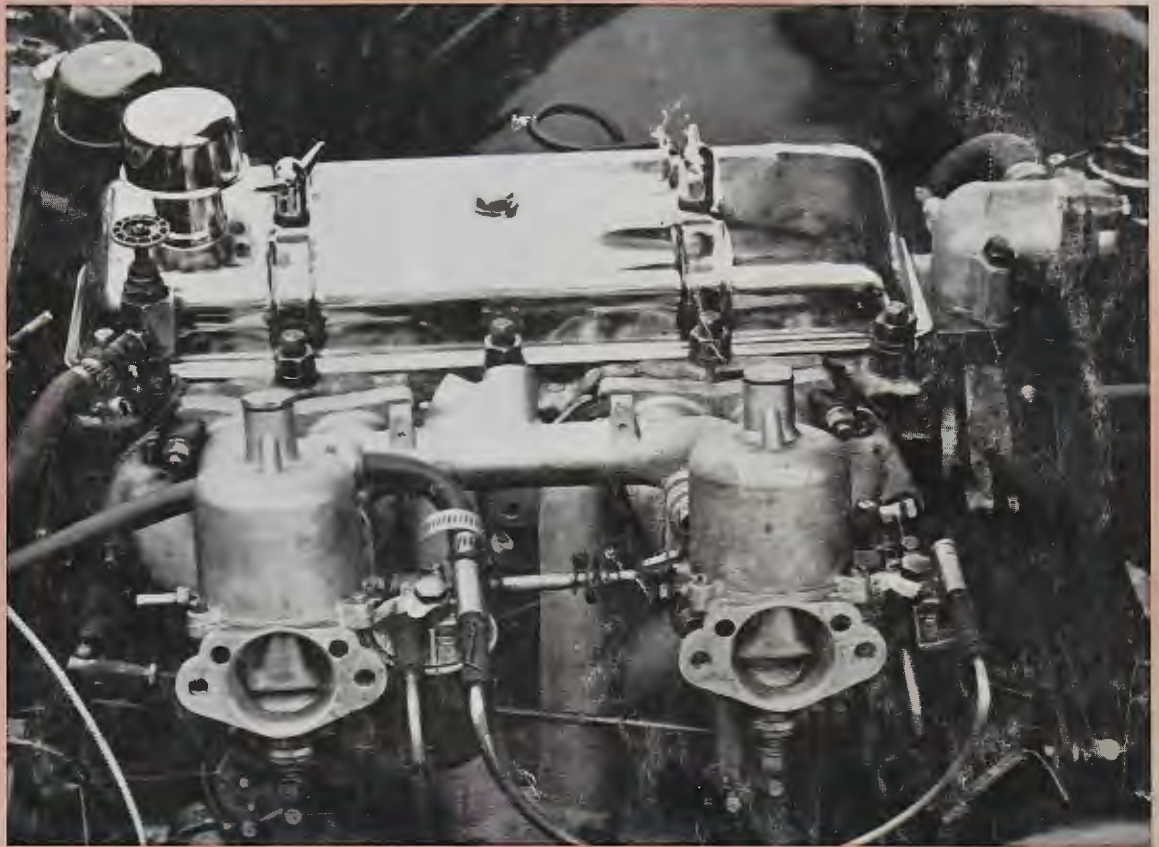


TOP GEAR

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April

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Divisional Ch. Road Races.

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TOP GEAR

April 1964

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COVER STORY

Our cover this month shows two versions of the same engine. The upper shot is of Dick Stockton's Triumph TR4, SCCA profided for D Production. The lower shot is of another TR4 engine, that of Steve Barish, owner of the current world's fastest production-bodied four-cylinder car. The differences should be apparent to even the most un-technical enthusiast! However in case you are still in the dark, read Harry Reynolds' story about both of these exciting cars, and the worlds in which they compete.

— TG-pic by Baker



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The way we see it

... someone's missing the boat. With all the attention being given nationally to various motorsport events, from the successful USRRC series to the European influence on Indianapolis to national rally participation by two major domestic automobile manufacturers, the lack of motorsport publicity in Delaware Valley newspapers is all the more obvious by reason of its absence. Since we have two SCCA regions active in the area it might be a good idea if one or other (or both) of them made a move to gather together a group of radio, TV and newspaper men from the mass news media, and entertain them to a luncheon or dinner. At the appropriate time they could be apprised of the situation, and their cooperation could then be enlisted. In the past several attempts have been made to get one or the other newspaper or radio station to carry a regular motorsport feature either in print or on the air. These individual tries have usually yielded only limited returns, and if anything have only served to paint Delaware Valley motorsports as a lost cause. We all know this is not so; certain of the more informed members of the news media know this is not so; all it takes now is for the club people to show everyone concerned this is not so!

The very fact that in February 1965, Philadelphia Region, SCCA, will be hosting the national SCCA convention is one cogent reason for all-out effort, at least on behalf of that region, to get the press on our side. Then another thing to consider is the fact that half of the Vineland track problem is the appalling lack of publicity concerning sports car racing there. While this should fall under the promoter's responsibility, there is no reason why the two racing regions cannot do considerably more than the puny efforts they have ex-

hibited to date. If the man-in-the-street were aware of *where* to see road racing it's a sure bet the sport would gain a tremendous amount of residual benefit from the Total Performance and Shelby-American images. After all, if the average man knew there was to be a couple of Cobras at Vineland, he and his brothers would beat a path to the track. But . . . the assistance of the press in this area is required. Then Philadelphia Region is also due to hold its first National (*sic*) Road Race this October. With the possible field a National can draw, only adequate publicity will draw the spectator element in sufficient numbers to make such an event a break-even proposition, never mind a paying one!

And one other thought on that National race date. Since Reading Airport, Reading, Pa., is being considered as the only possible site for such an event, it is to be hoped the track improvements will be done as called for by Walt Hansgen in his report on last fall's Reading Road Race meet. If negotiations fall through on this point we would like to suggest that the Philadelphia Region consider looking around for another location. The Road Racing, Inc., plan to race in the City of Brotherly Love's Fairmount Park will probably never get off the ground, but if there would be any possible chance of such a venue the spectator draw could be far in excess of any other location in the East. And much of this falls right back where we started. It is going to take excellent press/sports car group public relations to get the publicity which can make these events and programs a success. Let us not forget also the attendant benefits to the town or city which accrues such large turnouts. If everyone works together, everyone will benefit.

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I am writing this prior to leaving for Sebring, so total facts and figures are not available for inclusion here. The Indianapolis Interlude trip looks like it is set to go. We did not get a full 90 for the plane, and so we have switched to a 65-seat Constellation which will belong to either TWA or Eastern Airlines. Since prices have not yet been confirmed on this smaller piece of equipment I do not know the new per-seat price for the air travel part of the trip. It is likely that there will be a price increase of some \$10 or so, but all those signed up for the trip should have been informed by separate letter by now. This year's Indianapolis 500 on Memorial Day should be one heck of an event to see, and this coupled with the one-day flight feature which includes breakfast and dinner on the plane, should still make the jaunt well worth-while to everyone going with us.

To date we have signed up 38 people for the European Escapade, and it is very likely that we will have to cancel, for this year at least, a trip to the three major race events on the other side of the water. Perhaps we were a little late in getting this one off the ground (You are darned right we were late!—Ed.) but the response has been so encouraging that we will shortly announce our plans for a Europe 65 trip. Those of you who have signed for the European trip will have your deposits refunded in the next week or so along with a letter from me thanking you for your support and our regrets about the cancellation.

Actually, it seems that a year's planning will fit everyone much better, and with regard to the fact that EVERYONE GOING ON THE TGBC TRIPS MUST HAVE BEEN A MEMBER FOR SIX MONTHS PRIOR TO DEPARTURE will give the fence-sitters time to send in the membership/subscription application along with their \$2.50. Even for Indianapolis we had to refuse several interested enthusiasts since they did not fulfill the membership qualifications.

And for the future, just check below, and make your plans NOW!

December 5-12, 1964—Escape to Nassau—1-week and 4-day and 7-day plans. Prices later.

March 1965—2-day Sebring Sojourn. Plans will be announced later.

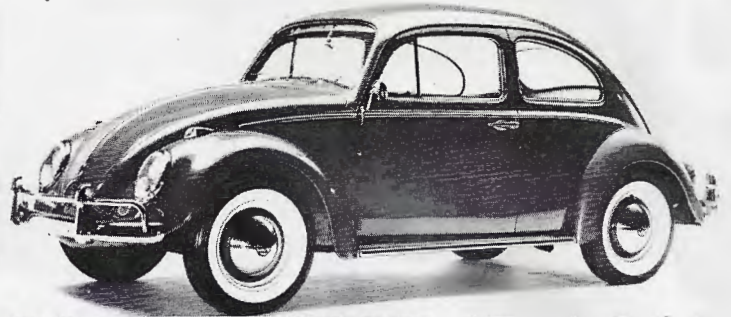
May 1965—Indy Interlude II—another Memorial Day trip to the fabled 500.

Summer 1965—Europe 65. Details to follow.

And once again. You must have been a member/subscriber for at least six months prior to the date of departure on any and all of the TGBC trips. Be with you next month.

— BILL MAYBERRY

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C/O TOP GEAR

CHANGES ARE NEEDED NOW!

"It is Time for a change" may have been a better heading for your article in the March issue of TOP GEAR.

You presented the situation on points very well, however I don't think that particular problem is the greatest at hand. Surely, setting up and deciding which way to do it best is in order; there are more serious problems at hand. However, with respect to your article, I do believe that anything done should be decided prior to the year's racing, and not changed at the end of the year. Then at least, all competitors will have run according to the way the rules were written.

The problem that concerns me, is a simple one to state, but a difficult one to enforce — and that is one of conformity. Different clubs seem to have different ideas as to the number of practice runs and record runs required. If we are to assume that these are Championship events, then something must be done to give a competitor a fair shake. You had a paragraph on this.

I can remember one climb I ran for the first time; it was a Championship event. I was not permitted to practice the car, because it did not have mufflers on — and then practice was at posted speeds! I did manage to get one run in for record and finished 2nd in class, but was not permitted another run because of an accident on the hill and time delays. I can say this, two practice runs should be mandatory, and two runs for record should be mandatory as well — or, at least, at the discretion of the Chief Steward to qualify possible timing error or something.

Every competitor should have this right, for, among other reasons, it is grossly unfair to new drivers unfamiliar with the bill. Then no one can tell me that driving my tow wagon up the hill for practice sessions is the same thing. At least it isn't when driving my Ferrari-Corvette, and I'm sure every enthusiast in any type of sports car will agree with me. They all require their own space on any given hill.

Championship events of any type, are usually given a certain number of laps to run, hours to run, etc. It should also be the same in hill-climbing so the driver knows what's what beforehand. Those that fail to make an honest effort to run the climb this way, should not qualify for championship event points. The strongest argument for this, is that most of the clubs do so — at considerable extra expense. In an association such as the Pa. Hillclimb Association, if clubs are to share in the overall picture, then it seems reasonable that they should conform to standards of some sort.

The next problem is the one of organization and securing of proper equipment. It seems it is always a hassle to get adequate help. While it is the responsibility of the club to get proper communication and safety equipment, gratis help sometimes is undependable. Some system should be introduced to train help at every climb. One that comes to my mind offhand, would be to set up a program for new drivers, or drivers NOT holding hillclimb licenses. Assign all of these new drivers to the Chief Steward for phone or flag stations replacements, and rotate. The experience could be valuable to them, and it would solve the help problem, or at least in part. Again, hills not set up according to a set of standards, should not be considered championship events. I don't think I have to go further.

Then, once ground rules are established as to just what a championship event is, some of the confusion would be eliminated.

Next in line would be the classifying of cars. And boy, what a problem this can be! All cars seem to be in various states of tune at this point, and it's inconceivable that anything can be done now to make a drastic change. Since classifying cars is one of a specialist nature, it should be left up to a board that has an interest in seeing cars are grouped competitively. It should not be left up to drivers who have class wins in mind. These people should have the ability to recognize a good car and driver as well, in order to judge fairly. Just because one particular driver storms ahead, it's no reason to move him to a higher class, because he happens to be the best. I think that this could be done in the future, and the problem is not as large as it may seem, because we are acting as a single association.

However, I must remind you that class changes could not be made to conform to whatever the association agreed upon at Giant's Despair or Weatherly. They will continue to run SCCA classes, except the touring classes agreed upon previously, which do not constitute any problem. So this too, must be considered.

Then, knowing these things beforehand, a suitable point program should be worked up. One thing for sure, a well thought out point system with this objective: "I'll get him at the next climb," would be the ultimate!

Keep up the good work and thinking you have been doing on the hillclimb picture. Business commitments no longer permit me to do what I want to, and it is really rewarding to see that people such as you are doing such a great job. We all appreciate it.

— Oscar Koveleski.

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BULLETIN BOARD

Newark Museum Hosts 6th Annual Antique Meet

A refreshing change of pace in the hurried days of the space age, is the Newark Museum's Annual Antique Auto Meet. The Sixth Annual Meet will be held on Sunday, April 26, at 2:00 p.m., and this year, the meet, along with many of the Museum's programs and activities, will be tied in with the celebration of New Jersey's Tercentenary.

The annual meets, sponsored by the Museum and the New Jersey Region of the Antique Car Club of America, have attracted crowds of more than 10,000 in the past. Fifteen prizes were awarded last year and it is planned to offer an equal number this year. Presenta-

tion of trophies will be followed by a motorcade through the city of Newark.

Although a list of entrants is not available at this time, more than 150 cars are expected to participate. Among the cars in past years were a 1902 Rambler, first production model made by that company and a 1907 Sears Motor Buggy, once offered on a mail-order basis. Both cars belong to John Fass, Newark, N.J.

The variety of cars has always been wide and is expected to be again. Represented in previous meets were Oldsmobile, Pierce Arrow, White, Overland, King, Reo, Franklin, Moon, Erskine,

Hupmobile, Winton, and Devaux, as well as a number of early foreign models from Bugatti, Mercedes Benz, Riley, Rolls Royce, and Lancia. There will be familiar cars from many ages and a variety of styles and models from Buick, Cadillac, Hudson, Packard, Studebaker, Chevrolet, Chrysler, Dodge, Pontiac, Nash and Plymouth. Fords always have been well represented.

Museum trustees, staff members and friends of the Museum will judge the entrants and make awards for best in age category, best personality, and best-in-show at 4 p.m. From 4 to 5 p.m. the cars will engage in an escorted parade along Newark's Broad Street.

Details on participation are available through the Museum's Program Department, 49 Washington Street, Newark 1, N.J.

MG 1000-Mile Rally

The 12th annual running of the famous 1000-Mile International Rally has been scheduled for August 5-8, the MG Car Club, Long Island Center, organizer of the event, has announced.

The rally which attracts the country's top drivers and navigators will start at the Westchester County Airport in New York, wind up through New England to Stowe, Vt., and then into Canada and Mt. Tremblant. It will return to the U.S. through upstate New York and will end this year in New Hope, Pa.

Rally chairman for this year's 1000 is Lou Batori of New York City. Batori was chairman of the event in 1958, in 1959 and again in 1962. An innovation in this year's 1000 will be the use of electronic timing equipment at all checkpoints for 100% timing accuracy, according to chairman Batori.

The International 1000-Mile Rally is the only U.S. sports car rally resembling the European championship events in that endurance and driving skill are as important as navigational abilities and equipment. The rally is also a severe test of a car's durability.

For this reason, many manufacturers have fielded official teams in the event.

Entries may be had from:—John W. Oelsner, Rm. 2923, 17 Battery Place, N.Y. 4, N.Y. The entry fee will be \$25 per car.

RRI Appointments

Road Races, Inc., recently elected John B. Kelly, Jr. and Thomas T. Fleming to its board of directors. Kelly is president of John B. Kelly, Inc. of Pennsylvania, and is one of Philadelphia's leaders in the field of sports.

Fleming is vice president of marketing with the Howe Sound Company with offices in Conshohocken, Pa. and New York City. He is the sponsor of the Howe Sound Cooper-Ford.

"Road Races, Inc. is more than determined to bring national road racing back to Philadelphia," said Allen Hess, president, "and we are proceeding with plans to hold a 2-day sports car meet in this area the same time late this year. Very shortly we will announce the site of the meet."

Last November the Philadelphia Fairmount Park Commission turned down the group's request to hold sports car racing in the Park.

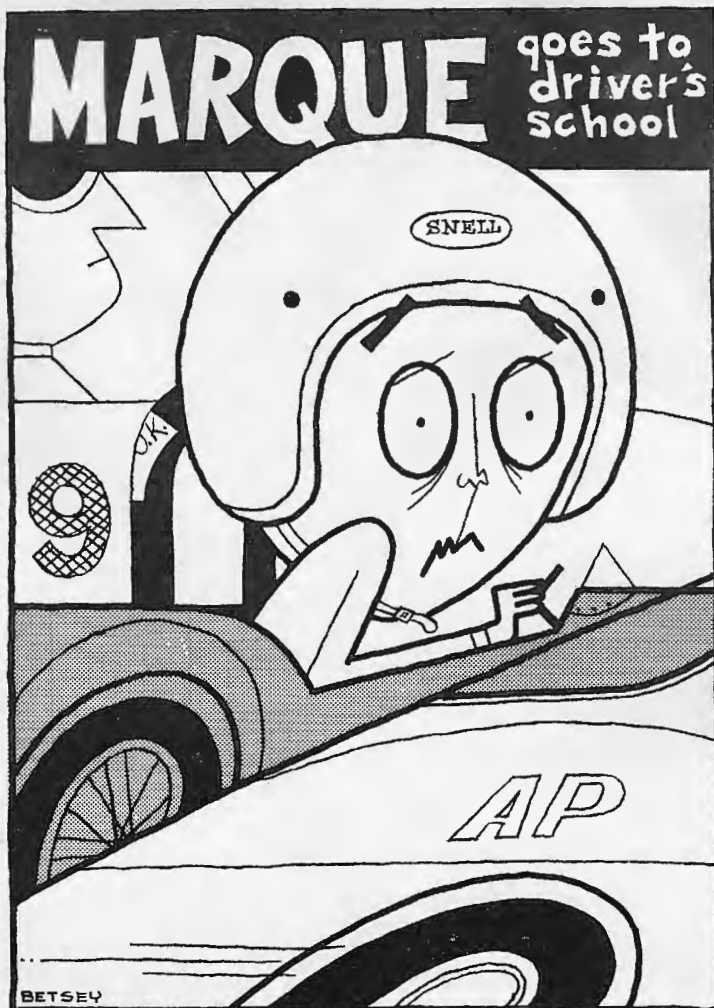
Autosprints

Last year the combined forces of Brandywine MC and Delaware Auto SC put on a 10-meet championship series of autosprints. They were greeted with success, and on several occasions the BMC-DASC people fielded entry lists quite a bit larger than seen at Vine-land in mid-season.

It had been hoped that the two clubs would cooperate in 1964 to bring the series to even greater heights, however inter-club differences arose and for 1964 DASC will be the sole organizer of the Delaware Autosprint Championship series. All sprints will be held in the Dover, Del., area rather than alternating as they did last year between Wilmington and Dover.

Points scoring will be as per SCCA point rules and championship standings will be based on all nine runs. In all cases registration will open at 9 a.m. and timed runs will begin at 12 noon. The schedule of remaining sprints will be as follows:— April 5; 24 May; 7 June; 12 July; 9 August; 13 September; 25 October; 15 November.

Brandywine MC, on the other hand, will hold its own series of Autosprints for a cumulative club championship, and their dates will be as follows: 3 May; 21 June; 26 July; 26 September; 18 October; 1 November.



How To Do It!

In connection with the past, 1964 SCCA Convention, Dallas Region, SCCA, put on a regional race meet. Additional kudos was garnered with the attendance of Carroll Shelby, Bob Holbert, and a real live Cooper-Ford. Normally they would expect about 1000 or so attendance for a regional so early in the year, but the Dallas Region decided to pull in as many as possible. They budgeted for a special promotion effort and ended up with **IN EXCESS OF 10,000 PEOPLE!!!** In fact, they were so over-jammed that they ran out of tickets!

There's something screwy somewhere! Or do things like this only happen in Texas?

Rootes Antes Up

Rootes Motors, Inc., will again pay expense money to entrants of Sunbeam Alpines in SCCA National and Divisional championship points races, it was announced recently.

Payments will be made on the following basis: National races; first in class—\$300; second in class—\$150; third in class—\$100. Divisional races; first in class—\$150; second in class—\$75.

The expense payments will be administered by the Sunbeam Owners Club, Inc., and payments will be made only to Sunbeam Owners Club members. A company spokesman said the payments would be made to help entrants of Sunbeams defray some of the constantly mounting costs of production car racing.

Payments will be made to entrants of both the class F Sunbeam Alpine and the class B Sunbeam 260, the newly announced Ford V-8 engined Sunbeam.

PMSCA 100-Miler

Pocono Mountain Sports Car Assn. will hold a TSD rally on April 26, over a course some 100 miles long. Since they are based right in the Poconos the route should be scenic and could probably be a change of pace for some of the lowlanders to the south.

The start is set for 1:30 p.m. from the Giant Supermarket lot in Stroudsburg, Pa. This small organization believes in giving out trophies — they will have one each for driver and navigator for the first five places. Check with Roger Kiehart at (717) 876-2670.

NEPR Little Alpine

NE Pa. Region, SCCA, has an annual event on its calendar which earns its title of Little Alpine by having a good part of the route run through some of the scenic mountain highways and byways of the Wilkes-Barre-Scranton section of the Keystone state.

Rallymasters Tom Hillyer and Ed Morris have uncovered a few little-traveled sneaky mountain roads for this year's Little Alpine, which is set for Sunday, April 5. The event will be over 100 miles in length and is hoped to be a fun-type fling. Solid and liquid refreshments of a Dutch treat variety will be available at journey's

end. Check Delval Datebook for phone numbers.

And the same group will hold a sports car rodeo, Sunday, May 24, on the Acme parking lot in Clarks Summit, Pa. Full details about this event will be in the May issue, this feature.

Earlier in the month of May, however, the same region will hold a straight time and distance rally, Sunday, May 3rd. The start point for this one will be at the WNEP-TV studios which are near the Wilkes-Barre / Scranton Airport. Pre-registrations are called for and the man for the details is:- Roy Goshorn, (717) DI 2-9495.

Sebring

It looks as though Sebring will be a charging event to have seen this year. Since this is being written before the race date the time lag will mean that we will all know who did what by the time you receive this issue of **TOP GEAR**.

But pre-race notes from Shelby-American indicated that the present 3 min. 11.4 sec. lap held by John Surtees will be blown off by almost all the heavy machinery entered in this year's 12-Hour classic. The Shelby AC-Cobra GT coupe running with a stock car 427 cu. in. engine was turning 3 min. 7 sec. laps early in March and

a few more horses were expected to be developed by race date.

Due to their long record of stamina Ferrari is the car to beat, but with the powerful Cobras Shelby might very well have made good his prophecy after the 1963 race. "Next year Ferrari's ass will be mine!"

TGBC Chief Booster, Bill Mayberry, received a call the week of the race, and the chances were that he would co-drive an AC-Cobra with Pittsburgh's Ed Hugus. Murph had a last-minute scatter around to secure his FIA license and medical. We hope to have a driver's eye-view report in our next issue!

Bob Holbert and the Shelby American Cobra coupe just before that fateful pit stop at Daytona. Changes made in the coupe Holbert drove at Sebring included, according to Carroll Shelby: "A couple of oil pumps, air to the front brakes, and 15 more hp."

— Shelby American Photo by Dave Friedman



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THE MARCH LION

SOUTH JERSEY REGION S.C.C.A. CHAMPIONSHIP RALLYE



by Norm Welsh

Take a rally that has a reputation for outstanding success over the years. Get championship sanction from the New Jersey Council of Sports Car Clubs and the Pennsylvania Rally Championship Association. Invite a team from the National Rally Board of SCCA to observe your event for possible national sanction. Spend countless hours laying out a challenging course using all the tricks in the book, from tough clues to tricky off-course controls, to unmanned controls to anything else which you think will trap the unwary and careless. Round up top-notch check point crews who really know what the score is and equip them with radio communication between timing car and check point captain so they can operate even more efficiently. Pray for and get a beautiful day that brings out an entry of 81 cars, including most of the top rallyists in the area.

Do all these things and then fail to have your rally properly checked out. What have you got? What you have got, much as we hate to say it, is this year's version of the South Jersey Region, SCCA March Lion.

It would not be honest reporting to do a story on the Lion without stating that what should have been, and always has been, a just class event was spoiled this year by being sloppily put together. It would be equally dishonest to omit the fact that Tom Stewart, who mastered the deal, ran into physical problems which took him out of commission at a most critical time during the planning stages. The rally committee, working without its nearly peerless leader, did the best it could under the circumstances, but unfortunately couldn't quite bring it off.

There are two annual events that this barefoot lame-brain has never been able to beat: one is the Devil and the other is the Lion. Each year we make the long trek down to the Pineys full of confidence and return home empty handed and completely frustrated. This year was going to be different! We had a new driver, Frank Ferrarese, noted North Jersey field trial and rally pilot, and we had added a Stevens wheel to our vast array of pencils and paper!

The start of the event bolstered our confidence. Jean Steagall handled our registration efficiently and smilingly, yet (why, we can't imagine at 7:30 am), while Frank took the car through a required tech inspection.

We got off with no mishap, which is pretty normal, but began to have misgivings when we stopped to zero on odometer at a sign on the Turnpike reading "No Stopping." We even chuckled a little to ourselves as we sat at the odometer check watching cars come in a half hour late. And we practically roared as we hit check point one with a gorgeous (for us) twelve point error. We had it made, man!

So anyway, after endless hours of tearing around the central Jersey barrens we arrived at the lunch stop a full 30 minutes after our restart time for the afternoon run! We had carefully calculated our time for the unmanned control leg and couldn't even find where the blooming thing started!

So anyway, now we turned in our morning scores to town and started out on the P.M. part of the run. There were so many cars at

the lunch stop with numbers lower than ours that we figured we might still be in it if we could negotiate the balance of the course in reasonable fashion. We had to take a max on the first control since we started so late, but with a restart we came roaring in to the next check point with an error of a measly eight points! Great! Ho! Ho!

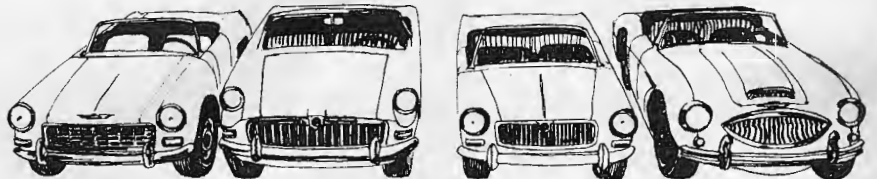
The rest of the afternoon was one maximum after another. Towards nightfall we didn't even find many controls open anymore, but by jingo, we ran the whole course, mud roads and all! And we never got trapped at an off-course control, either. This was our one small satisfaction.

So once again we bombed the Lion. The start was good, the check point operation was great, and in between — eh! We can't improve on the way one of the ten-man council observers team put it: "Aside from several bad instructions, too much mud, poor measurement, - - -, the rally was good."

But we'll be there for the 1965 Lion because it really is a good rally—only *this* time we win a pot!



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Out in the Reading area things have been stirring around and we would like to wish our old friend **DICK HARTMAN**, formerly of Hartman & Wingenroth, the very best in his new venture — the camping and house trailer business. Messers. **WINGENROTH & SON** will continue in the SAAB and BMC business and they have been joined by **DAVE SCHUBLE** who will head up their service department.

Over in Sinking Spring, Pa., **JOHN and JEANNE TUCKER** have taken over complete control of Imported Auto Associates and will continue in the business of specialized tuning and preparation.

Among the many items of a goody nature for competition sports cars, **HANK THORP'S** line of Demar alloy wheels has been sold out for some time back. Hank advised us recently that these wheels were used on several cars at Sebring including the Pulver/Davis Lotus Elite, and will be supplying them for the Sunbeam Alpine Team cars later in the season.

Victor Sports Cars' **VIC HAJJ** will be expanding to Abington, and April 7 will be their Open House evening at the new premises, 1600 Old York Rd., Abington, Pa.

PHIL SCHWEHM, 2nd in HP hill honors last year, has now gone into his Competition Enterprises company on a full-time basis. Consolidation which took place recently now has Phil tied in with **CARL PAPE** of Imported Auto Parts and Lawnmower Parts, Inc., Bellmawr, N. J. Phil and Carl will put in a retail store shortly and would welcome the chance of meeting their friends and supporters if they happen by.

Old friend of many of us, **AL SCHAEFFER**, has branched out on his own in the advertising field and now has his own A. O. Schaeffer Agency in Devon, Pa. Al asks us to announce that anyone looking for advertising counsel should talk to him. He'd be happy to recommend at least one such qualified agency!

IRV LORINCZ, service manager for Bob Yates Foreign Cars in Langhorne, Pa., NE Divisional champ last year in his GP Spitfire, was out at Vineland recently and put his car around the road circuit in consistent 1:13-1:13.5's . . . which is damned near FP times! Irv was running without a limited slip differential; he plans on installing this soon and he will be down in Jersey again to try improving this mark. Look out GP runners!


Up the road a piece from Yates is Raceway Motors and **BILL PROCTOR**. Bill has recently taken on SAAB and is planning on a steady expansion of his all-makes European car service department.


Over the water in Burlington, N. J., **CHET MORLEY** of Burlington Bridge Motors and Tri-Co Corvette Club fame is planning on easing out of the American car sales field and will be taking on an imported line in the near future. Most likely Sunbeam, though no confirmation on this yet.

Up country in Pennsylvania is the home of another SAAB dealer, Taylor Motors. **GEORGE TAYLOR, JR.**, has recently completed a transplantation with seemingly successful results. He now has a Lotus 7 roadster with a race-prepared SAAB GT 850cc engine in it. Should be a potent HM car.

And Gray & Rogers' own **AL BOCHROCH**, past-RE Phila. Region, SCCA, will be that region's National Convention Chairman for the 1965 SCCA annual meet. Phila. Region will host, so Al is now on the borrow-badger trail.

UWE BUEHL has developed considerable skill in tuning and readying the Porsche RS series of race cars, however press of business will see Uwe devote his time and energies to the more mundane tuning and servicing of personal cars. His Land Rover franchise is moving along nicely and that other specialty of his, dynamometer tuning is being featured more and more in his Collegeville, Pa., shop.

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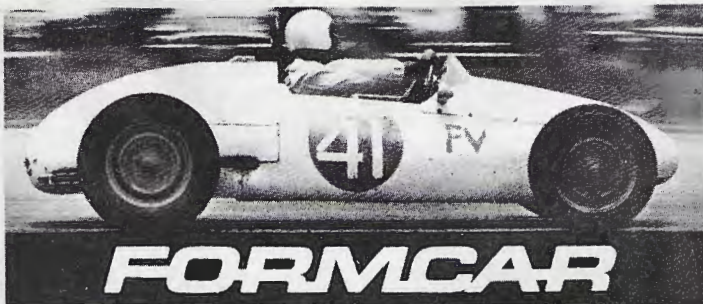
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The OUTSIDE

Daytona, Speed Mecca of the USA, certainly turned on the r-eal-ly big show in February with the FIA Challenge Cup 250-mile race for modified sports cars; the GT/Prototype race over 2000 kilometers for the Continental Trophy; and the three NASCAR stock car events over 100, 250 and 500 miles respectively.

Local area personalities present fared quite well—except Bob Holbert, that is. Holbert, while driving the all-new Shelby Cobra GT coupe in the 2000 km GT event pushed into a well-deserved first spot, then had the unenviable disappointment of having to watch the car go up in flames during a pit stop. He and Macdonald had put the new GT Cobra ahead of the spare, and though the car may not Ferrari contingent with rpms to have finished the race due to oil loss, it certainly vindicated the long, late hours that must have been put into the car back in Venice, California.

Then, Holbert again, while driving the Howe Sound Cooper-Ford in the 250 mile modified event, had the misfortune to break a wheel while lying in a comfortable third place. According to the Warrington, Pa., VW dealer, the car had the potential to cop an easy second at the very least. Actually, the car's designer-builder, Ray Heppenstall had put in some 20 laps before handing over to Holbert; Bob then made only one circuit before retiring. George Alderman has teamed up with Heppenstall for this season, but the ex-Libre Wilmingtonian did not have the opportunity to drive the car at Daytona.

This car will now be out of commission for some time since Heppenstall was unfortunate enough to bend it in practice at the first USRRC meet in Augusta, Ga. Ray will be hospitalized for a few months.

—Ed. NOTE

In the same event, Steel Cities Region, SCCA, member, Dr. M. R. J. Wyllie teamed up with Chuck Dietrich and a Dr. Baxter to put their Ferrari in ninth spot.

Ed Hugus, Pittsburgh, Pa., played the giant-killer in the modified sports car event, and so regained some glory for the East Coast. He drove a very steady race and ended up third overall in a diminutive 1800cc Lotus 23B.

Then in the fastest race run in these United States, the Daytona

500 for NASCAR stuff, Plymouth came on strong, bombed Ford, Mercury, et al, and copped 1-2-3, just like that. This is significant since Chrysler Corporation officials have all along seemed to avoid making any public pronouncements whatsoever with regard to their stand on automotive high-speed competition, and how it may help or hurt sales.

Following the Plymouth sweep at Daytona, Robert Anderson, Chrysler VP, said the benefits of auto racing should be considered as useful byproducts rather than a major activity in the automotive planning or engineering process.

"We do feel sure at Chrysler that for a company with our traditional emphasis on engineering and our long record of automotive innovation and product leadership, it is definitely to our advantage to make a respectable showing in competitive events," stated Anderson.

Chrysler's victory must surely have been sweet since it was secured while a Ford team of top executives headed by Henry Ford II attended the 500 in the hopes of a similar sweep—but by their brand of steed.

The race proved to Chrysler engineers that their new hemispherical combustion chamber design and intake/exhaust manifold ministrations had worked wonders on engines which previously had been great for short sprints, but proved to be too pooped to run long and hard at the top end.

Ford has been trying to get its Fairlane twin-cam engine approved for NASCAR use, but to no avail. They will now try to gain approval for the shorter wheelbase Fairlane models, thus opening the possibilities inherent in this car with their big-gun 427cu in engine.

Television covered these Daytona events very well, and WFIL-TV crews from the Philadelphia-based Channel 6 ABC-TV station seemed to have most of the action on film for armchair viewing. Certainly in the 2000 km GT race the shots of the Cobra GT going up in smoke were as dramatic as any captured by a camera. In many ways they were reminiscent of the late 50s when Aston Martin suffered a similar fate while running strong in the annual 1000 km race at Germany's Nurburgring. The car came in for a fuel stop, and due to lack of proper pressure fueling

WORLD



equipment it had to be filled by a king-size funnel and 25-gallon cans. Well, you guessed it, someone let a drop of gas get away from him and KA-BLOO-OO-M! The car was burned out in minutes and so ended their chances for an overall win.

As you probably know, the most successful of all professional team managers, Big Al (Alfred Neubauer) has retired from Daimler-Benz and is now engaged in writing and lecturing on his many years' experiences with the most successful factory team in the world—Mercedes-Benz.

Another team manager of no little repute, Reg Parnell, recently passed away in England after a short hospitalization. Parnell was at the time of his death managing the independent Formula One team of Lola GP cars under his own banner. Prior to his entering the race team managerial field Parnell had campaigned in GT sports car racing, Formula One, and actually started his racing career back in 1934.

And then there was the tragic accident which ended Tim Mayer's life. While practicing for one of the winter Down-Under events Mayer's Cooper got away from him at high speed and he suffered fatal injuries. Mayer was certainly a bright young star in the international firmament and 1964 was to have been his first year in Grand Prix racing.

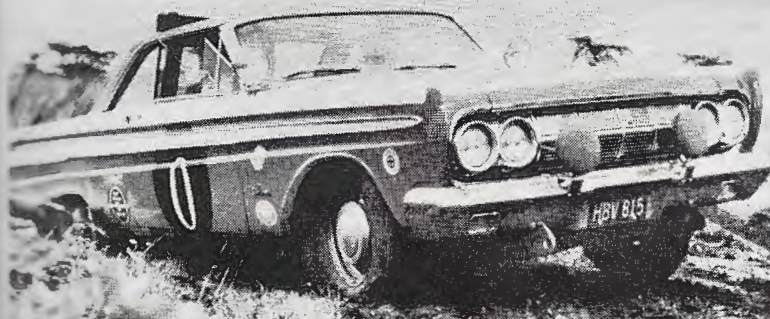
Among the new cars which will have been announced by the time you read this, one of the more interesting ones will be the much-rumored, now-reality, Sunbeam Alpine mit Ford Fairlane 4.2 liter power plant. In its stock form the engine will crank out 164 ponies, and should yield quite a bit more when breathed upon. All this is hooked up to a Warner 4-speed box and to the back wheels via a Salisbury axle. In terms of top speed 130 mph should be attainable with ease. The Rootes group have entered three of these cars for this year's Le Mans 24 Hours, and they will be running in the Prototype category, with hot-hot engines and sleek, coupe body treatment.

Always a popular car in the small displacement sizes, the Alfa Romeo Giulietta 1300cc version was graduated some while ago to 1600cc. Now, in response to popular demand (I kid you not, that's what the release says!) the 1300cc Alfa Romeo Giulietta will be re-introduced, but this time in Sprint coupe versions only. Front discs will be standard and several mods will also be apparent. Probably Alfa have in mind to challenge the dominant Simca Abarths in the 1300cc GT category. Otherwise why retrogress in such a way? If it had only been a matter of making available a small-bore lower-priced car, the 1300cc Giulietta revival would probably have been more popular in a roadster version.

—O.H.C.

Getting their feet wet in the international motorsport scene is the Lincoln-Mercury Division of Ford Motor Co. They entered a team of specially-prepared Comets for the world's toughest rally grind — the East African Safari. Running over 3100 miles, the Safari route takes the cars through desert, swamp and jungle in four days. If the Comets (or even one of them) just do well enough to finish they will have turned in a sterling performance. In the 1963 EA Safari only seven of 84 starters limped across the finish line!

— Automotive News Photo



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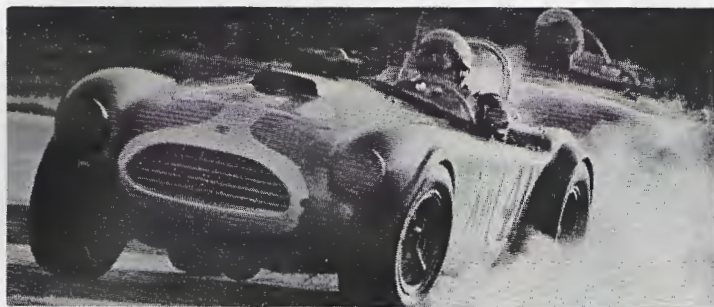
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If Mark Donohue wants to...



by STEVE ELFENBEIN

The last Vineland race of the past season will be long remembered. For once the stands were all but full, the pits were jammed with over 150 entries, and the temperature couldn't have been above 30 degrees. But the thing that set the weekend down in our memories was the appearance of the first Cobra in the area.

When the flag fell in the A to D Production stint, the Cobra faltered on the start line, however its able driver quickly restarted and pulled the car into first spot before the other machines' had passed the end of the stands. The drive wasn't flashy, nor was it an

exciting wheel to wheel duel, but the spectators there witnessed a fantastic machine beautifully and easily controlled by one of the best young drivers in this country, as well as in the world; Madison, N.J.'s Mark Donohue.

Well known for his success in smaller cars, few had seen Mark in a big machine, but he actually started out in a massive car, the good ol' Corvette.

Back in 1958, while an engineering student at Brown University, he entered his first competitive event, a hill climb at Bell Knap, N.H., and surprised everyone there, including himself, when he set the

fastest time of the day. Bitten by the bug, he entered four more climbs that season and took two more firsts. After graduation in '59 he made the run to Lake Naomi and entered his first wheel to wheel competition, on ice, no less. His 'vette was running well, when he was hit by another Corvette, but, after a quick check of the car, he re-entered the race to finish fourth. He entered another ice race the next week but problems ended his fun for the day.

This short history convinced Mark that there could be a lot more competition success in his

future, so he purchased a competition machine, the then-new 1600 Elva Courier from Lew Shulz of Livingston, N.J. After putting in a roll bar and getting his competition license he entered his first road race, at Lime Rock, and took a fourth.

The Elva was then fully set up and Mark and his machine turned into the most potent team on the circuit, as they took the next 12 races in a row, finishing the year in second place nationally.

With the start of the '62 season Mark took the lead in the national point standings and completely dominated his class, as he took firsts at Marlboro, VIR, Cumberland, Lime Rock, both races at Bridgehampton, and Meadowdale, building up a total of 70 points and easily winning the championship. Quite an accomplishment for a 23 year old driver with less than two seasons on the National circuit! 1962 was also the year that Mark was invited to join the RRDC, that exclusive organization made up of the best drivers in the world, Stirling Moss, Jack Brabham, Jimmy Clark, Walt Hansgen, etc.

Photo by *Washington Post*

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Mark then sold the Elva and took the wheel of the new extra low Elva Formula Junior and entered it in the Nassau Speed Weeks. With practically no experience in the car he took another of those fourth places. He next entered the races at Daytona, and had an experience he will never forget. He first won the qualifying race and was leading in the big one, when he looped the car, something he hardly ever does. By the time he restarted and had worked his way back up into contention the engine began to overheat.

When there was suddenly a rather loud noise and flames from the area of the engine, he believed the engine had blown and pulled off the course, where he later discovered that all the fuss was actually caused by the backfiring of one of the large Webers.

The next race for the Junior was at Sebring, where on his second lap of practice he set the fastest lap ever recorded in a car of this type, a record which has yet to be broken. But on the next lap the frame broke and that finished the day.

Teamed with Jay Signori, Mark then ran a factory TVR in the 12 hour, where they finished 25th OA, after being forced out of 15th spot by steering troubles.

He next ran the Elva in the Marlboro Refrigerator Bowl, where he won the match race against Ed Lowther's Lister, and took a second behind a midget that wouldn't move over. That same day he sold the car to Charlie Hayes.

While running the Elva Junior, Mark had picked up a "basket" Daimler from Bob Grossman, with the idea of having a go with a certain Mr. Black, but the car never lived up to his hopes, and after one first with it at Vineland, it began to be one big literal headache; such as at the Lime Rock National when the hood came off and hit him in the head while going down the straight. Needless to say that car was also sold.

Mark then made connections with the well known midget car owner, Ken Bren, and tried a ride in Ken's Cooper, pushed by an Offy, a car which no one had been able to do anything with but spin out.

After helping to sort out the steering and suspension he went to Lime Rock to see how he could handle this strange car which had no clutch, one forward speed, a left-foot-operated brake, and practically no rear suspension. Also on

the track was ARDC midget Champion, Len Duncan with his own midget.

After turning laps 4 seconds faster than Len, Mark entered the race, where he ran away from all the other midgets and set an unofficial lap record of 1:01.5. After being trounced, the other drivers were a bit unhappy, so they invited Mark to have a go at the ovals. He entered at Trenton, where Mark found their practice to be different from ours. He found that the only driver variable was the entry into the turns, all other things being determined by the car's adhesion and acceleration Mark found that it took him almost 75 laps in the race itself before he had things sorted, out and was disappointed when he finished eighth in the field of 33 starters. The other drivers felt differently, however; they thought this to be fantastic for a first time out, so much so that Mark was later presented with the Naughton Sportsmanship Award, a trophy some 4 feet high.

Soon after Mark was contacted by an old friend, Dick Monnich, the original importer of the TVR, and now the head of White-Griffiths, Long Island-based Hicks-ville Ford's Special Products Division. This meeting resulted in our seeing Mark behind the wheel of the ex-Bob Brown Cobra.

The first time out he took things easy in the powerful A Production steed; he took a first while lapping most of the others, rather than all of them. However in the next race at Vineland he lapped everyone in the short 7-lap event, while setting a production car lap record of under 1:02.

As to the future, well, that's always open, but as you sit and spend an evening with Mark you sense something unusual. He handles himself as he handles the machines he drives. Rather than the fast speech and very quick movements that you usually find in the younger drivers, you see in Mark the smooth, effortless, unwasted, unnecessary motion, and a confidence that is more often found only in the much older and more mature competitors.

As you think back to that day at Vineland, and all the other times you have seen him race, you remember that you too were impressed by these same attributes; the smooth, clean, and seemingly effortless style that leads to the winners' circle, and along with him you know that if Mark Donohue wants to, he will.



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Barish's world mark holder looks much more streetable than Stockton's SCCA prodigal TR4. Notwithstanding the lack of a rollbar installation, removal of bumpers, and the presence of a windshield, the performance of Barish's 4 showed us it was no pussy cat.

A Tale of Two Triumphs

This, then, is the tale of two Triumphs—a red one and a black one. If all Triumphs are created Equal, and we must assume they are, how they must cringe inside the ships that bring them over as they think of the tasks they'll soon be put to. For instance: Lapping Vineland at 1:07.5, or covering the standing-start quarter mile in a hair under 15 seconds. One blustery March Saturday, TOP GEAR took a look at what has happened to two TR-4's in the year or so they've been in the States.

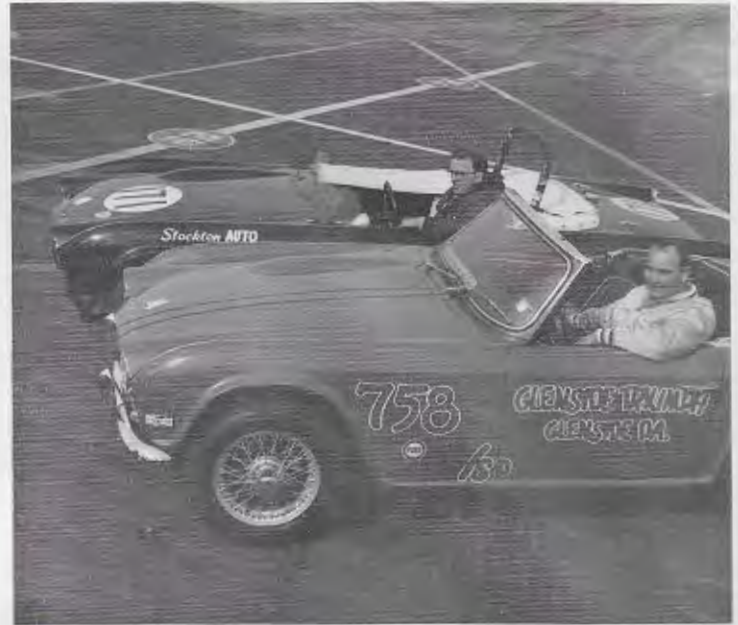
The red car belongs to Steve Barish of Glenside Motors, on Easton Road, Glenside, Pa. He claims that it is the world's fastest, stock-bodied, four-cylinder car in standing start quarter mile sprints. This February it won its class, E/SP, at the NASCAR Winter Nationals at Daytona. The black TR-4 belongs to Dick Stockton of Abington, Pa., and is an example of a high-grade, SCCA D Production road race car. Dick has spent the last year repairing and making this

TR-4 race-worthy after buying it as a total. Over the winter most of the refinements have been finished to aid in Tullius-hunting this season.

Basic changes to the Barish car to prepare it for short haul work include replacement of the stock Zenith-Stromberg carbs with two Weber 42DCOE's on Carveth manifolds. Set up with the Webers, Steve runs his TR4 in NHRA DM/SP, class; for its recent jaunt to Daytona, and the world-mark run, the 4 ran with SU carbs rather than the Webers. The suspension has been altered to increase rear wheel bite, the engine has been extensively reworked, and the necessary safety items added. Getting the added power onto the road is taken care of by a NoSPIN limited slip differential unit made by Detroit Automotive Products and distributed by Standard-Triumph. The 4.55:1 rear is positively located by torque rods running parallel to the beefed-up rear springs. To assure proper weight transfer during acceleration the front coil springs

"... the suspension setup on this car produced the characteristic noseup attitude when it went off the line."





have been blocked up some five inches and the rear lowered four. Specially calibrated dampers are used, which, at the front, are soft going up and stiff coming down; at the rear, vice versa. In action, this wierd (by road racing standards) suspension imparts the anxious, nose up attitude seen in drag strip pictures. Tires are Goodyear Blue Streak 6.00-6.40x15 on 5 inch rim steel disc wheels at the rear and 5.60x15 Engelberts on stock wire wheels at the front. The battery has been moved from the cowl to the trunk.

Stockton's car has had extensive engine modifying, but uses SU carbs because of SCCA rules. The suspension has been altered to improve handling and precautions taken to assure reliability under road racing conditions. The rear suspension is about the same as on the Barish car. Koni dampers are used at the front, along with the factory optional sway bar and heavy coils. At the rear the stock shocks have been re-valved and filled with Castrol R juice. The

TOP GEAR *Compares...*

**...a road-race TR4
and a world record
holding drag TR4**

by HARRY REYNOLDS

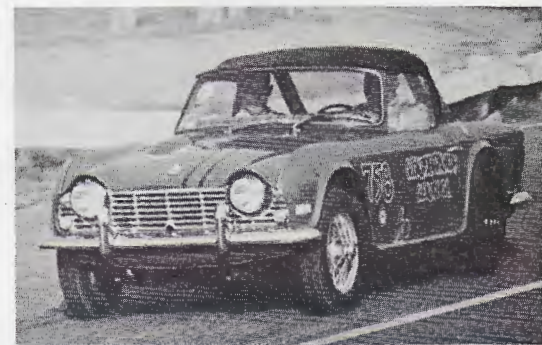
new Goodyear Blue Streak T-7 5.50-5.90x15 tires are fitted to magnesium alloy wheels made by American Racing Wheels of San Francisco. Dick has (and uses to advantage) the optional Laycock-de Normanville electric overdrive.

Stockton purchased the TR-4 after it had been unceremoniously run over a traffic island. The body wasn't bad but the underpinnings went all golly-wampus and a new frame and front suspension were installed in his Abington, Pa., shop, just to return things to stock. Steve Barish's car is a spanking new '64, complete with the polished wood dashboard that Englishmen think so necessary on a quality car. We invited both these chaps down to Vineland to compare their mounts, and they were most kind in answering questions, helping us get performance data, and posing for pictures.

As might be expected, each of the cars is rather uneasy while playing the other's game. The drag-strip car was nearly impossible to drive

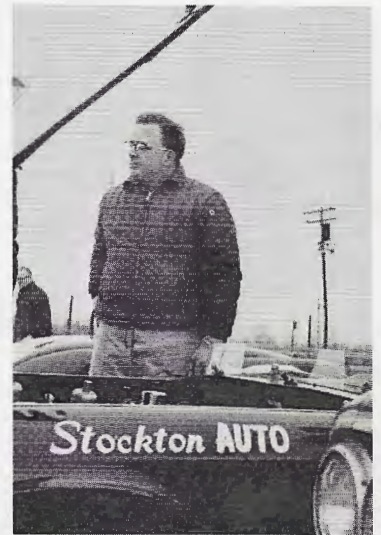


"... even with the penalty of this observer's weight in the car, Barish turned 15.8-15.9 consistently."





"... ride is boneshaking but fantastically high sideways adhesion is somehow achieved..."



fast around a corner because of the bouncy front end. The SCCA car was very weak in the synchromesh department. A week after Vineland we stopped by Dick's shop and he had the gearbox apart, replacing the worn synchronizers.

The performance of each of these cars in doing the jobs for which they have been altered is absolutely fantastic. Barish's car storms off the line in a most active fashion. The same day we rode in two Corvettes which were over a full second faster in the quarter, and they seemed slower when compared to the TR. The high overall gearing in first (14.3:1 in the TR-4 vs. 9.0:1 in the 'vettes), the inherent four cylinder roughness, and the fine, warm, pungent odor reinforce the fact that we were covering a lot of ground very quickly. Due to problems in the central nervous system of Bill Nocco's electronic timer, the standing start quarter-mile times were taken with this observer in the car. The penalty of our weight increased the ET to the 15.8-15.9 second level from the 14.97 recorded at Daytona. The tremendous gain in performance over stock is apparent when comparing the above figures to those published in national auto magazines showing SS ¼ times of 17.8-18.2 seconds

(also with an observer aboard).

The Stockton car turned in consistent 16.4 second times; we feel that with good synchro the times would drop by at least two or three tenths. An ex-Sebring car (with the same rear-end gears, 4.55:1, as our boys use) was tested by *Car and Driver* and turned the quarter mile in 17.1 seconds.

We had hoped to get lap times for both cars around the Vineland road course, but a brief jaunt in Steve's car showed that this wasn't in sight. On anything but smooth, straight road, the little red car became nearly impossible to handle. After that fact had been determined, Dick took this reporter for a few most terrifying laps. A well-goosed SCCA Production car is an awesome thing in which to ride at full cry. The TR-4 chassis is medieval in the extreme, having descended from such things as Standard Eights and Triumph Mayflowers. The ride is boneshaking, but fantastically high sideways adhesion is somehow achieved with the rather prosaic hardware underneath. The engine is reminiscent of those intended for agricultural tasks, however great gobs of torque are on tap, and "engineer-

ing for reliability" has established the TR engine as a reliable, high-output unit. Once the new T-7's were scrubbed in, the lap times centered in on 1:07.5 for the 1.3 mile course. This writer was pleasantly surprised, but Dick claims 1:06's will be needed to win in DP this season. Despite his pessimism it's our guess that Dick will be at Riverside next November.

In summing up we feel that we've seen the best from two worlds. Both cars have the sanitary, well-cared-for appearance that bespeaks attention to detail and good workmanship. Both owners were most helpful in answering questions 'til we got to specifics dealing with engine components, camshafts in particular. In the final analysis it is the engine that makes the car a winner or an also-ran. Both owners have lavished considerable time, garnished with bundles of money (Barish places his TR-4 investment at \$7345), to achieve the high level of performance evidenced by their successes. They are not anxious to tell all and we can't blame them. Should you, dear reader, care to try either approach, two more worthy competitors would be tough to find.



"... Stockton's laps in the 1:07.5 range seemed satisfactory, but Stockton feels that 1:06s will be needed to do the job in DP this season."



the BEEVERS

by manny di eneff



It seems there is this groop in the nawthren sector of Jersey wich has bin meeting twice-a-munth low these menny yeers and is known both far and neer as the Trunk an' Hood Sporty Car Society. These cats will off times show up end mass at various avents threw out the state cawsing registrars to mudder joyusly "Here comes that bunch of Trunk an' Hoods".

Back in the dimn dark daze beyond recall wen most drove TD's or oft beat Detroit stuff this band organized for the purpose of bringing to gether kindrid soles with a interest in Sporty Cars there Problems and Potenetial. As the

Sporty Car has florished so has florished TAH-SCS until today there is maybe sixty or sixty-three of these kindrid soles. Some more dicated then uthers.

The groop, as they are wont to refer to themselfs as, is made up of three distink tipes, or ilks if you will, to wit:—

- a.) the beever ilk. This ilk contains members which are more nor less eeger and do work. They will fill the officer chares and be committee heds and run the club paper and all like that. They like organize you mite say. They run on rallies and triles and sum-times compeat for points but most of all they have fun. Menny of the beever ilk worse luck are old and graying and sum even narled and no longer enjoy feerce competishion exsept on special occasions. They help out with all the avents tho, being werkens one and all, and at anyule dinners and pikniks and like that the gray ones are the swinginest. All the time hollering "things ain't wut they yoosta be" and "where are we going".
- b.) the trole ilk. This ilk tends to be serious about the whole bit and goes taring off after wun kind of points nor a nuther al-

most exclusively. They will help out if nuthing more impawtint is going on and are reel willing to give advice considering them selfs experts. There are trile troles and rally troles both and in common they have this pewter-pot-tipe personality. They can becum a little carried away at times if they don't win a bowl (this ilk inventid the "protest") but no buddy takes them to seriously. Except maybe them selfs.

- c.) the member ilk. This ilk is by far the largist ilk and is neether eeger nor especialy serious about things. They can be volinteered for jobs so long as a beever is in charge to take the blame. They come to all the meetings and vote as the lowdist beevers do and they will work on rallies yelling "mark!" like mad so long as they don't have to rite down time-of-arrival nor argue with troles wich stop to yell at the checked point people. This ilk has never reely bothered to find exactly wut is going on at a given momint but they seem to enjoy them selfs. Lardgely. Beside, some buddy has got to yell mark.

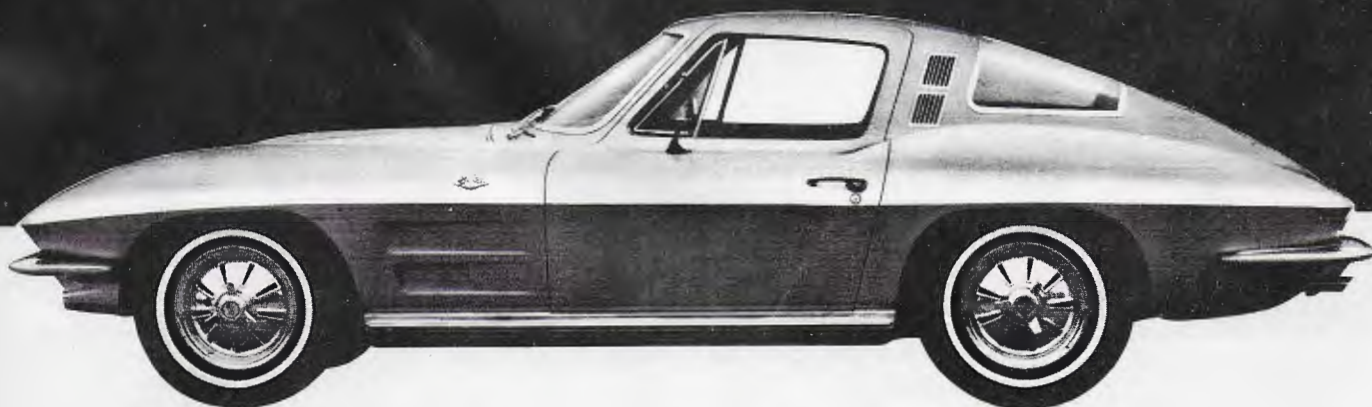
So ennyways all somehow get along and won of the favored pass times of the groop is to set around after meetings or avents and swap hilarious tails of the Sporty Car seen. All will gather and hunch over a pot of ail or browned stowt and regail them selfs with anecdotes and stories. The gray narled wuns enjoy this the most and will slap there legs and chuckle all the wile nawring on a hunk of peetza or a saw-sidge sanitch.

We hope to bring you sum of these tails, all based on reel happenings, and hope you in-joy them. A pot of the cooled brown stuff helps.

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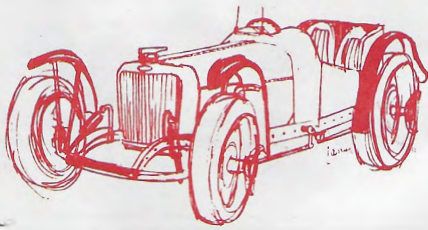


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HSCC — a South Jersey Club Specializing in Trials and Excellent Track Connections



by GEORGE JOHNSTON

Some clubs are just plain lucky! Harbor SCC of NJ, for instance. When lots of other sports car groups have been searching high and low for a suitable site to stage field trials, HSCC has such a location right in their own backyard. For the past four years this club has been staging sports car field trials on the half-mile paved oval of the Pleasantville Speedway, N.J. The speedway is not only an ideal spot for such events, but to put more icing on the cake, the owner has offered cooperation that, to say the least, is quite unique. Participants of past HSCC trials have gone away muttering to themselves, "Whew! was *that* a fast one! . . . How do you guys do it? Offering all that pewter-ware as trophies . . . hiring a fire truck *and* an ambulance . . . electric timing gear . . . a fully equipped refreshment stand . . . clean (!) restrooms . . . and your entry fees are always a buck or two lower than anywhere else!"

Most of this is quite true. Trialsists have consistently come back to the Pleasantville track, even though it is necessary for many of them to drive over 100 miles (one way) to get there! Why do they prefer Peeville? It's as simple as this: They have the opportunity to run on a half-mile oval . . . two runs of at

least three laps each . . . Sometimes, like in the 1963 Two Miles Twice Trial, four laps per run! The wider measurements of the straights and the ovals allows for setting up a comparatively fast course, without undue hazard to the contestants. The driver can put his foot in it for up to four minutes at a time, in comparison to the 60 or 70 second runs at other smaller, tighter, circuits. There are no legal problems involved as the Speedway is licensed and approved by the State of New Jersey and is also insured according to state regulations. Because of the Speedway's relatively isolated location, there is no problem with infuriated local residents concerning noise, etc!

To top this off, Harbor has always tried to offer the contestant a high dollar value. Pewter trophies, ranging in value up to \$12.00 per trophy, are awarded to the first three places in each of eight performance classes. . . Many times, more trophies are awarded, down to fourth place. The club has proved that it is not out to make a buck when, at one of its trials, upon finding that it had made expenses, each driver received a portion of his entry fee in refund at the lunch-break! This made for many smiling faces.

In addition to Pleasantville Speedway's fine facilities, Harbor SCC provides a self-actuated, electric timing mechanism that reads to 1/100 of a second. To date, they have never registered a tie in any one class! Spectators are kept informed of the goings on by use of a track-wide public address system.

In keeping with its policy of fairness and equality to all, HSCC has revised the car classification system for its club trials during 1964. It was found that, during the 1963 season, there were a few inequities in the classifications. Upon review, these were (we hope) eliminated. Certain marques were found to have completely dominated their class and were placed in another, more competitive, class. Other marques were found to be completely outclassed, and were positioned where they could have a better chance of getting into the trophy circle. It is admitted that a 100% fair classification system is both practically and economically impossible to devise, however, the club is trying, and will continue to revise as necessary. It is not a good thing for any sport to have the same winners, year in and year out. (look what they say about the Yankees!) It is

hoped to be economically feasible, that Harbor will incorporate a larger number of classes in the future . . . allowing for a still wider distribution of silverware. As Confucius say: "He who goes home with pewter-pot, come back ot take another shot."

Even the ladies are being given special consideration. Any member of the prettier sex may, if her heart desires, forego her right to enter the Ladies Class and, instead throw in her competition with the appropriate Mens Class! Believe it or not, there are many gals who would just love to make us big hemen look like baby-coach drivers if they got the chance! And, to make matters worse, there are some dolls who will likely do it! Actually, this will theoretically eliminate some of the hot (professionally speaking) lady drivers from the regular Ladies Class, thus making it possible for the novice drivers to win a trophy or two.

It is strange indeed that, in the face of this successful club field trials program, there were only four Harbor members who actually drove during the 1963 season! Apparently the membership turns out in force to work the events, so getting its kicks out of watching the other guys have fun!



Comment

As racing goes, the SCCA brand must be as safe as any, probably safer. The credit, for the most part, goes to Westport; somehow they have managed to prevent the usual deterioration to the lowest-common-denominator of cars and drivers that seems to occur in other amateur clubs. Strict safety rules and good tech inspections help keep the junkers out.

This year the neat and clean rule is going to be enforced. It's not so you look spiffy for the fans, boys, instead the idea is to keep the accident-prone types broke. Further, I have it on good report from Lew Shulz, chief tech inspector for the NNJ Region, that steering and front ends are going to get extra rigid inspection this year. This should make racing a little safer.

The important advances in safety equipment have already been made. Good crash helmets, seat belts, and roll bars have definitely saved lives.

UNSAFE SAFETY EQUIPMENT

But some safety devices may not be as safe as they appear. Carrying a fire extinguisher is never going to save your life, but it may break loose and get under your brake pedal, or hit you in the face if you flip. Realizing this, some hip regions allow drivers to keep the extinguisher in the pits.

Fire-proofing your driving suit also makes it hotter than a Turkish bath. A fire-proofed suit is fine in cool weather, but when it is 110 in the shade your chances of getting hurt because of heat exhaustion are a lot greater than by getting burned. You don't have to pass out because of the heat to make a slight error at the wrong time. In hot weather it should be the driver's option whether or not to wear a fire-proofed suit.

ENTER THE DO-GOODERS

Recently the Road Racing Drivers' Club has come out strongly for full-width roll bars. There are two things wrong with this idea.

First, Westport should be allowed to make up its own mind with-

out being influenced by outside pressure groups. The RRDC is a clique, and, like most cliques, they like to throw their weight around. Many of the members are top sports car drivers and to them the club is mostly a social affair. The others are there for political reasons and couldn't drive nails in a bar of soap. I'll guess the latter group is the one making all the noise!

Secondly, I don't see where this group has any special qualification which allows it to pass judgment on something that is basically an engineering problem. If people really want safer racing, there is still a lot of room for improvement. But it can't all be done with hardware. That route has been pretty well exploited.

PREVENTION vs. SAFETY

It's just possible that by making it very safe to have accidents that this will greatly increase the number that occur. It sounds farfetched but the "it-can't-happen-to-me" attitude which accompanies statistics of this type is at least partly responsible for our yearly massacre on the highways. Now, eliminating the accident in the first place has no subtle pitfalls.

It is unfortunate the RRDC has not been more verbal about track repair and improvement, better driver licensing procedures, intelligent racing timetables and stricter enforcement of existing rules. These are possibly not only the most potential areas, but RRDC members are well qualified as drivers to speak on these matters.

The things which could be done are so numerous and so apparent to us all that we won't enumerate. But for those who still think safety means hardware, I have a hot item you can beat the drum for! If you've ever driven in a big modified race, late in the afternoon, slithering around in the slime of the 120 cars gone before, you'd believe in catch cans. Most of the RRDC boys will know what I mean.

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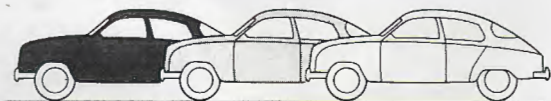
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SCODA

by
Bill Claren

Answering questions such as what is SCODA (Sports Car Owners & Drivers Association) is not as easy as you might think, even though you are asking someone who has been involved with the organization for over ten years. Going back to the beginning might be the best way to answer the question.

In the early 1950's a group of sports car enthusiasts centered in the Long Island area conceived the idea of running their cars on oval tracks. They also had the idea that they ought to get some money for their efforts to pay for a few minor things like tires, gas, meals, lodging, replacement of various parts and a few other expenses that are involved in our favorite sport.

The club, with no particular name at that time, ran races on such tracks as Freeport, L. I., Wall Stadium, Belmar, N.J., Wilmington, Del., and Langhorne, Pa. I came upon the group quite by accident at Wall Stadium and happened to be recognized as a poor soul with some midget racing background. The group leader, Alex Tarpinian, was kind enough to let me drive his car that evening and I've been hooked on the sport ever since.

The year of the Wall Stadium race was 1953, and that was the last year of informal racing done on oval tracks in the area. During the winter of 1953-54 a new group was formed under the present title of SCODA. Since I knew most of the

...a revival

people connected with auto racing in this part of the East, I was elected president. It was a railroad election but developed into an interesting challenge.

Stan Becker of Albertson, N.Y., a real driving force in the club from its early Freeport days, was elected secretary, and Nick Cavalluzzi of Brooklyn, N.Y., was our tight-fisted treasurer. Pete Arnold of Elberon, N.J., and Lew Schulz of Hanover, N.J., were active officials who contributed much to the early success of SCODA. Fred Pfisterer, Bob Barnett, Herb Fischer, Boyd Hanauer, and Joe Ferguson are just a few of the many top notch men who helped build the club.

SCODA, from its beginning, co-operated with NASCAR, running

The scene is the Martinsville, Va., half-mile oval, where in 1955 SCODA campaigned production sports cars somewhat modified in run-for-money races. Could one of the two MG TDs be driven by Roy Gane, who is now mechanicing with Team Mecom in Texas? — Photo by Taylor Warren



Lotus 7 roadster piloted by Dan Howard takes the checker in a 1962 victory at Wall Stadium, Belmar, N. J. If SCODA is successful in its quest to revive their program of pay-for-racing it could be that we will see increased participation by road race and hill climb exponents. Especially if NASCAR sanctioning is obtained and SCCA will give the green flag to such NASCAR/SCCA reciprocal events. — Photo by Jack Fitzpatrick



many combination shows with that sanctioning group. SCODA even went whole hog and ran on the same track at the same time with NASCAR grand national cars. We ran a race at Linden Airport, Linden, N.J., against Petty, Rathman, Thomas, Baker, and the Flocks, among others. That 100-mile road race (SCODA's only road race) paid \$10,000 and was won by the late Al Keller of Indianapolis fame. Some young kid by the name of Bob Grossman ran the Linden race; seems he has made the grade, or something like that, since 1954!

SCODA became a division of NASCAR for a couple of seasons and enjoyed a cordial association with the stock car group. The group's activities from 1958 on centered in the New England area and with many non-NASCAR tracks. NASCAR and SCODA parted on the best of terms for reasons of mutual expediency.

By 1961 most of the old guard of SCODA had retired from either old age, wife trouble or just plain too many kids to support. Activities were suspended at the end of the '61 season and a new and radically inspired group under the title of the Sports Car Handicap League came into being. This group made an effort to correct all of the errors made by SCODA along the way. Rules and regulations were sent out by the ream; the League had everything but races. This new enthusiasm and the desire to lean toward production cars is commendable.

The year 1963 turned out to be a lean one for professional sports car races on oval tracks. A few of the old gang still left in competition said: "Claren, get out and get us some races!"; so here I am. Dan Howard, our present secretary, is the man responsible for getting me into the sport again.

SCODA will be sanctioned by NASCAR and will present sprint races on oval tracks along the East

Coast. The majority of our races will be run on NASCAR tracks but sanction rights will be extended to tracks not regularly running a NASCAR sanction.

SCCA in the past was against accepting money for any reason when it came to racing. Things are different now with the entry of that organization into big time professional road racing. SCCA refused to let their members compete in SCODA in past years because of the prize money, but NASCAR and SCCA have excellent relations at present and I hope that no problems arise in that area. NASCAR licenses are recognized by FIA and are on a par with SCCA and USAC in this country. We feel that NASCAR can be the vital factor in developing oval sports car racing on a paying basis.

Classification, always a major problem, causes most of the discontent in short track oval racing. Rules this year limit cars to production running gear, no home made creations. Production bodies must remain in original form with safety modifications allowable and mandatory in certain instances. Engine swaps will be allowed and are to be classified accordingly. At this writing all the rules have not been firmed up; the membership has to vote its approval in this vital area. We will keep TOP GEAR informed of all SCODA activities.

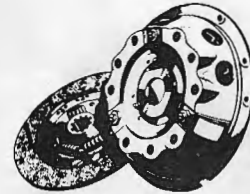
One extra area for SCODA in '64 is the sanctioning of Midget Stock car races at Pine Brook Stadium, Pine Brook, N.J. This division of SCODA is to be covered by TOP GEAR in another article. I would like to conclude by saying that we need all help possible in putting over the idea that sports cars can run for money on oval tracks. Road racers will be surprised at the enjoyment they can derive from a high bank or a full power slide on the dirt. If you want more information write Bill Claren, Box 46, Parsippany, N.J.

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USRRC Opener At Augusta, Ga.

Dave MacDonald, El Monte, Calif., driving a Cooper-Ford, held off a fierce challenge by Jim Hall, Midland, Tex., driving a Chaparral-Chevrolet, to win the hard way in 1964's first U. S. Road Racing Championship race held at Augusta International Speedway, March 1.

MacDonald took the 4.7-liter Shelby-American, special through 156 miles (52 laps) to inaugurate the new Georgia circuit for sports cars at a remarkable 97.653 mph average, winning \$1,500. The speed was more than 11 mph faster than that set by the late model stock cars in the new road course's debut last fall. The 27-car field was outstanding with many potent new cars, some race-ready, others showing great promise but the need for more development.

Hall, fastest qualifier in his rebodied 4.6-liter fiberglass monocoque car at 100.7 mph, lost the race on his start. The Texan almost made up for it anyway as his closing chase of MacDonald wound up the crowd of 8,000 to a howling pitch. After coming from 30 seconds back of MacDonald to 3 seconds at the 152-mile mark, Hall spun off course briefly to lose his chance.

In practice sessions Ray Heppenstall ran off course and demolished the front of the Howe Sound Cooper-Ford, last month's TOP GEAR cover car. Heppenstall was pinned in the cockpit and suffered a smashed knee. He was flown back to Philadelphia and is now in the Pennsylvania Hospital where he will undergo an operation to repair the damage.

The course itself is 50 feet wide in all sections, with 60-foot banked turns. On either side of the road the Georgia swamp is populated by snakes and alligators, so it becomes important to try to stay on the road wherever possible. Chuck Dietrich flipped his Elva-Porsche and total'd it in the process, fortunately without injury to himself.

In the companion Manufacturers' Championship race for GT cars, it was an all-Cobra show in the over-2-liter class with Shelby-American competition director Ken Miles loping in after MacDonald over-tweaked a turn on lap 34. With manufacturers' points awarded only to the top finishing example of a make this year, the 9 Shelby-American points were matched by 9 for Porsche. Under 2-liter cars compete for separate points in 1964 USRRC Manufacturers' Championship races and Bruce Jennings' Porsche Carrera was never headed in class as he nipped 4th overall and \$1000.

The under 2-liter class in the drivers' championship race for sports cars saw a rousing start-to-finish sprint by Charley Hayes, Chevy Chase, Md. Hayes led a 1-2-3 parade of Elva-Porsches in the smaller class. He had qualified at 1:51, best in under 2-liter, to win \$200 posted by The Robert Bosch Co., spark plug manufacturers. Hall's 1:47.2 qualifying time in over 2-liter earned him \$300 from Bosch.

The grid at Augusta is on a slight banking and, while waiting for the flag, gasoline came out the overflow and collected under Hall's car. At the start, he was unable to get more than a few feet of travel from the gasoline-soaked rear wheels and he wobbled off to the shoulder. MacDonald and Bob Holbert



in Cooper-Fords bombed away cleanly, followed by 8 more cars before Hall jumped back into the pack, many positions and seconds behind.

At the end of a lap, Hall was 5th to the Cooper-Fords, George Koehne (Genie-Ford) and Ken Miles (Cobra-Ford). At the end of two, Hall was in 3rd but, with a full load, could lap no faster than the lead-swapping MacDonald and Holbert. At mid-race, Hall started to make his move on this dazzling, no-relaxation, ultrafast 3-mile circuit. Painfully but surely, he closed on Holbert who had drifted to 15 seconds behind his teammate MacDonald. At the 96-mile point, on the sweeping start-finish chute, the Chaparral ripped past the Holbert Cooper, and the final Ford vs. Chevrolet challenge was set.

All MacDonald could do wasn't enough to prevent his lead dwindling nearly a second a lap. Slow traffic bothered both the leaders to vary the picture constantly. Announcer Chris Economaki had the crowd on its feet and screaming as the white Chaparral hit the last 12 miles with a clear shot at the blue Cooper and just half a dozen seconds behind.

On the 51st of 52 laps, it was 3 seconds and hysteria as Hall went all out and MacDonald fought off brilliantly. Both cars went into the 100 mph series of banked S-turns. MacDonald ripped through on the edge of adhesion. Hall made it halfway, briefly lost control, went off to the loose dirt, and recovered superbly to protect 2nd from Holbert but with no time left to catch the Californian.

SJR Rally School

South Jersey Region's recently completed rally school proved to be a great benefit for novice rallyists in the Delaware Valley area. The school, the opening of which was held in conjunction with the Sports Car Show at the Cherry Hill Mall, attracted 105 beginner and novice rallyists. The object of the course which was master-minded by Bill Kamps and Tom Stewart was to teach the fundamentals and rally mathematics without the use of elaborate equipment, at the same time without sacrificing accuracy. The students were shown how, with a simple time piece, odometer, and pencil and paper that they could match the performance of a Curta or a Captain Thomas computer and, once having learned the method, find it compatible with exotic equipment as it was acquired.

Details of the methods used and the solving of various rally problems will be covered in a forth coming series in TOP GEAR.

—Jean Steagall

Keystone Trail #1

Sunday, February 23, saw the Philadelphia Region, SCCA, hold the first gymkhana in its new championship series, the Keystone Trail. The seven classes saw 63 entries, many of them from Delaware where the De'aware Autosprint Championships hold sway. The event itself comprised three different legs and was held on the premises of Gimbels Store parking lot, Bustleton Ave., and Cottman Ave., in northeast Philadelphia. Results as follows:—

CLASS 1: 1—John Van Wattering, S90, 92.2; 2—Bill Kneppshield, XK150S, 95.3; 3—R. Graham, TR4, 97.3.
CLASS 2: 1—B. Pelican, Porsche, 90.2; 2—Horace Ott, Porsche, 90.4; 3—Chip

Ott, Porsche, 91.2; 4—John Ludeman, Porsche, 92.1; 5 — Dick Sweigart, Porsche, 92.5.

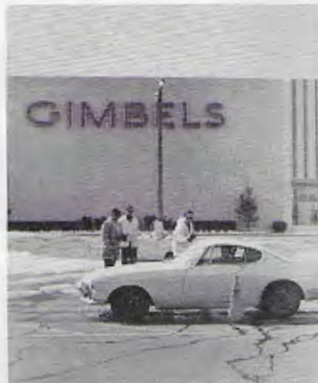
CLASS 3: 1—Phil Schwehm, Sprite, 97.8; 2—O. Ford, Spitfire, 98.6; 3—D. Rothman, Spitfire, 98.7.

CLASS 4: 1—Willi Ascher, VW, 94.9; 2—Steve Dunn, SAAB, 97.7; 3—Howard Hanna, Lancia GT, 99.3.

CLASS 5: 1—P. Castallo, Volvo P1800, 101.9; 2—J. Mathews, Corvair, 103.7; 3—John Kenworthy, Corvair, 106.0.

CLASS 6: 1—Tom Cooper, 94.5.

CLASS 7: 1—Frances Popejoy, Porsche, 95.3; 2—Connie Goslin, AH3000, 102.1; 3—Silver Kneppshield, XK150S, 106.5.



Castallo's class-winning Volvo P1800 off on one of his round-the-pylon tours.

George Garrett's Immaculate J2 Allard is more usually seen at Concours Things, but since it was a nice day . . .



Phila. RCG School vs. Liston-Clay

Despite the weatherman's prediction of snow and the radio airing of the Liston-Clay fight, Philadelphia Region, SCCA, RCG held their annual meeting at the Town House in Media, Pa., Tuesday, Feb. 25, with a large audience in attendance.

Bill Clear, head RGC-er RCG-er, chaired the proceedings and the school sessions were addressed by John Holmes, Area 2 Governor; Walt Hoover, Phila. Region RE; and current USRRC champion, Bob Holbert.

In his remarks Holbert stated that

he, personally, never noticed the flagmen as long as the course was clear but he did become aware of them very quickly when trouble occurred. He went on to point out the important part that all signal and flagging personnel contributed to today's safe-racing put on by SCCA.

With the distribution of 1964 licenses to those who had earned them the meeting was adjourned, having pointed out to one and all that there is a whole lot more to racing safety than seat belts and roll bars. —Charlie Mercer



10th ANNUAL SPRING INVITATIONAL RALLY

MAY 10, 1964

Write for Registration Application: —

RTMC, Box 513, Media, Pa.

OYRSCC Gymkhana Favored by Wind, Cold

A cold, blustery Sunday, March 15th, punctuated with rain, hail and even a few flakes of snow, saw 32 suburban Philadelphia stalwarts turn out to run Bill Mayberry's gymkhana course on the Fisher & Porter lot in Warminster, Pa.

Tom Cooper and his Porsche powered VW Sedan proved to be the car to beat as he nailed a solid FTD mark of 171.6

secs for the three legs. Father and son duo of Horace and Chip Ott tangled once again with Chip beating out old dad's time by some 4.8 secs.

The only unhappy person present, possibly, was BSSC's Ann Harris who tried her best to get one of the girls present to run in the Ladies' Class against her. There were no takers so Ann ran . . . took loot. —S.S.



S. J. Flaggers

The South Jersey Region, SCCA met on March 6th for their annual Flag & Communications School. The session, held at the Holiday Motel, Route 73 and N.J. Turnpike, was well attended.

Bill Armstrong, Flag Marshall, told members that in 1964 the use of the new SCCA handbook was mandatory and must be followed at all times. This book, soon to be available, gives the method of licensing drivers and other personnel as well as all other rules governing race meets.

Pete Wilke, North N.J. Region, SCCA, pointed out the importance of following instructions at all times. He also explained that the flagman's first responsibility is to the driver and his safety.

Johr Holmes, Area Governor, and an active driver, described the Chief Steward's part in a race meet and echoed Race Chairman Don Knowlton's views concerning flagmen. They agreed that they should be the eyes and ears of every driver on the track.

Dr. William Sprout, one of two physicians at the meeting, made an excellent point when he told listeners that accidents happen most often when the normal let down occurs, during the late stages of the race or even after the checker has fallen. The doctor suggested that flagmen remain alert all the time and in case of an accident they keep working to help clear up the trouble. This is no time for panic.

A discussion of fire extinguishers, flag signals and actual use of phones rounded out an interesting and thoroughly informative evening.

—Charlie Mercer

Windy Wanderer

The Sun Auto Club of Marcus Hook, Pa., run their Windy Wanderer Rally, Sunday, March 7th. Nine starters were blown off-course during the Wanderer's meanderings and entered in the DNF column. The wind also affected the other scores, it seems, since they blew sky-high in most cases!

Results:—

EXPERT: 1 — Kauffman/Kauffman, 672; 2—Didot/Mark, 907; 3—Lankammerer/Lankammerer, 4671.

NOVICE: 1 — Jefferis/Fleming, 3750; 2—Srohm/Srohm, 7335; 3—Moyer/Lukshides, 8276.

Indian Runners

In Pennsylvania, spring pokes out her nose a few weeks after the ground hog sees the old gray blur, but in the Garden State, all things pleasant and sunny completely ignore the Flying Burros. Bucking rain, wind and general unpleasantness, the FBSCC/NFSCC annual Left Footed Indian Time Trials finally got under way after a history of setbacks. The final March 15th date was the result of necessary rescheduling from the weekend following Nov. 22.

Although on a rather small course with pylons that took to the air like footballs when bumped, the 70 entrants paid a fee that was destined for the treasury of the local Boy Scouts.

Spectators at the Ft. Dix 3rd Trg. Regt. Motor Pool lot, mostly GIs, bordered on the brink of panic-stricken retreat as Roberts' E Jag came out of the hairpin somewhat enthusiastically. Matter of fact, he takes all his turns that way, and his mostly sideways motoring caused even the co'dest hands to pump stop watches. He couldn't be going as fast as he looked!



Sports Car Exhibit

South Jersey Region's exhibit at the Cherry Hill, N.J., Sports Car Show proved to be the most popular in the entire Mall. The reason was quite simple. An assortment of racing and sports machines was an unusual treat for most of the 200,000 spectators who visited the show. George Alderman's Cooper Alfa and the Jefferson-prepared, ex-McKelvey Genie-Cobra (now owned by Ed Lowther) delighted the passers-by as did Bill Suggs' Scorpion and Roland Willis' Formula V. No less interesting

BSSC Twist IV

The weather was mild but cloudy as 54 cars began a 60-mile excursion which led them through the Central Bucks, Pa., late winter countryside.

All the twisters on this BSSC hardy annual found themselves twisting in such unlikely-named roads and places as Dark Hol'ow Rd., Stoney Hill Rd., Sugaan Rd., Forest Grove, Wycombe, Pineville, Solebury, and Lahaska. This was once the last Indian settlement area in William Penn's stomping grounds, but now usually resounds to Sunday rallyists winding their devious ways along the back stretches.

Speeds were moderate to brisk, and with interesting clues the route provided a good test for both driver and navigator.

Results:—

EQUIPPED—1—Ely/Ely, 21; 2—Hein/Bock, 37; 3—Jordan/Jordan, 74.

UNEQUIPPED—1—Brown/Bower, 37; 2—Groman/Groman, 88; 3—Cassel/Cassel, 185.

NOVICE — 1—Mazaleski/Karaba, 303; 2 — Schock/Stanley, 383; 3 — Jarvis/Kramer, 418. —John Harris

The breath holder of the day took place as John Ekkert charged the woods on two wheels (both left) in an ancient Austin, which sounded surprisingly like a TR-3. Unfortunately, John forgot his white number tape, but the car was dirty enough for effective finger painting. Montz showed the character of his blue Alfa Veloce, and the largest-cloud-of-blue-smoke award went to Ray Brunell in his Wartburg-powered special. Most drivers climbed back into their crash helmets to avoid any falling pistons when Casey Bucaloo either did some wild clutch slipping or ran the entire circuit in first.

The earmarks of such an enjoyable event are frequently evidenced by considerate, helpful officials, as were those at the Left Footed Indian Trials. As evidence to the good group, none of the usual disputes or even protests went past the "Hey, how about this?" stage. Complete results were not available at time of going to press, but we included this shot of the Montz Veloce taking the flag from Ray Brunell of NFSCC. —Joe McDevitt

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were Ken Owen's Lotus Super 7 and John Pettit's Berkley. Jack Louis' 2-litre Alfa and Ralph Swope's rally equipped Sprite also generated their share of conversation.

The S.J. region members who manned the booth handed out pamphlets acquainting spectators with the SCCA story as well as information on other sports car clubs. The response was very gratifying, and it is expected that many of the local clubs will be besieged by new membership applications as a result of this venture. —Bill Kamps



Imported Car Service Guide



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(302) WY8-8672
403 E. Ayre St., Newport, Del.

What's New

NEW FORMULA VEE

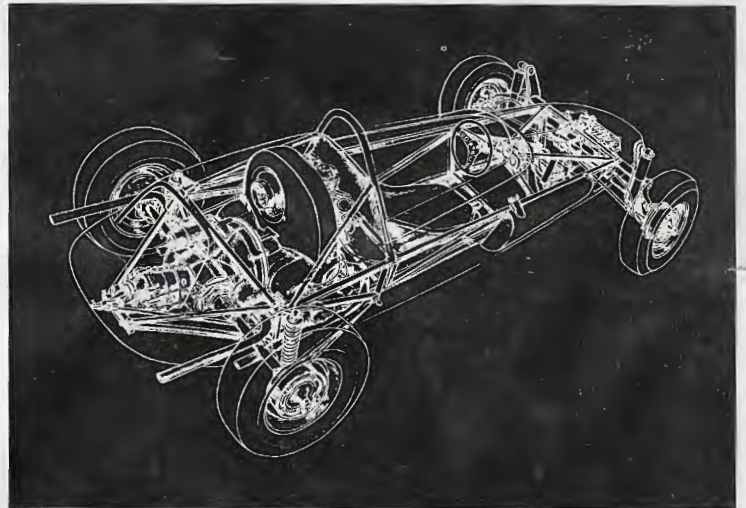
It has not taken long since the introduction of the original Formcar Formula Vee design for other small groups to come on the market with their interpretation of the Formula Vee rules and regulations. One of the newest of these is the Autodynamics Corporation, headed up by four enthusiasts who seem to have come up with a very attractive Vee design.

Since this poor man's formula is spelled out in considerable detail all present and future Vee manufacturers are required to hew to a fairly strict line with regard to the specifications, and this results in the fact that, while mere details may make the difference in one design performing better than another, it is driver skill which generally tells the tale at the finish line.

The Autodynamics Vee is very similar in configuration to the Cooper

Formula I cars of some seasons ago, and is much cleaner looking than the present Formcar Vees. Chassis is a fully triangulated space frame unit rendered in 16 gauge square mild steel. The rear section of the frame is detachable and thus considerably eases the job of removing the engine. The body shell is constructed from glass-reinforced polyester resin and comes in three sections, all quick-detachable. There seems to be generous cockpit room and with the cleaned up body design good penetration would seem to be achieved.

This interesting newcomer to inexpensive racing may be purchased in kit form for \$950 (plus freight), or as a complete car, dyno-tested VW engine and all, for \$2500 (plus freight). Enquiries should be addressed to: Ron Miller, 27 Omaha Ave., Rockaway, N.J.



ALUMINUM ALLOY ROLLBAR

Of all the many fields of engineering which have benefitted from the recent advances of science and the space age, perhaps the one which has fared the best is the technology of metallurgy. So many materials which, only a few years and even months ago, were considered exotic are now in everyday use, and aluminum alloys are no exception in this department.

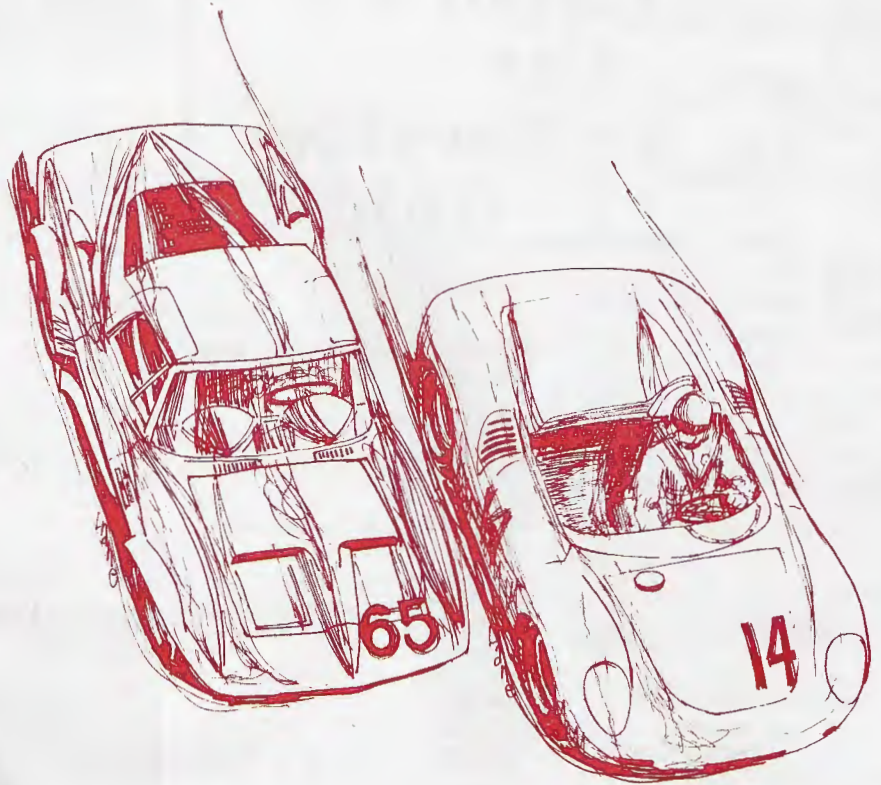
The aluminum alloy rollbar marketed by the Dura-Lite Safety Equipment Co., Woodridge, N.J., has a lot to recommend it. It is capable of absorbing more than five times the shock capacity of the usual A53B steel pipe and additionally transmits only one-third the amount of pressure sustained in ultimate test situations.

In a sport where safety is given more than casual consideration, it is surprising the number of capable drivers who do not examine more closely

the facts, figures and specifications of such prime safety equipment as a rollbar. After all, it's insurance. The Dura-Lite rollbar was put to the supreme test in 1962 when George Bonagara flipped his Alfa Giulietta at over 60 mph. Close examination of the rollbar after the event showed that the major portion of shock incurred was absorbed by the bar, yet it had less than 1% distortion.

The material itself is semi-resilient and weighs approximately one-third less than a comparable-size steel bar. It is in all respects SCCA safety approved, and prior to its introduction in 1962, Dura-Lite sent complete specification information to all 98 SCCA regions. For those of you to whom this may be an unheard-of item we suggest you write to: Dura-Lite Safety Equipment Co., Box 157, Woodridge, N.J.

Delval Datebook



APRIL

- 4-5—PHA: Hershey Hillclimb.
Muriel Watson (215) TU 7-1525.
- 4-12—New York Intl. Auto Show. N. Y. Coliseum.
- 5—Scuderia X SCC: Field Trial at Vineland
Ed Bullis (201) FE 7-4418.
- BMC: Rally.
- EPSCC: Rally.
- NE Pa. SCCA: Little Alpine Rally.
Tom Hillyer, Dallas, Pa.
- QCSCC: Rally.
- RVSCC: Bumpkin Run (N.J. Council).
See Club Register for contact.
- NNJR-SCCA: Time Trials. (NJ Council #4)
Ray Brunnell (215) WI 6-1879.
- USRRC #2: Pensacola, Fla.
- 12—VFMC: Spring Fever Rally.
- HSCC: Time Trials. (NJ Council #5)
George Johnston (609) 927-3171.
- SJSCC: Play Ball Rally. (SJ Region Series #2)
Jean Steagall (609) 663-6916.
- Washington R.-SCCA: National Races.
Marlboro, Md.
- 18—BMC: Hillclimb. Bill Wilson (302) OL 2-5009.
- 19—DSCC. Pennsylvania Hex Rally. (PRCA #3)
Art Horst (215) 678-2215.
- NCR-SCCA: National Races. VIR, Danville, Va.
- 25—BSCC: Evening Rally.
- 26—Sun AC: City Slicker Rally. Stan Trostle.
Newark Museum Antique Auto Meet.
(See Bulletin Board.)
- SJSCC: Jersey Devil. (SJ Region Series #3)
Jean Steagall (609) 663-6916.
- PMSCA: TSD Rally. Roger Kiehart (717) 876-2670.
- Phila. R.-SCCA: Divisional Races. Vineland, NJ.
USRRC #3: Riverside, Calif.

MAY

- 3—OYRSCC: June Fete Rally. (App. Trail #2).
Bill Baker (215) OS 5-2161.
- BMC: Autosprint #2. Bill Wilson (302) OL 2-5009.
- NE Pa. SCCA: TSD Rally.
Roy Goshorn (717) DI 2-9495.
- NER-SCCA: Regional Races, Lime Rock, Conn.
Washington R.-SCCA: Drivers' School,
Marlboro, Md.
- USRRC #4: Laguna Seca, Calif.
- 9—SJSCC: Tin Can Evening Rally.
Ralph Swope (609) 829-0981.
- 10—RTMC: Spring Invitational Rally. (App. Trail #3).
Jim Ridenour (215) NI 4-8575.
- NNJR-SCCA: Regional Races, Vineland, N.J.
- NER-SCCA: Drivers' School, Thompson, Conn.
- NYR-SCCA: Drivers' School, Bridgehampton, L.I.
- USRRC #5: Kent, Wash.
- 16—QCSCC: Evening Rally.
Harry Bradley (215) 825-0544.
- 17—BSCC: Spring Fling. (PRCA #4).
Milt Kyle (215) 297-5304.
- FBSCC: Time Trials. (NJ Council #6).
Ray Worth (609) HY 9-0638.
- 20—BMC: Evening Rally. Bill Wilson. (302) OL 2-5009.
- 21-23—Washington R.-SCCA: Virginia Reel Natl.
Rally.
- 23—VFMC: Firefly Rally.
Gene Moulton (215) BR 2-3689.
- 24—DVSCC: Rally. Dave Trout (609) 822-0053.
- NFSCC: Monty's Beret Rally.
Ed Schaller (215) HA 4-1267.
- NE Pa. SCCA: Auto Rodeo.
Tom Hillyer, Dallas, Pa.
- DASC: Autosprint. (Del. A/Sprint Championship
Series #3). Bill Gottorf (302) 492-3575.
- HSCC: Time Trials. (NJ Council #7).
George Johnston (609) 927-3171.
- NER-SCCA: Regional Races, Thompson, Conn.
- 31—MLSCC: Main Line 100 Rally. (App. Trail #4).
Jack Lohmeyer (215) NI 4-8697.



DELAWARE VALLEY

Sports Car Club Register

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

BRANDYWINE MOTOR SPORT CLUB
Box 864, Wilmington, Del.
1st Tues. : 8pm
Off. Club, New Castle AFB, Del.
BILL WILSON (302)OL 2-5009
Rallying, Sprints, Hillelimbs

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

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

CORVETTE SCC
Box 765—West Caldwell, N.J.
2nd Tues. : 9:00pm
Hazzard's Rest,
Route 46 E., West Caldwell, N.J.
JERRY LUSTIG (201)226-5463
Field Trials, Rallying, Social

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

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

DELAWARE VALLEY SCC
1491 Parkside Av., C-10, Trenton, NJ.
2nd Tues. : 8:30pm
Marroe Inn, Rt. 1
(2 mi. N. Brunswick Circle)
DAVID TROUT (609)882-0053
Rallies and Socializing

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

FLYING BURROS SCC
400 W. 3rd St., Florence, NJ
1st Wed. : 8:00pm
Maj. Donald Flanders (609) RA 3-3044
Trials, Rallying, Social.

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

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

Charlie Mercer
TOP GEAR Club PR Director

HAWTHORNE SCC
49 Lincoln Av., Hawthorne, NJ.
3rd Tues. : 8:30pm
485 Lafayette Av., Hawthorne, NJ.
MISS K. SMITH (201)271-3908
Rallying and Socializing

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

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

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

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

OLD YORK RD. SCC
300 E. Highland Av., Phila. 18, Pa.
1st Thurs. : 8:30pm
Jarrettown Inn, Dresher, Pa.
BILL BAKER (215)OS 5-2161
Racing, Sports Car Fun

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

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

PORSCHE CLUB - Delaware Region
18 Mt. Vernon Dr., Claymont, Del.
1st Mon. : 6:30pm
Varies - call contact
DICK AKERS (302)SY 8-9019
Porsche Sociability & Tech.

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

PORSCHE CLUB - North Jersey Region
Box 134, Bloomfield, NJ.
Last Fri. : 8:30 pm
Varies - call contact
CHAS. MULHERN (201)PI 8-7722
Porsche, Social & Action

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

RARITAN VALLEY SCC
Spring Run Lane, Martinsville NJ.
1st Wed. : 8:30pm
Town & Country Inn,
Rt. 206, Somerville, NJ
GEORGE BERRY (201)E16-8338
Rallying

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

SCCA PHILADELPHIA REGION
13 Brookside Dr., Wilmington 4, Del.
2nd Thurs. : 8:30pm
Meeting place varies.
JACK THOMPSON (215) TU 4-1852
All Motorsport Activities

SOUTH JERSEY REGION, SCCA
2651 Corbett Rd., Merchantville 8, N.J.
3rd Thurs. : 8:30pm
Holiday Inn, Moorestown, NJ.
JEAN STEAGALL (609)633-6916
Racing, Rallying, Socializing

SOUTH JERSEY SCC
Box 114, Cherry Hill, NJ.
3rd Tues. : 8:30pm
Amer. Legion Hall, Martin Av.,
Cherry Hill, NJ.
RALPH SWOPE (609)829-0981
Rallying

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

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

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

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

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

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

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

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

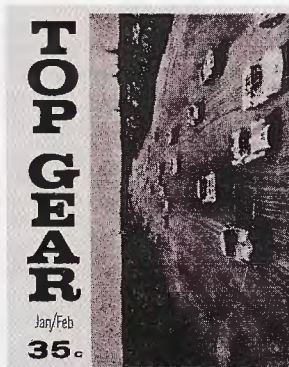
VALLEY FORGE MC
Box 121, King of Prussia, Pa.
2nd Tues. : 8pm
GE Tech. Ctr., King of Prussia, Pa.
GENE MOULTON (215)BR 2-3689
Rallying & Gymkhanas

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

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

WHEEL & DASH SCC
Box 241, Plainfield, NJ
2nd Wed. : 8PM
Arbor Inn, W. 7th St. & Rock Ave.,
Arbor (Plainfield), NJ
Shirley M. Fischer (212) PL 5-8403
Rallies, Field Trials, Social

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

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

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 1963 STUDEBAKER Hawk GT, fully loaded, brand new. List \$3714.60.

NOW \$2695

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\$2450

There are several others. Come see them.

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Route 130, Burlington, N.J.

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 State Insp., Record. in Our Shop
Raceway Motors, Inc.
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 (215) SK 7-5131
 Authorized SAAB Dealer

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HEY!! Do you know someone who would like to become a TGBC member/subscriber? If so tell him (or her!) that the six-month cut-off date for this year's December Nassau trip is set for June 1st. We must have all intending travelers registered by no later than this date — no exceptions. For full TGBC data write: Chief Booster, TGBC, Box 482, Warminster, Pa.

LISTER with 327 fuel injected engine. Ready to race. \$3000.00. Without engine, \$2200.00. Hal Keck, RD #1, Hellertown, Pa. (215) 838-6501

CORVETTE STINGRAY, 1963 Conv., Daytona blue with saddle int.; 340 hp, 4-spd., 3.08 Posi.; never raced; like new, \$3700. Or will consider trade into smaller car. Write or call Sam Jordan, 121 W. Dawes Ave., Somers Point; N.J. (609) 927-4763.

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ATTENTION VW & CORVAIR Owners—Competition Enterprises is now a Distributor for the complete EMPI line. Slick-shifts, Camber Compensators, Swaybars, Fuel Strainers, *MOLYKOTE, etc. Also see our ad on Page 5. *MOLYKOTE is a MUST for all VWs. Quicker Power — Longer Life.

FORD & COBRA Tuning Clinic, Dynamometer Service. East Coast's largest authorized sales and service center for America's newest sports car. Cobras on display. Broad Motors, 600 N. Broad St., Phila., Pa. (215) CE 6-7500.

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|--------------------------|---------------------|
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| 62 Sprite Mk. II | 59 Porsche 1600 |
| 64 Citroen Sdn | 64 Triumph Spitfire |
| 62 DAF Sdn | 63 Triumph Spitfire |
| 63 Fiat 1100 Sdn | 61 Volvo 544 Sdn |
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HAUSER CHEVROLET'S Corvette Consultation Clinic will help you design your own Stingray, See Ben Moore, our Corvette expert. Hauser Chevrolet, 529 E. Broad St., Bethlehem, Pa. (215) 868-3511.

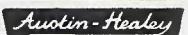
WHY NOT BUY A CAR IN EUROPE?—On that next trip of yours bring back your own car. Vista Travel, Doylestown, Pa. (215) 348-4700.

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VICTOR SPORTS CARS, now in two locations selling and servicing SAAB, the Swedish Wonder Car. See our ad. on Page 19. Vic Hajj & Steve Kuszniar, at your service!

PLAN NOW!! — TGBC trips set for Nassau 1964, Sebring 1965, Indy 500 1965, Europe 1965. Details forthcoming in the regular TGBC column, Page 3, every month.

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We WILL NOT be Undersold—So Shop Around First Before Coming to see Us!!

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Mail to:—TOP GEAR, Box 482, Warminster, Pa.

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BMC SPECIALISTS in both Sales and Service. R&S Imports, 2829 Philmont Ave., Bethayres, Pa. (215) WI 7-3250.

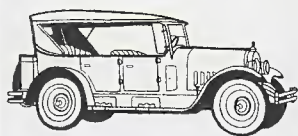
FORMCAR FORMULA VEE, the first, the best. Authorized Distributor for Pa., Md., Va., & D.C. See our ad. on Page 10. YBH Sales & Service, Rte. 3, Edgemont, Pa. (215) EL 6-9000.

KING AUTOMOTIVE is now the East Coast outlet for Heuer timepieces. See our ad. on Page 7. King Automotive Accessories, (215) GR 3-6201.

FULL ROLL BAR, Anti-Sway Bar, 2 Continental tires 3000 miles, for Sprite MK II; all for \$80.00 fob N.J. Lewis Larason, Lambertville, N.J.

THIS MONTH'S MOTOR-SPORT Special is on Page 10. Triumph TR4. Motor-Sport Enterprises 3402 Market St., Wilmington, Del.

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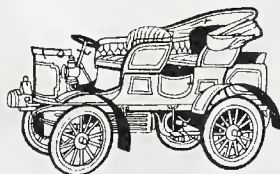
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TOP GEAR

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



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PHILADELPHIA, PA.

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GLASSBORO, N. J.

Ed Roth & Son
North Delsea Drive
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SANATOGA, PA.

Sportune Associates
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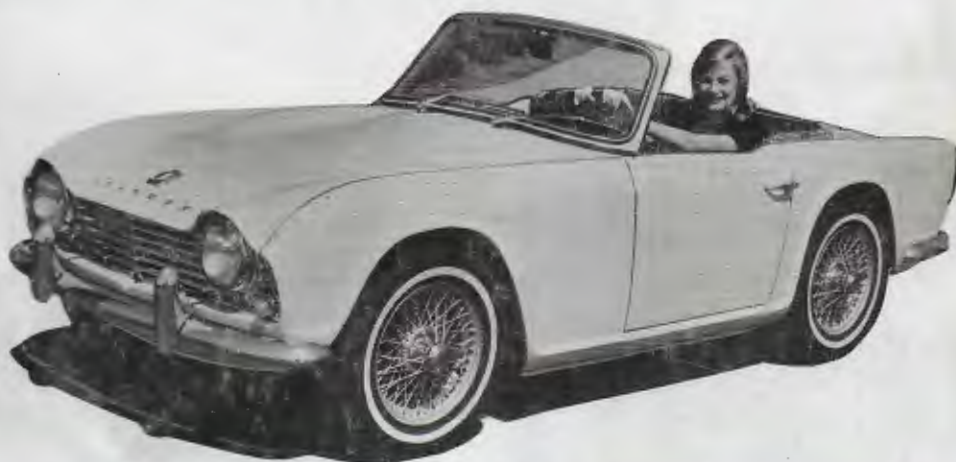
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**IMP SPORTS SEDAN
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Coventry-Climax Power-4-spd. Synch. Box
Performance Kit Available

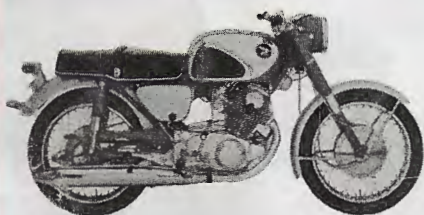


TIGER V8 "260" by SUNBEAM (also 90hp 4)

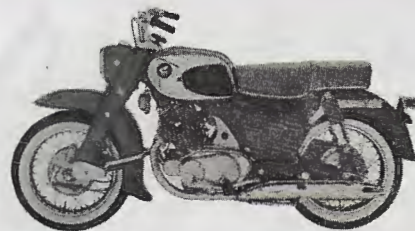
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