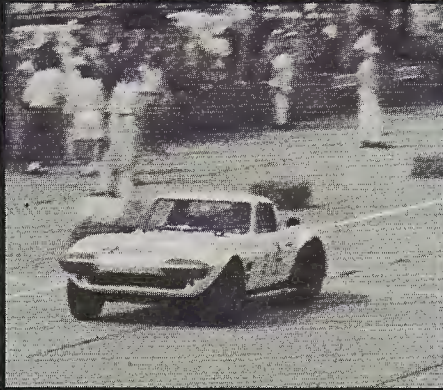


Motorsport News of
Delaware Valley

TOP GEAR

May
35 cents



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TOP GEAR

May 1964

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COVER STORY

News of past events in this month's issue cover the automotive spectrum, and our cover this month features (from upper left): Roger Penske and the McKean Chevrolet Grand Sport Stingray completing the first lap at Sebring, well ahead of the rest of the field. To the right we shot a pensive observer at the N.Y. International Automobile Show pondering the suspension workings of the revolutionary Rover 2000. The athletic type with dark-glasses-disguise is none other than our very own Harry Reynolds, who decided the Sebring 12 Hours wasn't interesting enough for the drivers and promptly ran interference across the track in pursuit of his hat. The young lady taking the checker from Jim Beattie is Pat Mernone, N.Y., who starred at the NE Division opener at Vineland by beating the boys in the GP race. Alongside, taken at Marlboro, is the engine of Eno de Pasquale's Genie-Chevy. This cor DNF'd in the Marlboro Nationals, also in the Vineland Divisionals, but look for this CM machine to be a front-runner as the season progresses. Lower left we have Philadelphia Region SCCA's Buzz Marcus telling new driver Sam Feinstein to watch the revs at that region's April Drivers' School. And to round out this cover of opening events, Charlie Beidler's Porsche 1300S coupe ran well enough to take 2nd at Hershey and 1st at Springtown, PHA's first pair of hills in this year's 11-hill schedule.

TOP GEAR is published ten times a year by Canstan, Inc., Box 482, Warminster, Pa. All rights reserved. Phone (215) OS 5-6158. Controlled circulation postage paid at Doylestown, Pa. Advertising rate card available on request from the publisher.

The way we see it

... it's a question that's been asked by many.

Whom does a benefit benefit? It's a super-human club treasurer who doesn't throw at least one longing glance at that nice fat check he's handing over to the beneficiary. Since there is neither time nor effort available to sponsor more than a specific number of events per year, and since it is desirable to run the books over a comfortable cushion, the question arises — why a benefit? There's a certain amount of pride and public spirit involved in presenting a charity organization with a gift of money and publicity, of course, but . . .

That's the key word — PUBLICITY, for it is here that the sponsoring club gains immeasurably. In actual dollars and cents it is probable that the club will realize throughout the rest of the season more than the amount of the benefit check as a result of holding the event. Better public relations have been established in the club's locale. There must be something good about an organization which runs a benefit, despite its noisy little cars. Having carried benefit publicity, local newspapers, radio stations, and bulletin boards are more likely to carry all future club publicity. Real estate becomes more readily available for gymkhana sites. Restaurant owners are more kindly disposed toward hosting a rally finish. Local residents and local police are less likely to look upon the club's activity as a public nuisance. Participants drawn by the benefit tend to come back for more. In essence, the club has made a name for itself among fellow enthusiasts and it has disseminated good will among the Other Kind. A benefit

event may be looked upon as an investment as well as an act of charity. With a publicity committee that's on the ball, it can be the best investment a club can make.

Speaking of publicity committees, keep in mind that American sports car clubs are not sanctioned by RAC, nor is public opinion here as favorable toward motor sport as in other countries. To bring about an improvement, publicity committees might better be dubbed public relations committees, changing policy in accordance with terminology. An event flier should be designed to be eye-catching. It tells What, Who, Where, When, and How much. Generally speaking, a news release contains the same information in sentence form, and that's all. It's enough for the enthusiast. But for the Other Kind, it's dull reading, likely to be misleading (especially if a sports editor has erroneously substituted the word "race" for "rally"), and not enough. For the Other Kind, a release should explain Why. Is a rally a dangerous game on the public highway, or an enjoyable practice session in precision driving? Is the gymkhana trophy winner a speed-crazed menace, or an expert driver? Read over your club's last few news releases from the Other Kind's point of view and see what you think.

And speaking of public relations, if you know of any of the Other Kind who'd like to be influenced, send us their names so that they may receive two free issues of TOP GEAR. There are still many more people Out There who do not know we exist and if you can help us get in touch with them we'd appreciate it.

You could be in this picture if you were a TGBC member . . . check your eligibility now!

TGBC members on their ESCAPE to NASSAU 1963



mail call

... been thinking about Rally People and how there are so many who work so hard to put on a good show and wind up with only a handful of cars (major rallies excepted, of course). It makes me wonder if the rally circuit would do well to take a fact from the Racing Boys and permit an unlimited amount of cars to run as a TEAM instead of sticking to a maximum of three cars only. This could develop into competition on a club basis eventually leading to a PRCA desire to establish a club Rally Championship. Allow any club to enter as many cars as they find possible to field as a TEAM and awards could be based, if desired, on the three best-placed finishers. This may not only result in more entries dollar wise, but above all generate more enthusiasm on the part of the participant as well as the organizer, and also serve as added recognition for all clubs who participate. If you have read this, you will have noted that *everybody* can benefit by such a program. Can you think of a better kind?

—Bob Zimmerman
AHCA — Inter Club Contact

In answer to Oscar Koveleski's letter in the April issue of TOP GEAR, we wish to say that the Duryea Sports Car Club has long been aware of the communications and safety problems involved with hillclimbs.

To alleviate this problem that some clubs may have, we have formed the Duryea Sports Car Club Communications Team which is available to anyone planning to hold such an event.

To accomplish this end, we have procured our own phones, fire extinguishers, and flags and also have the necessary number of experienced personnel.

This is Duryea's answer to some of the problems the Pennsylvania Hillclimb Association is currently undergoing.

—Harvey A. Snyder, Chairman
Communications Team

Reference your April issue of TOP GEAR. On page six under Bulletin Board there is an article titled Autosprints that stands to be corrected. I realize that lack of club input of news happenings may be the fault, so without further adieu, I would like to bring all concerned up to date.

During the 1963 Delaware Championship Series, BMC and DASC had some personality differences develop, that did some extent, cause a split between the clubs; however, with the 1964 club officers in place, a get together was held between the clubs. Myself, and members of the DASC Sprint Committee, met with our BMC counterparts and all differences were negotiated, resolved, and agreed upon ... resulting in the oncoming 1964 Delaware Championship Series.

As in the past, each club will host five sprints respectively, alternating with each event where possible. I am enclosing our official Sprint Brochure giving the dates and rules for the 1964 season. These dates are firm and will not be changed, but for reason beyond the control of either club.

I hope this letter will clear the air of the BMC/DASC Championship Sprint Season, as I feel these are two very fine clubs and have a great season ahead for this year. I also hope this letter will bring forth an article in some future issue of TOP GEAR advising other Sprint Drivers that there is a 1964 Delaware Championship Sprint Series, co-hosted by the two clubs. [See page 12, this issue.—Ed.] As a matter of info, Championship Sprint #1, hosted by DASC, was successfully completed April 12th, with 76 drivers and cars present.

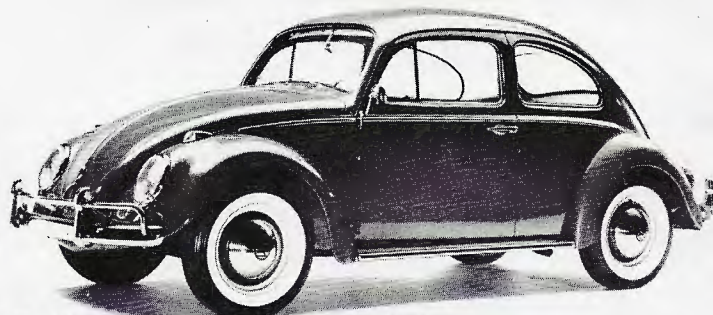
I would also like this opportunity to submit the following change of names for club contact. Please omit Bill Gottorf (302/734-7341) and enter Edsel Miller (302/734-7341).

In closing, we of DASC, would like to express our best towards your fine magazine. We look forward to receiving each issue. Keep up the good work, for the growth of TOP GEAR is limited only by the time it takes to reach these heights.

Hoping for better communication of future club news and thanking you very much for your time and patience, I remain,

—Edsel L. Miller
President, DASC

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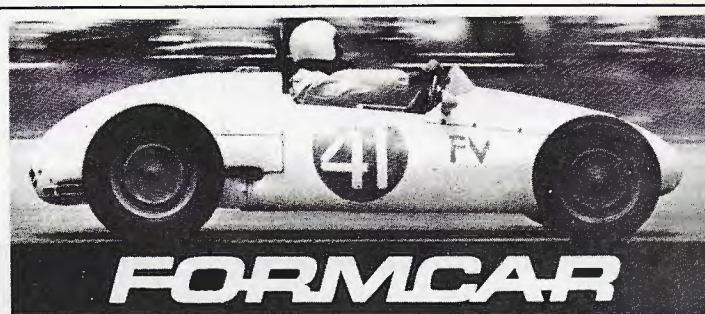
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TGBC

Hi there! Once I settled into a normal routine, back from Sebring, I found a raft of mail for me concerning the Indianapolis trip. Since everything has been finalized we ended up with 52 members for the trip. However, significantly, we had to refuse 31 people on account of the fact that they did not fulfill the 6-month membership eligibility requirement. In addition to this we have had no less than 44 other inquiries about the Indy trip, which, if these eligible people had signed up prior to the closing date, would have made more than the required 90 for the larger aircraft. Naturally it would not have been necessary to raise the price to the final \$84.60 per seat. Ah, well. Some people just don't believe what they read! It would be nice to extend the date for bookings up to the day before an event, but things just don't work out that way!

Now then. To future plans for TGBC trips. And I'd like once again to plug the fact that we have a 6-month eligibility requirement on any and all trips we make. Intending travelers for our TGBC trips must be a registered member for at least 6 months prior to the departure of a trip . . . so tell the boss that if he'd like to go with us to get his check book out and complete the member/subscriber coupon in the back of this issue. Nassau 1964 will see 408 Boosters down in the island if we fill all three luxurious 707 jetliners! Arrangements have been concluded with the British Colonial Hotel and this year we will most likely take over the whole establishment. The basic information is included here:—

DATES	Trip A—Saturday, Nov. 28—Sunday, Dec. 6 Trip B—Wednesday, Dec. 2—Sunday, Dec. 6
DEPARTURE	Trip A—5 p.m. Philadelphia International Airport. Trip B—7 p.m. Phila. and Idlewild, one plane from each.
PRICE	Trip A—\$222.70 Trip B—\$172.00 No children's fare; all minors must be accompanied by a parent or guardian.
FARE INCLUDES	Roundtrip by jet; dinner on plane both ways; double room at the Sheraton British Colonial Hotel, Nassau; breakfast; transfers from Nassau Airport to hotel and back.
FARE DOES NOT INCLUDE	Midday or evening meals; tickets to the races; cocktail party fees.
RESERVATIONS	You may make reservations now by mailing a check for \$100 per seat, made payable to TOP GEAR BOOSTERS' CLUB; balance will be called for later. All reservations close Saturday, Oct. 17, 1964. In the event only two aircraft are filled, reservations entered by date will be given preference. Boosters who have to be cancelled due an insufficient number to complete a load will be refunded their deposits in full. Signify Trip A or Trip B.
ELIGIBILITY	Any member of TGBC going on this trip must have a record of at least 6 months membership prior to departure date. Only members of families residing at the same address as a registered member may travel without having to sign up as an individual member/subscriber. Other than this all Boosters must be individually registered. Membership cards will be forwarded prior to the trip departure.
CLOSING DATE	The closing date for member registrations will be June 1, 1964 . . . so if you are not a member of TGBC and wish to go on the Nassau 1964 trip . . . SIGN UP NOW!

Additional information will be included in this column from time to time. We presently have over 60 reservations on hand for Nassau 1964 and most of them have signified they will be going on Trip A, for the full week. If there should be enough interest in this plan we will add another plane and send two down for the week. All I can say is think it over and let me know as soon as you decide you'd like to go with us to those fabulous days and nights of frolic and festivity that make up the Nassau Speedweeks.

BILL MAYBERRY

Check

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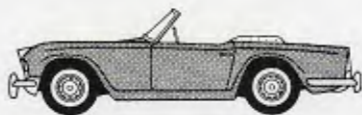
TOP GEAR

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TRIUMPH

TR-4



PERFORMANCE:

Acceleration: 0-60 m.p.h. 10½ seconds
¼ mile 17 seconds
Up to 35 m.p.h. Top speed 110 m.p.h.

BODY: Italian designed all-steel rust-proofed body, two-door with roll-up windows, two-seat, detachable safety glass windshield, front hinged safety hood, padded passenger grab handle, large lockable trunk (13½"x20½"x46¼") and glove box. 5 body colors.

UPHOLSTERY: Leather seats and interior trim available in red, blue and black. Matching pleated rear cockpit liner and covered dashboard.

ENGINE: 105 b.h.p. at 4750 r.p.m. Maximum torque 1540 lbs./in. at 3350 r.p.m. Four cylinder overhead valve, 2138cc (130.5 c.i.). Piston speed 2850 ft./min. at 4800 r.p.m. (equivalent to 100 m.p.h. in 4th gear). Compression ratio 9 to 1. Bore 3.386 in. Stroke 3.622 in. Replaceable cylinder sleeves, split-skirt aluminum alloy pistons, twin side-draft carburetors, 3 bearing crankshaft, high capacity oil pump, 12-volt ignition system.

TRANSMISSION: New design, all synchromesh, 4-speed, heavy duty. Rugged racing clutch. Overdrive optional.

BRAKES: Competition-provided 4-wheel hydraulic. Fade-free discs front, drums rear.

SUSPENSION: Stable wide-track design, ball joint independent front with coil springs and telescopic shock absorbers. Rigid back axle with semi-elliptic leaf springs and piston-type shock absorbers.

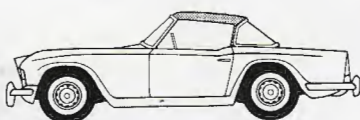
FRAME: Rust-proofed Sheffield steel, box sectioned and cross braced for extra rigidity.

DIMENSIONS: Wheelbase: 7 ft. 4 in. Track: 49 in. front, 48 in. rear. Ground Clearance 6 in. Turning circle 33 ft. Width 4 ft. 9½ in. Height (top up) 4 ft. 2 in. Weight 2184 lbs. Tire size 5.90 x 15.

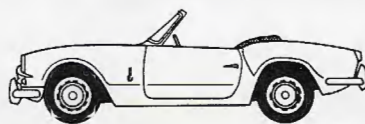
STANDARD EQUIPMENT: Light-touch, quick-response rack and pinion steering. Electric windshield wipers. 5 in. dia. speedometer and tachometer and complete large diameter easy-to-read gauges. Key-turn starter, self-canceling turn indicators and carpet floor covering. Husky bumpers for American traffic. Tool kit and jack. Safety belt attachments.

GENERAL OPTIONAL EQUIPMENT: Steel hardtop with removable center section and optional survey emergency top. Radio, heater-defroster, wire wheels, overdrive, tonneau cover. Rear seat, windshield washer, lighter, luggage rack, anti-roll bar. Whitewall or Michelin X tires. Safety belts.

COMPLETE COMPETITION EQUIPMENT AVAILABLE.



SPITFIRE



PERFORMANCE:

Acceleration: 0-60 m.p.h. 15½ seconds
¼ mile 19½ seconds
Up to 35 m.p.g. Top speed over 90 m.p.h.

BODY: Italian designed steel body, rust-proofed and dust-proofed, two door with roll-up windows, two seat, curved safety glass windshield, front hinged hood, passenger grab handle, large lockable trunk and parcel tray under dash. 6 body colors.

UPHOLSTERY: Completely washable vinyl interior in black, red or blue. Matching rear cockpit liner and covered dashboard.

ENGINE: 63 b.h.p. at 5,750 r.p.m. Maximum torque 804 lbs./in. at 3,500 r.p.m. Four cylinder overhead valve, 1,147 c.c. (70 cu. in.). Piston speed 2,500 ft./min. at 5100 r.p.m. (equivalent to 81 m.p.h. in 4th gear). Compression ratio 9 to 1. Bore 2.728 in. Stroke 2.992 in. Aluminum alloy pistons, twin S.U. side-draft carburetors, 3-bearing crankshaft, high capacity oil pump, 12-volt ignition system.

TRANSMISSION: Four-speed floor shift with synchromesh on 2nd, 3rd and 4th. 6½ in. diameter hydraulically controlled clutch.

BRAKES: Four-wheel hydraulic. 9 in. disc—front. 7 in. drums—rear.

SUSPENSION: Four-wheel independent with coil springs, telescopic shock absorbers and anti-roll bar at front. Transverse leaf spring and radius rods at rear.

FRAME: Double backbone of closed channel section with channel outriggers. Rust-proofed.

DIMENSIONS: Wheelbase: 6 ft. 11 in. Track: 49 in. front, 48 in. rear. Ground clearance 5 in. Turning circle 24 ft. Length 12 ft. 11 in. Width 4 ft. 9 in. Height (top up) 3 ft. 11½ in. Weight (complete) 1558 lbs. Tire size 5.20 x 13, tubeless.

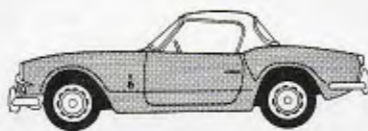
STANDARD EQUIPMENT: Rack and pinion steering, adjustable telescopic steering column. Full carpeting. Electric windshield wipers. Speedometer, tachometer, temperature and fuel gauges. Key-turn starter, self-canceling turn indicators. Wrap-around bumpers with guards. Tool kit and jack. Safety belt attachments.

GENERAL OPTIONAL EQUIPMENT: Hard top, heater-defroster, radio, whitewall tires, windshield washer, tonneau cover, lighter, safety belts, luggage rack, bumper guards.

COMPLETE COMPETITION EQUIPMENT AVAILABLE.



TRIUMPH



1200



PERFORMANCE:

Acceleration: 0-50 m.p.h. 17 seconds
Up to 40 m.p.g. Top speed to 80 m.p.h.

BODY: Italian designed two-door four-passenger. Front bucket seats and rear bench type. All-steel rust-proofed body with easily removable and economically replaceable sections. Safety glass windshield, forward hinged doors with push-button handles. Roll-up windows with front hinged quarter panes. Front hinged doors. Convertible has vinyl impregnated top with wrap-around rear window. 13 cubic foot trunk with fold down rear seat. Lockable trunk and glove box. Available in 7 colors.

UPHOLSTERY: Completely washable vinyl interior available in 4 colors, with foam rubber cushioning.

ENGINE: 43 b.h.p. at 4500 r.p.m. Maximum torque 775 lbs./in. at 2250 r.p.m. Piston speed at 70 m.p.h. in 4th gear, 2160 ft./min at 4330 r.p.m. Water-cooled 4 cylinder overhead valve, 1147cc (70c.i.). Aluminum alloy split-skirt pistons, lead indium bearings, Full pressure lubrication with full flow oil filter, 12-volt ignition.

TRANSMISSION: Four speeds forward with synchromesh on top three gears. 6¼ inch diameter hydraulically controlled clutch, never needs adjustment.

BRAKES: Four-wheel hydraulic. Discs optional on front.

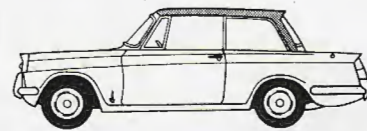
SUSPENSION: Four-wheel independent. Front low periodicity system with rubber bushed wishbone pivots and nylon bushes. Patented screwed bottom bush and top ball joint swivels. Coil springs and telescopic shock absorbers. Rear swing axle with transverse leaf spring and telescopic shock absorbers. Only needs lubrication every 6,000 miles.

FRAME: Double backbone channel steel of high rigidity with low weight. Completely rust-proofed.

DIMENSIONS: Wheelbase: 7 ft. 7½ in. Track: 48 in. Ground Clearance 6¾ in. Turning circle 25 ft. Length 12 ft. 9 in. Width 5 ft. Height 4 ft. 4 in. Weight: Sedan—1820 lbs., Convertible—1764 lbs. Fuel tank capacity 8.4 gal. (approx. 350 miles). 5.20 x 13 tubeless tires.

STANDARD EQUIPMENT: Electric windshield wipers, adjustable sun visors (vanity mirror on passenger side), interior light with courtesy switches on both doors. Durable floor coverings, parking lights incorporating self-canceling direction signals, large-size tail and stop lights, tool kit and jack. Only standard American tools required for maintenance. Safety belt attachment points.

OPTIONAL EQUIPMENT: Radio, heater-defroster, windshield washer, tonneau cover (Convertible), whitewall tires, lighter, safety belts.



BULLETIN BOARD

Seventh NHAS

Three full days of sports car events have been scheduled for the Seventh Annual New Hope Automobile Show this August. Having justly achieved the reputation of being America's most complete automobile show, the New Hope, Pa., extravaganza will feature a rally on August 16; an Atlantic Mileage Rally and a Concours d'Elegance on August 22; and will be topped off by a Philadelphia Region SCCA, Gymkhana on Sunday, August 23.

The rally, which will be under the direction of Buckingham SCC will feature a course through the historically scenic Delaware Valley and be approximately 125 miles in length. Rallymaster, Ridge Ryman, has indicated that the clues and navigational problems will appeal to the novice and yet be challenging to the expert.

Saturday, August 22, will be a change of pace for the sports car buff when the Atlantic Refining Co. will sponsor their famous Atlantic Mileage Rally. More than 25 contestants will attempt to get every mile from every gallon of gas as they cover a 90-mile course which has been described as the toughest in the country.

While the miles-per-gallon buffs are on the road, the spit and polish set will be vying for silver trophies

as the judges pick the finest cars in the Concours d'Elegance. This event alone has received wide acclaim in the pages of several national publications.

The Philadelphia Region, SCCA, will take over the action on Sunday as they host entrants in a three-event gymkhana. Over 100 contestants will test their skills as they meet the rigors of the entirely paved course.

Sports cars are not all that are found at this scenic hamlet as it is transformed into an automotive Shangri-la for this one weekend each year. Antiques, classics, rods and customs, Model A Fords, Lincoln Continentals, Rolls Royces, and many others will be among the more than 700 cars to go all out for an NHAS Award.

To round out this automotive dream weekend, the visitor to New Hope will also be invited to witness the crowning of the Queen of the Automobile Show on Saturday afternoon. On Sunday there will be a special fashion show for the ladies. These two features will be in addition to a fantastic collection of automotive engineering which will be on exhibit in a large exhibition hall right on the show grounds for the entire weekend.

Saturday evening, the emphasis will be on fun and relaxation as the

visitor winds his way through the many shops and night clubs that have made New Hope famous throughout the country. In addition there will be a dinner-dance for competitors at Chez Odette widely known for its atmosphere and fine cuisine.

Those interested in entering any of the events at New Hope Automobile Show or just wishing more information should write to:—Anita Renfro, Show Secretary, New Hope Automobile Show, Box 62, New Hope, Pa.

Gym-Rodeo

The N.E. Pa. Region, SCCA, will hold a sports car rodeo on Sunday, May 24, at the Acme Shopping Center parking lot in Clark's Summit, Pa. In conjunction with the region, the Rotary Club of Clark's Summit is combining to make this a special program for local benefit.

Pre-registration is suggested by Gene Munchak, event chairman, and entry forms may be had by writing to:—Rodeo, Box 1303, Scranton, Pa. Entries will be shut off at 100 cars and trophies for the SCCA/PHA-based classes will also include cases of oil.

Press Get-together

A step in the right direction was taken Tuesday, April 7, by the Philadelphia Region SCCA, when under the leadership of the region's publicity chairman, Roger Conduit, an informal dinner meeting was held with members of the major Philadelphia news media.

Present at this first-ever meet the-press gathering were Bill Simmons, *Philadelphia Inquirer*; Ed Broomhead, *Evening Bulletin*; Charles Swift, WFIL; Tony Williams, WCAU. Jim Leaming of WIP and WRCV was unavoidably detained. Philadelphia Region fielded its big guns for the occasion in the persons of Penske and Holbert, along with RE Walt Hoover, Conduit, and vice chairman of the National Board of Governors, John Holmes. Other lesser lights of the region were also present.

In his introduction following dinner, Conduit stressed the increasing need for a more favorable climate and more thorough coverage of sports car race events in the Delaware Valley, and also advised the press that his region hoped to convene their first national road race this fall.

Sum total of the evening was a positive response from the gentlemen of the press and a promise of more cooperation with respect to showing off local region members and their activities in future press and radio coverage.

Part of the lack of interest to date has been, naturally enough, the fact that SCCA race action takes place at considerable distances from the general bounds of the City of Philadelphia proper, and if and when a track were ever located closer to the city, then news media coverage could be expected to be much more comprehensive than to date.



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Ford Unveils GT Prototype Car



TOP GEAR was invited by the Ford Motor Co. recently to experience automotive history in the making at the Essex House in New York City, where on April 3rd, the first of three 200-mile-an-hour Ford GT racing cars, readied for the LeMans 24 Hours in June, was shown to newsmen by the Ford Division of the Ford Motor Company. The Ford GT is powered by a Ford Indianapolis racing engine positioned behind the driver and ahead of the rear axle. In effect, it is a larger, closed version of the experimental Mustang I two-seater sports car introduced by Ford a year and a half ago.

Designed for competition in international GT prototype racing, the car debuts competitively at the Nurburgring 1,000 Kilometer

Race on May 31. The U.S. competition debut of the car will be at Bridgehampton, N.Y., on September 19-20. American drivers Phil Hill and Dan Gurney are members of a team which also includes Bruce McLaren, Roy Salvadori, Jo Schlesser and Dick Attwood.

While initially powered by a modified pushrod engine it is planned that the twin-cam Indianapolis unit will be installed in all three cars later this season.

Ford plans also include the production of 100 units to comply with homologation and among the many national and international drivers who have signified interest in buying and campaigning a Ford GT is Delaware Valley's own Skip Scott. Scott, incidentally, is employed by Ford and works directly under the car's designer, Roy Lunn.

PHA Announces 1964 Schedule

Due to late confirmations on a few venues for the coming season, the PHA schedule missed our closing for the last issue of TOP GEAR. Muriel Watson has obliged in time for this one however, and the remaining events are as follows:—

May 23-24	Pocono
June 13-14	Duryea
July 24-25	Giants Despair
Aug. (no date)	Hillclimb to be convened by the Eastern Pa. Region, PCA.
Sept. 5-6	Fleetwood
Sept. 12	Springtown II
Sept. 19-20	Hyner View
Oct. 3-4	Weatherly
Nov. 14-15	Hershey II

With two events having been run (Hershey I, Apr. 4-5; Springtown I, Apr. 18) PHA's 11-event series is expected to draw at least as many competitors as last season, and they are expected to come from as far as South Carolina, Massachusetts, and Ohio.

Notwithstanding the present difficulty with regard to gaining SCCA sanction for all PHA hill events this year, Association president Charlie Beidler told TOP GEAR that they intend to run all events on the calendar regardless. He advised us that he had high hopes of a settlement in the near future, and indeed SCCA waived its ban on SCCA-licensed drivers running Hershey I. At the time of this writing no decision had been arrived at concerning Springtown.

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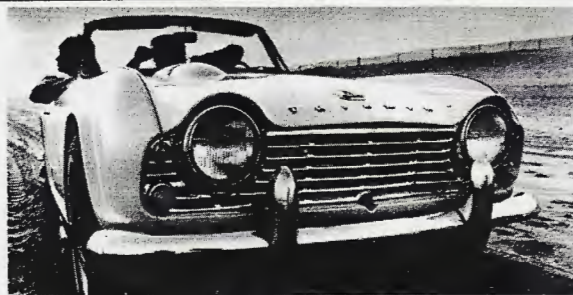
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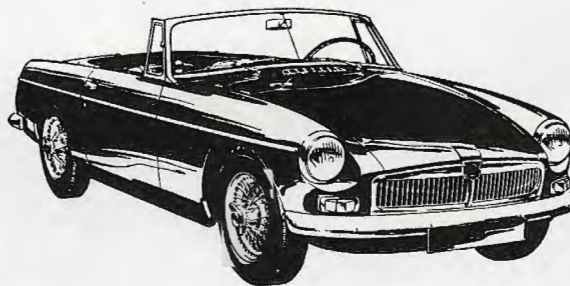
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HOT PLUGS

Very often a successful race car and its driver receives all the plaudits and equally as often the sponsor of such a car is either unknown or completely ignored. And there is one such car in our area which comes to mind. It is the Lotus 7A usually driven by either Brad Howes or Harry Beck. The car is owned by **GEORGE CHUBATY**, president of Imported Cars of Dover, Inc., and George is also the man responsible for its tuning and preparation. Just as a matter of record this particular Lotus has been entered 38 times and secured 13 firsts (3 overalls), 14 seconds, (7 overalls), 4 thirds, 2 fourths, 2 BTDS, 1 seventh. It was retired only twice, both times due to collision. As if this were not enough, these wins and placings were secured in two seasons of racing, and has many times been driven to and from the events; it is also used as daily transportation as well as a demonstrator.

Abington, Pa., is the location of **HENRY PATTERSON's** foreign car service shop. Among the several competition cars he has been working on for this season is the Morgan Plus 4 of Bob Pitcairn, which will be campaigned in hillclimb events this year. Henry's specialty, however, is wheel alignment, so if you have problems in this department we're sure Henry would be glad to see you.

And across the Delaware in Toms River, N.J., we have learned of the existence of an establishment going under the name of **ROARING '20s AUTOMOBILES**. As the name suggests, their specialty is cars from that earlier era including a few of even older vintage than the '20s. Sounds like it would be a good place to visit and browse around any summer Sunday afternoon.

MARTY KEENAN, driving force behind Keenan Motors in Philadelphia, has just announced the addition of the complete BMC line plus Jaguar to his already well-established Mercedes-Benz, Bentley, and Rolls Royce lines. With the demise of Studebaker, Keenan Motors will be exclusively an imported car dealership and Marty's plans are to develop his business into the largest such facility in Central Philadelphia.

It seems that quite a few competition drivers have sideline enterprises which are directed to the competition driver/mechanic and his needs. Two such fellows (not connected business-wise) are **JIM DAVIS**, of Oaks, Pa., and **JIM WEBER**, of Marcus Hook, Pa. Both these lads follow the hillclimb circuit and anyone in need of specific information along the lines of performance or accessory equipment should look for either of these two.

Up Allentown, Pa., way, **THAD JONES** reigns supreme as general manager of the J. H. Bennett Sports Car emporium, Lehigh Valley dealers for Triumph, Elva, Lotus and SAAB, Thad lays claim to many years in and around sports cars, having come to Bennett last year following a lengthy spell with Nick Ciliberti in Kutztown, Pa.

This time of the year usually sees a flock of departures every weekend for the Jersey Shore resorts. Among the many seaside towns is Pt. Pleasant Beach, and it is there that **GEORGE BONAGURA** plies his Alfa-Romeo and other-makes dealership. On a recent visit to George he told us that he was planning something special for anyone visiting his showroom or service department in the coming months. Like "... a day at the beach on us." That's what he said!



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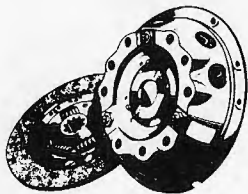


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Foyt takes Trenton 100-Miler; Ward Preview New Offy

By BILL SIMMONS

There are two prevalent types of motor racing in the United States today. The first encompasses competition between automobiles and is known as auto racing. The second features the American speedway giants known as Indianapolis cars and, for the lack of a more descriptive phrase, we have dubbed it truck racing!

With one noteworthy exception, the United States Auto Club's April 19 100-mile championship race at Trenton Speedway fell into the second category.

It's a bit ironic that in April 1963 Trenton was the site of the first speedway appearance (outside of The Brickyard) of a rear engined car. When Lloyd Ruby put on such a great show that day in a Lotus-Climax, America's auto-racing fans got their first glimmer of hope in many years. Rodger Ward, the 43-year-old dean of USAC drivers, added fuel to that growing flame in April, 1964. Surprising a lot of people, Ward showed up, under threatening skies, with a rear-engined Offenhauser for the first competition outing of A. J. Watson's answer to Colin Chapman.

Ward didn't win the race. A. J. Foyt did. And the Houston hotshot won it in record time, in the latest front-engined version of his Sheraton-Thompson Offy Special.

Ward failed for two reasons: — 1) Foyt got the lead on the second turn of the first lap and ran away and hid from Ward and the 20 others in the starting field; 2) Ward got tangled up in a three-car accident of the 37th lap, two miles before the rains came and forced a two-hour suspension of competition.

Foyt, driving on Goodyear's new 700-mile tires, qualified to start on the pole with a one-lap clocking of 32.44 seconds — 110.974 mph. smashing Jim Clark's track record of 109.3 set last September in a Lotus-Ford.

Ward, using Firestone's counter-parts, was 1/100th of a second slower, at a speed of 110.933, and sat on the outside of the front row. Also breaking Clark's qualifying mark was last year's Indy champ, Parnelli Jones, who turned in a remarkable 109.890 mph effort in his two-year-old, front-engined Bowes Sealfast dirt track car. The remainder of the starting lineup was what normally would be ex-

pected, with Jim Hurtubise, Bobby Marshman, Ruby, Troy Ruttman and Chuck Hulse bunched up behind the leaders.

Ward got the jump on Foyt at the flying start and led him through the first turn, but the defending National champion managed to get inside on the second corner and was never headed. After one lap, the standings were Foyt, Ward, Jones, Hurtubise, Ruttman, Hulse, Ruby, Bud Tinglestad and Marshman. They ran in that order until the 11th circuit when Ruttman's car blew a tire halfway down the back straight and flipped three times before coming to rest on its wheels in a cloud of smoke and flame. Ruttman was out of the car in no time and was unhurt except for brush burns on his arms.

The field ran the next 11 laps under caution and the order remained pretty much the same until the 37th lap shenanigans eliminated Ward and tailenders Ed Kostenuk and Mario Andretti.

Kostenuk and Bobby Grimm were boring side-by-side down the backstretch with Ward about to lap them. Andretti, who had just been lapped, was behind Ward. Kostenuk and Grimm touched and Kostenuk lost it coming into the third turn. Ward had no chance to avoid him and pranged into the side of Kostenuk's car. Andretti spun twice, clipping the wall. All three cars came to rest in the middle of the turn and several other drivers had anxious moments getting through the clutter.

Two laps later, at approximately 3:30 p.m., USAC officials dropped the red flag and it was two hours before the rain stopped and the track was dry enough to get things started again.

Foyt got on his horse again and wasn't threatened. Marshman provided the crowd's ooh's and ah's the rest of the way, charging from his seventh place at the restart to third after 58 miles, the position he held until the finish. Hurtubise drove a steady race to finish in second, a half lap behind Foyt, who lapped the entire field, except Hurkey and Marshman.

In sweeping to his fourth straight big-car victory at Trenton, Foyt set new records at the 10, 60, 70, 80, 90 and 100-mile marks. His final average of 104.529 eclipsed his 1963 mark of 102.491 and was set in spite of 17 laps under the caution flag.

international photoquiz

Due to a lack of space in last month's issue we had to drop this feature, however we did have a winner who identified the March Mystery Car correctly. He is Carl Fritz, Jr., who also happens to be our first two-time winner.

Last month's Photoquiz mystery car was one of the 17 special series Simca Gordini coupes built in 1951 and 1952. The car had some minor successes in European rallies, most notable being a 3rd in class in the 1952 Tour de France. The car shown had a 1490cc engine which was basically a Simca/Fiat unit worked over to give some 100hp DIN (115hp SAE). Two or three of the first units were delivered with 1430cc engines which did not have the full Gordini treatment. As a GT car it had the potential to be a winner, but because of the limited number made and sold, and the fact that comparative nonentities ended up driving this car it flopped badly. The price may have had something to do with its low acceptance too.



Our mystery car this month harks back quite a few years and several thousand miles. The first correct answer received by May 25th wins the usual one-year free subscription to TOP GEAR. We want to know:-

- 1—The make and model of this car.
- 2—What was particularly notable about this car.
- 3—Name its first owner and the name he gave it.

Foyt was evasive when asked about his plans for the 500 saying: "As of now I'm figuring on the new car I drove at Trenton, but we'll have a new rear-engine Offy and I might start it." He didn't rule out the possibility of his joining the Lotus-Ford team either. "They've entered three cars, one each for Clark and Dan Gurney, with a third driver to be named later. I've talked to Chapman, but the decision is up to him."

Ward, on the other hand, spelled out his Indianapolis plans in detail.

"I'll drive the same kind of car we had at Trenton, only using Ford's new double-overhead cam engine," the two-time Indy winner said. "A. J. Watson's building it right now and that's the only reason we raced this car at Trenton, so he could see how it acts under strain."

With Marshman slated for Gurney's 1963 Lotus-Ford and Don Branson driving Watson's Offy-powered "mule", the 500 is showing real signs of growing up and developing into an auto race.

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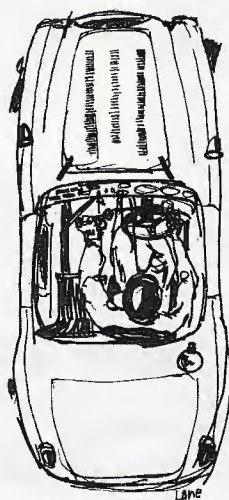
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COMPETITION

ROUNDUP

Compiled by
CHARLIE MERCER

**March (Winter) Hare**

The Delaware Valley SCC started its 1964 rally season with the fourth annual March Hare.

Early risers in the Trenton area were greeted on Sunday, March 22nd with five inches of snow and Rallymaster Bob Zickwolf found checking the course a real chore. Afternoon came and with it the sun and warmer temperatures. The snow soon disappeared and the roads dried up for the 44 who came to challenge Bob's ability to confuse them. Twelve found he could; they did not finish.

Spice was added to the clues since the automatic T rule was in effect. The general instructions advised contestants: "to turn alternate left and right without further instruction."

Trophies were awarded in three classes as follows: — EQUIPPED: 1—D'Agostino and D'Agostino, 28; 2—Ross and Tromontona, 52; 3—Ryman and Ryman, 112.

UNEQUIPPED: 1 — Mackie and Knauke; 2—Predhome and Predhome; 3—Stewart and Stewart.

NOVICE: 1—Harper and Smith; 2—Tapper and Smith; 3 — Stewart and Brobecki.

—C. M.

QCSCC Hippity-hops with Bunny Brigade

On April 5th the long awaited signs of spring began to arrive and with them came Quaker City Sports Car Clubs Bunny Brigade.

No kiddies, this wasn't a rabbit round-up! It was a 100 mile rally staged by Ken Roper. Ken must have something on the weather man, since everytime he is Rallymaster the skies turn blue and the temperature begins to rise.

At 12:01 p.m., Chief Bunny Roper started the first of 41 rapid rabbit carts —sports cars to you—off from the hutch at a Gimbel's parking lot in Philadelphia.

The Brigade was free of dirt roads, except for two short stretches, but contained many loops and backtracks; thus the cars often passed going in both directions. One little item Rallymaster

Roper forgot to tell anyone until *after* the rally: the even numbered cars had one set of clues, the odd numbered cars a different set. This made the usual follow the leader parade a very confusing thing. To add to the joy the generals advised contestants: "turn first possible right after crossing over the Turnpike or other four lane road and turn first possible left everytime you cross under the Turnpike or other four lane road." Pretty clever wasn't it?

The rally terminated at the Gwyn-dale Diner, Routes 202 and 63 and was rerun verbal style.

Trophy winners were as follows:—
1—Alttilo—Lucas, 87; 2 — Halstrick—Halstrick, 134; 3 — Barden—Barden, 284; 4 — Campbell—Lashe, 402.

—C. M.

BMC/DASC Combine For '64 Sprints

As reported in last month's issue, the forces of BMC and DASC had decided to go their separate ways and for the 1964 season the Delaware Autosprint Championship series was to have been convened by DASC alone.

Now word has arrived that the differences of opinion have been settled between the two groups and a complete ten event series of high-speed sprints will comprise the 1964 DAC schedule, to be held under the aegis of BMC/DASC.

In all cases BMC will hold their

meets at the Greater Wilmington Airport; DASC will meet at the Rodney Shopping Center in Dover, Del.

The schedule is as follows:—

April 12	DASC
May 3	BMC
June 7	DASC
June 21	BMC
July 12	DASC
July 26	BMC
Sept. 13	DASC
Oct. 18	BMC
Nov. 1	BMC
Nov. 15	DASC

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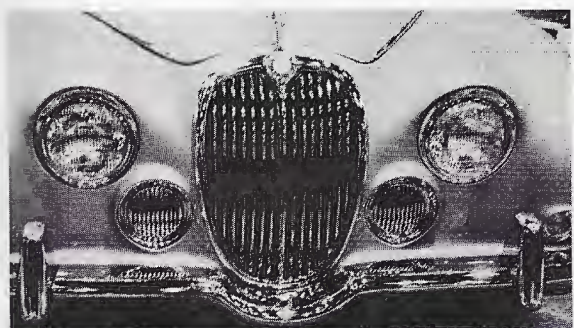
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Story by REYNOLDS

Cars Among the Girls . . .

"Big" is the word for the New York Automobile Show at the Coliseum. This year one first saw Craig Breedlove's big car on coming through the door. The physical size of the show was, as always, big; it takes almost six hours to see everything once. Big mobs of people had to be battled in order to get a close look down the dress fronts of the big girls on the exhibit stands. Even the hot dogs and cokes brought a big price!

I wouldn't venture a guess as to the star of the show. To some this first U.S.A. showing of the advanced and elegant Rover 2000 might seem most important. Our first look at the final prototype of the Ford Mustang was at the show. This came as big news to Ford fans; to me it meant that, in spite of the passing of the Avanti, there is still one domestic car that can be bought with modern brakes, since discs will be optional on the Mustang.

American Motors fans were happy to see what

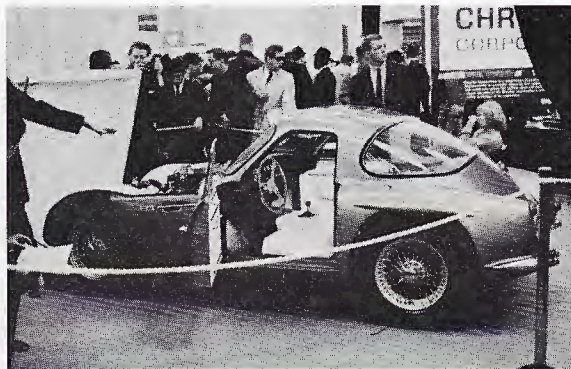
a GT car, really looks like in Rambler's Tarpon. Plymouth's answer to the Tarpon is their Barracuda, which isn't really saying much. According to Webster's a tarpon is a fish which "... measures up to seven feet in length and weighs up to two hundred pounds." Well, all I can say is that this Tarpon is a whole lot longer and weighs a good deal more than either the definition or than it needs to!

Limousine fans found a full range of sizes and prices. For the piker, the limo model of BMC's 1100 Sport Sedan shown, a cute li'l 1100 Princess with fold-down jobbies on the back of the chauffeur's seat for entertaining in the midst of London traffic jams. In the intermediate range, for the solvent lunatic fringe, Canadian Studebaker offered a Lark-like Town Sedan with gen-u-ine vinyl plastic leather roof covering. America's answer to the ZIS, Checker's limousine, can be yours for less than 6G's. First U.S. appearance of the gigantic, mammoth, enormous, Grosser Mercedes 600 raised the question

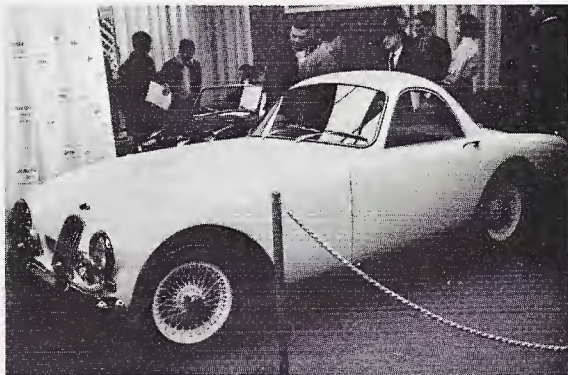
in my mind of why Fidel Castro hasn't gotten his yet. Too busy with baseball, I suppose!

The rage to creep up behind various sports and touring cars and suddenly stuff a big V-8 under their bonnet continues. The first production version of the Sunbeam Tiger looks as much improved as its Alpine cousins after the fin-trim, and you tell me how it'll go with Fairlane power! At the Griffith stand the man was much put out when I asked if the body was from the TVR. Whatever it is, a 1450 pound coupe with 289 cubic inches of Fairlane ought to be all sorts of fun (especially with Mark Donohue driving it in SCCA races, if I'm to believe what I read in the Greater New York edition of TOP GEAR).

This year's Jensen, in case you've grown tired of the one you bought last year, uses a 350 cubic inch Chrysler V-8. You'll no doubt be pleased by the performance resulting from a 100% horsepower increase. Several body styles of ISO (Chevrolet V-8 power) were shown by

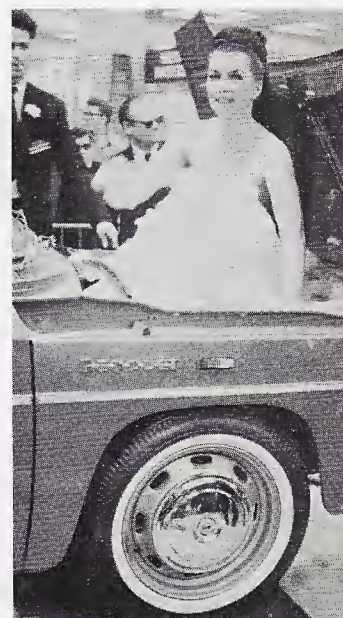
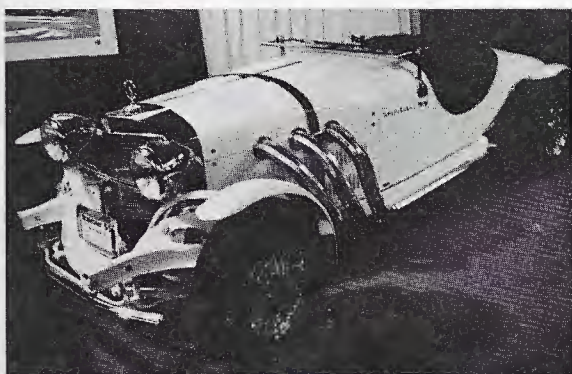


Griffith 200 (nee TVR) powered by Ford



Morgan Plus 4 Plus coupe

A true hybrid—Studebaker SS



Photography by BAKER

... Girls Among the Cars

J. S. Inskip; one of them looked like a refined version of the Sebring car.

It's hard to think of an Aston Martin being ugly when housed beneath the same roof as the pink Studebaker Mademoiselle convertible with *pinkwall* tires, but the DB-5 really missed the boat this time. A ponderous front end incorporates fussy little plexiglass headlight covers. Also not scheduled for any beauty prizes was my old friend Morgan, with their \$4000+ fiberglass coupe. Crikey, *this* from Morgan!

Everybody loves race cars. Plymouth had one of its Daytona-winning fire-breathers on show. Ford proudly showed the second-place Indy Lotus along with the familiar #41 Cobra, which was lately raced in this area. The Ferrari 4-litre prototype, driven briefly by Rodriguez at Sebring, was on display in the lobby. Winner of GT Class 9 at Sebring, the Alfa 1600TZ of Stoddard/Kaser also was on display. Surrounded by four foot high trophies covered with eagles and names like Autolite, Division of Ford we

saw a Dodge Charger. On this stand a honey voiced chap, with pants too tight, informed us that this car was especially prepared for competition, somehow. Ah well, one man's meat. . . .

In general the domestic damp dream cars weren't nearly as funny as in previous years. While I shouldn't like my pastor to see me driving the Olds Cutlass 442 on the street (and especially not on a *wet* street while it was shod with those Firestone 170 tires) it represents a far cleaner approach than last year's car which, as I recall, had butterfly wings lining the inner door panels. Olds also had a station wagon with a tinted glass vista-dome over the seatless rear section which is usually reserved for golf clubs and tire chains. Very handy.

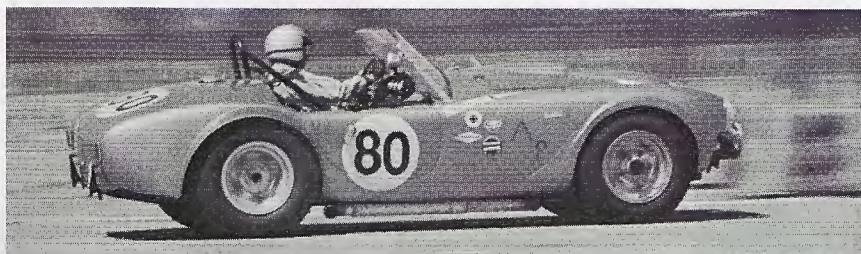
Not being much of a follower of oval racing, my first close look at the Novi car on the Studebaker-STP stand was a real shock. That thing is a giant! Comparing it to the ex-Clark Lotus is like comparing a Greyhound and a Mini! The rather primitive looking suspension

and brakes indicate that Paul Russo and his ilk must be of Herculean stature to wheel such juggernauts about!

Sports Illustrated's Cavalcade of Cars reminded me of Ambrose Bierce's remark concerning the Ten Commandments: "... just enough to permit an intelligent selection . . . but not enough to embarrass the choice." The replacement of *Car and Driver* by S.I. as host for the Concours d'Elegance resulted in restricting the choice of cars to the wrong side of the Atlantic Ocean so far as depicting progress is concerned.

Summary of the Show—Lots to see, much of it unexciting (like I'm awfully glad to know that Austin-Healey will again produce the three-litre this year). If you went in the proper mood, it was a lot more fun (consider, dear reader, the Citroen Comfort Wagon, which is a Station Wagon but not a Comfort Station)! The crop of girl-type models seemed poorer this year and, well, sorta elderly. All-in-all you couldn't ask for anything bigger for two dollars.

12 Hours is Endurance



The Hall/Penske lightweight 'ray' (#4) made it to the finish after several repairs, while the #80 Keck/Scott Cobra ran a steady race to end up 8th OA. Otto Linton and Tom Fleming ran their #62 Simca Abarth coupe very well into a class 1st, 24th OA. Jim Diaz also shared driving chores with Linton and Fleming.



— Photo by Frank Sebring

Story by Reynolds
Pics by Elfenbein & Mayberry

As a race course Sebring is not especially good. The surface is rough, it is flat as a pancake and for the most part it is stop-go-stop-go for 12 long hours. The town itself admits to being sleepy; one correspondent described it as the home of "the newly wed and the nearly dead". However, as an event, the Florida 12 Hours of Endurance has all the tradition and glamour that can be had in a country relatively innocent of road racing until 15 years ago. And Sebring is in March and in Florida, two very important facts to a northerner heartily sick of winter. Much of the spirit present ten years ago at Watkins Glen may be found at Sebring, plus a genuine international flavor.

Half of the enjoyment of the race is missed by the throngs of people who surge down the midway at 9:30 on Saturday morning. Our pleasure came from wandering around the pits and hangars before the race, talking to people and peering under cars. In the three or four days of final preparation before the race an awful lot of strange and amusing things happen. On Friday evening the eerie sound of bagpipes sounded across the central circle in town. We beheld a Northern Florida version of the Pied Piper, tooting away and leading a half a hundred people through the streets!

Earlier in the day we were amused to watch a well-dressed European executive rave and rant in the Latin manner in the pits, the only flaw in his sharkskin-suited appearance before drivers, mechanics and onlookers being his pants fly — it was unbuttoned!

Our first chance to see the Ford approach to factory racing support came at Sebring. Shelby was there in force with scads of Cobras; Holman and Moody looked after a Galaxie and a Falcon Sprint for the sedan race; Colin Chapman and Jimmy Clark had a total of four Lotus-Cortina twin-cam sedans. The extent of Ford's racing support has to be seen to be believed. One whole hangar was devoted to ministering unto the various Ford-powered cars. It was here Ken Miles spent better than 48 solid hours repairing the 427 cubic inch Cobra prototype after smacking a tree in practice. In this hangar Stirling Moss supervised the hasty reconstruction of his SMART Lotus Elan which got betwisted during night practice on Thursday. The car, incidentally, was a true coupe, not a roadster with a hardtop, and was painted Moss's greenish-gold.

The Holman and Moody cars lived in this same hangar until Friday evening, after they placed 1-2 in the stock car race. We watched sympathetically as their mechanics loaded the sedans on the big car

carrier after the race. It is somehow reassuring to know that loading ramps can break in half when the car is on them for H&M and not just for the private car owner.

For five days and nights Cobras were sweated over. Inside the huge Ford-Cobra van was a monumental pile of engines (both 289 and 427), gearboxes and rears. Mountains of magnesium alloy wheels were piled on the floor. The Good,ear people were always close at hand and most attentive to the needs of the Shelby folks and indeed anyone else with tire problems.

A good deal of Ford's racing success is attributable to their willingness to get in and do something — right away. Their particular ability is in picking those ideas which can be immediately converted into racing success. I personally seriously doubt the inherent superiority of most of Ford's hardware, but their methods and successes cannot be refuted. The Fairlane engine, which Ford has used throughout their racing program has little evidence of basic advantages over other similar V-8s. Certainly the ancient AC chassis cannot be regarded as a paragon of modern GT car design. The one thing that cannot be argued with is the long line of wins using this equipment. This year's Sebring GT win for Ford may be seen by some as a triumph of a giant over underprivileged adversaries, but, by God, it's a giant who is really in there trying!

As a part of Alec Ulmann's speed-fest, a 250-kilometer sedan race was held on Friday morning. The outcome was Ford all the way, with papa-, mama-, and baby-bear Fords finishing in that order.

Pabst drove the mammoth red Galaxie to first place, in second was Walt Hansen in the disc braked Falcon Sprint, third was World Champion Jimmy Clark driving a solid rear axle Lotus-Cortina. Fourth was the N.E.-division-familiar red 122S Volvo driven by Gunnar Engelin. Following the sedan race was a 200km motorcycle race which we're sure someone won, but it was far too dull to watch to completion. The argle-bargle on Friday has come to be expected at Sebring, and if it's not motorcycles, it's antique car drag racing or Formula Juniors (like four on a 5.2 mile course).

Sebring, 1964, will be remembered as the year Ford spent all that money to capture the GT win and another year of Ferrari supremacy in the Prototype Category. Overall winner and first prototype with 214 laps was the "little" 3.3 litre rear-engine Ferrari driven by Mike Parkes and Umberto Maglioli (the "g" is silent like the "p" in swimming). In second spot (213 laps) was another 3.3 driven by Lodovico Scarfiotti and Nino Vaccarella. In third (212 laps)

was a 4-litre version of the first two cars, driven by John Surtees and Lorenzo Bandini. These three cars, along with the G. Hill/Bonnier 4-litre which retired with gearbox trouble around 6pm, led the entire race and were clearly unchallenged by any other car.

Class 14 (4 to 5 litre GT cars) was all-Cobra, with a total of ten factory and private cars entered. Finishing in first spot, fourth overall, was the lone Cobra coupe driven by East Coast champion Bob Holbert of Warrington, Pa., and his Shelby teammate, Dave McDonald. Their car completed 209 laps (five less than the winner) and judging from Bob's appearance at pit stops, he had no problem keeping warm while driving. Various, ineffectual means were tried to cool the driver's feet. After one pit stop, McDonald got into the car with a huge rubber snake, one end of which was stuffed through a flap hastily hacked in the roof and the other end was placed next to the driver's feet. The Spencer/Bondurant roadster finished second in class, fifth overall, with 205 laps completed. The French entered factory car, driven by Phil Hill and Jo Schlesser finished third in class, sixth overall, completing 203 laps. All four factory cars finished, according to FIA rules, even though the Gurney/Johnson car crashed in what could have been a much worse accident around nine o'clock. It had accumulated 191 laps at that point and was leading in GT and closing on Surtees when Johnson smacked the rear of a 1600TZ Alfa driven by Consalvo Sanesi, no fault of Johnson's.

Private entries have a traditionally poor finishing record at Sebring. Whether the logistics problems overwhelms the individual entrant or if it's a case of safety in numbers, past experience is anything but encouraging to the chap who wants to drive the thousand or so miles at Sebring. Highest placed private entry was the Cobra driven by Delaware Valley-men Hal Keck of Hellertown, Pa., and Skip Scott. Let it be known that the Shelby-Ford folks didn't exactly ignore the private Cobras, but the bulk of care and attention was lavished on the five factory cars.

The sixth blue-grey Cobra #80 entered by Earle MacMullan's Hellertown Motors, was driven 195 laps with skill and intelligence to place fourth in GT, eight overall. Keck and Scott studiously avoided dicing with other cars and pit comedia was kept to a minimum. At 10 pm the car was undented and running well. It was last year's ex-Miles factory car, and this was the first Sebring for both Hal and Skip. A good one it proved to be.

Class 15 (GT 5 litres and up) had only two cars



Ken Miles did not practice what he preached and pranged his 427 inch Cobra in practice (upper). Lake Underwood's 904 (lower) did about 5 secs per lap faster with the rear body removed during practice sessions. Underwood and Cunningham finished 9th OA, which was pretty good with an untried car.



Stirling Moss joined in with his mechanics in the preparation of the SMART Lotus Elan, which was rigged out with a true GT body. The car ran well enough but sustained accident damage which caused its retirement after almost five hours.

entered, both heavyweight Sting Rays. The Nickey car, with Hudson and Grant driving, finished 16th overall (183 laps) While not an especially starting performance, this car beat the three oh-so-expensive Grand Sport Corvettes which went fast but suffered various bits and pieces failures. (Hertz Rent-a-Car assisted with repairs!) Best-placed Grand Sport was the one entered by McKean Chevrolet, Philadelphia, and driven by Roger Penske and Jim Hall. It finished 18th overall with 177 laps. The Chevrolet engined Lola (the very sight of which makes the Ford people burst into tears) retired after four hours with a siezed engine. This car didn't arrive until late Thursday afternoon, and while it looked fine in the corners, it never really seemed to get going.

The Chevrolet-engined ISO prototype, with TGBC Booster Bill Mayberry co-driving, managed to finish the race after considerable time in the pits. The car is a sleek looking coupe covered with the sort of rivets which remind you of Maseratis of yore. All sorts of gearbox bothers kept the mechanic busy during the race (the box being pulled and replaced twice that we saw). When working properly, the car would turn in lap times comparable to the private Cobras (low 3:30) but nowhere near the Ferraris in its class (which got as low as 3:03). Our impression was that it was a good attempt with a pretty car. Try again (in GT) next year!

The best of the Porsche prototypes was the Underwood/Cunningham 904 which finished ninth overall; the worst was unspeakable. The funniest was the bright orange 904 of Count Godin deBeaufort, who always paints his cars this hue and who was somewhat less than happy about not getting an 8-cylinder prototype from Porsche. The gradual destruction of another 904 coupe started during practice on Thursday when someone granchaunched up the side. Repairs to the fiberglass (and these coupes are *all* fiberglass) rendered things ready for battle on Saturday. On the first

lap the car got pushed or driven or something under the back end of a Sting Ray and shredded most of the fiberglass nose-piece back to the windshield. Since everything worked as well as before the car continued and whenever it pitted (which was frequently) an additional light was affixed to the front to guard against the unlikely prospect that they would still be running after sunset, which it did for a while. The factory 8-cylinder prototype, Barth/Linge up, finished 20th overall.

In GT Class 10 (1600-2000cc) the factory entered Porsche 2000GS driven by Long Island's Joe Buzzetta and Ben Pon finished first, followed by the Abarth Carrara of Cassel/Sessler. Three MGB's were entered in this class, and the best of the Qvale cars was the Leslie/Dalton car with 180 laps to 190 and 191 for the two Porsches. The latest in BMC carburetion was seen at Sebring. The MGB's and both the prototype Sprite (which completed 164 laps) and the potentially pink Class 7/8 Sprite had a single 45DCOE Weber carb. on a beautiful cast manifold. The 3-litre Healey (of which more anon) had no less than three of the same and a little flap in the cowl to get at them.

The smallest cars running (Class 7/8 combined, 1000-1300cc) have a lot of mirror watching to do at Sebring with things like Cobras breathing down their necks. Philadelphia Region's Tom Fleming and Otto Linton drove the Heppenstall-entered Simca-Abarth to first spot. Second was the factory Rene Bonnet driven by Fellow Delval men Howard Hanna and Dick Toland.

In Class 9 (1300-1600cc) the Stoddard/Kaser Alfa-Romeo "1600TZ" finished first, 13th overall. Apparently Colin Chapman believes in sending out a man to do a boy's work. Jimmy Clark drove the twin-cam Ford Lotus-Cortina to second spot in Class 9. Clark made a head-out-the-window pit stop after his hood blew up as a result of being jarred loose by a minor shunt. At the finish the car was not only hoodless

but nearly juiceless, judging from the dim lights and ragged exhaust note. The entry of the solid axle sedan was a surprise write-in, it having arrived by air on Thursday before the race. Evidently the Clark-Cortina combination will be seen at other of the major sports races in Europe, as Chapman is now well aboard the Ford bandwagon.

GT Class 11 (2000-2500cc) was sparsely represented by a Triumph and a Morgan. The TR finished the race a good deal better car than it started, with 79 laps and a major engine rebuild behind it. The Morgan did worse, not finishing at all. Does this give anybody an idea for next year?

Class 12 (2500-3000cc) is usually Ferrari home territory, and this year was no exception. Finishing seventh overall (201) was the Pedro Rodriguez/David Piper car which Pedro took over when his own 4-litre prototype ceased to motor early in the race. Apparently this is the car with which Pedro and Phil Hill won the Daytona Continental in February. It is a front engine car clothed in bodywork resembling the 250LM prototype cars. The other NART entered car finished second in class and 15th overall with Bob Grossman, Nyack, N.Y., and Dick Thompson, Wash., D.C., driving. The only non-Ferrari entrant in this class was a three litre Austin Healey driven madly and briefly by rally doyen Paddy Hopkirk. It ran long enough to delight the viewers of English Wide World of Sports with an excursion off course and to dismay co-driver Grant Clark, who finally rolled it over at the end of the pit straight.

So went Sebring 1964. Admittedly this was my first visit to the Florida classic, and I may have gone there expecting greater things than I found. Certainly the behind-the-scenes activity is a very great part of the big-time racing story. Even if this had been only a 3-hour race, instead of the half-day epic that it is, this would still be true.

Regardless, tho', we'll be there next year.



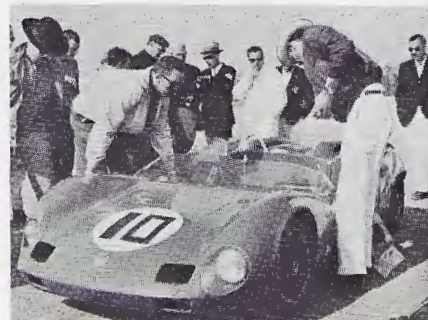
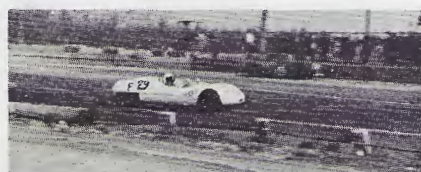
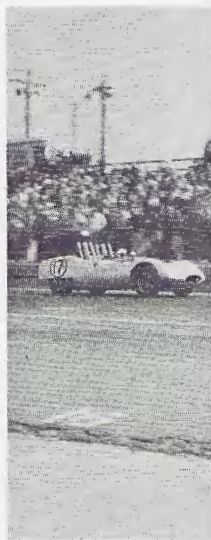
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Bob Bucher and Lotus 23 Win TOP GEAR's Delaware Valley Cup



Bob Bucher hails from New York state and is usually identified on the Divisional scene with his Spanky Smith-prepared Porsche Spyder. However from now on Bucher has hitched his wagon to a Lotus star and his appearance with the new mount at the Northeast Division SCCA opener at Vineland, April 26th, proved that Bucher/Lotus is going to be a winning combination.

Philadelphia Region SCCA traditionally has held the NE division premier and 1964 was no exception as the Region logged over 200 entries, with 186 finally making it to the start line in a race program which featured a curtain-raiser novice race, and single events for all classes except A B C Production. While there were a few surprises in the day's racing as far as winning cars and drivers went, there were some notable drives, not the least of which was the GP stint, in which New York's Pat Mernone stormed her Morgan into a well-driven 1st place.

All interest, however, was centered in the modified race and the field was well-rounded with the two Elva-Porsches of Scott and Wintersteen being on the front line. Eno de Pasquale, Scarsdale, N. Y., in his organ-pipe exhausted Genie-Chevy constituted the heavy machinery, Ed Lowther failing to appear with his Genie-Ford. An Elva 7 with Cosworth power was run by Jack Lofland who has now forsaken his Lotus S7 for the modified class, as has Alan Friedland, now running the ex-Scott Elva 7. Herb Wetanson was also present with the ex-Holbert long-chassis RS61½ which took the same feature event last year setting a then-new lap record in the process. Wetanson did not seem to be quite at

home in this car as yet and subsequently finished down in the lists. Jim Locke was RSK-mounted, and Mike Goth wheeled a Lotus 23. Another Lotus 23 driven by Dave Schiff rounded out the more competitive small-displacement modified machinery, and others to enter the larger M classes were Oscar Koveleski, Ferrari Corvette; George Siomko, Ferrari TR; and that's about it.

At the drop of starter Jim Beattie's flag the Genie-Chevy got going, with Scott and Wintersteen both seeming to falter. First lap completed saw de Pasquale, Bucher, Goth, Scott, Wintersteen, Friedland, and Wetanson, fairly close together with Schiff and a TVR running E Modified bringing up the rear.

Dog fights were already developing as Scott and Bucher put the screws to the cars in front of them and it was not too long until the crowd got its first standup thrill as Bucher appeared at the chicane narrowly heading the Genie. Every upward gear shift of this GM-powered car sent up eight perfect little smoke rings from the high-angled stacks.

Almost at the same time Scott overtook de Pasquale in the oval by driving around him on the outside and now we had Bucher and Scott, drawing away from the rest of the field as George Wintersteen, trapped in traffic, could not make a clear run around or past Goth's Lotus 23. He finally did manage though, within the first ten minutes of the 30-minute feature, and he promptly set off after the Genie-Chevy which seemed to be slowing after a promising showing on the first lap.

Lofland and Friedland moved their cars up a notch back in the pack, which was getting to be more and more

strung out as the race progressed. That EM TVR went slower and slower until it seemed that every car in the field had lapped it at least once!

Scott was determined to get by Bucher and gradually whittled down the New Yorker's 5-second lead to a few feet, turning laps in the 59.8 range. One lap of 59.0 set a new Vineland lap record and also put Scott in first spot as he and Bucher went into the oval with only inches separating them. One more tour around the 1.3-mile track brought them back to the chicane and oval with Bucher still as close as a coat of paint. This time, though, as they went into the oval Bucher got just a little too close and inadvertently nudged the Elva-Porsche. Scott could do nothing to correct the contact and his car spun to the left, clouting the wooden banking before coming to a halt.

Bucher's Lotus also came to a halt and both cars had the exit of the oval blocked nicely. The Lotus driver pulled out and was able to continue. After a try at restarting the Elva-Porsche Scott discovered that the banking had bent his front end. That ended Skip's ride, albeit with a new lap record unhard at the finish and almost took the experienced ex-Porsche driver at the checker, missing first by less than half a car length.

This was truly a race of excitement. Goth's Lotus 23 lost its brakes after coming out of the oval and headed into the oval infield where flag and communications people had to step lively as he dusted his way to a halt. Oh yes, the spectators had their money's worth all right! Who says SCCA racing is dull?

The Genie-Chevy DNF'd after two-thirds of the race with fuel pump

bothers and a progressively worsening der his belt. Bucher continued to lead to the end, but Wintersteen came on clutch. So Bob Bucher took the TOP GEAR Award, the Delaware Valley Cup, in his first competitive outing with the Lotus 23B. His comment after was: "I've never driven a car like this before. I thought the Porsche was good, but this thing is incredible!" To many people the car was surprising in the way it was able to out-torque the Elva-Porsches.

Other races which raised a few eyebrows were the aforementioned GP race in which a Datsun SPL 310 roadster went gung-ho on this car's first competitive outing in these parts. EP runner Dick Gilmartin and his TR3 provided the paying customers with a display of skill not usually seen in such races. After leading a hard-fought race all the way Gilmartin bobbled once when exiting from the oval. Too much power caused him to side-slip as he entered the straight, his choice then being to back off and so spin completely, and maybe lose first; or, as he elected to do, keep the power on and correct by steering with the straight all the way ahead of him. While Gilmartin got the car under control the spectators were on their feet, fully expecting the worst, and applauding when he disappeared headed safely for Turn 1.

Another grandstand spin was effected by Jack Rabold, Porsche EP, without serious results. Despite late promotion by Bill Nocco the stands were pretty full, no doubt good weather and the largest sports car entry ever put on at Vineland had something to do with this. A complete rundown with pictures will appear in the next issue of TOP GEAR.



Drivers' School

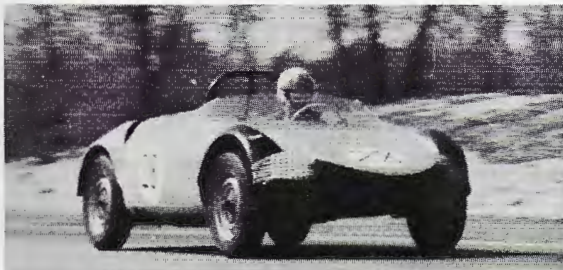


Charlie Tummonds



Marcia Rosengarten

Steve Caspar



Frances Popejoy



Snowed out from the weekend of March 21-22, Philadelphia Region, SCCA, reconvened its Drivers' School April 4-5. The weather was much more clement and 46 cars and drivers were registered, 40 of them appearing to tour Vineland Raceway under instruction.

Some new faces were apparent, along with a couple of rarely seen cars. For instance, the Valiant sedan of Charlie Tummonds who came all the way from N.E. Ohio Region to get in his time. And the long-rumored Lotus-SAAB of George Taylor, which was present with a normal SAAB engine, the GT unit still being worked on. Steve Caspar was also present with ex-Bob Allen VW Spyder Special. This car has been entered in a few gymkhanas

and hillclimbs, however Steve plans on road racing with his new acquisition. Skip Brodhun ran father Carl's ex-Howard Hanna Deutsch Bonnet coupe.

New man on his first time out in a race car was Sam Feinstein of Philadelphia. Under the tutorial wing of Buzz Marcus, Sam was perhaps the star of the Saturday session turning lap times which had Marcus comment: "Heck he's only three seconds off my best time in the same car!"

Sam had the misfortune to come off worst in an altercation with a 56 Ford later in the day while on the road heading for a gas station. Sam and passenger were OK, but the car became quite rumbled about the front.

Another driver who impressed with his smooth approach to road racing was Bud Bachmann, general manager of Roland Willis' VW operation in Burlington, N.J. Bud toured the Willis F-Vee quietly under the supervision of the car's usual driver, Ludwig Pfeleger. Experience from midgets in years past no doubt served Bud well; he also has two daughters who hotshot the quarter midget tracks in Eastern Pa., so it runs in the family.

Eighteen new drivers were licensed following the Sunday action. School chairman Harry Dager averred that the future racing stock looked good and he and wife, Bette, received a vote of thanks from the region for having run a good two-day session.

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PHA Opens Season Hershey



by Judy Beattie

Appalachian Sports Car Club's Hershey Hillclimb, April 4-5, started off the PHA season introducing many new faces in the absence of many of the old gang. Some new machinery was to be seen and cars campaigned in past years showed what some people had done with those long winter evenings!

John De Baugh took FTD/AP honors in his Stingray coupe with a time of 56.4976. After his fastest run, though, he played footsie with the haybales and supplied some of the spectators at the finish line with fiberglass souvenirs. Al "The Virginian" Loquasto, '63 PHA champion, driving a borrowed Stingray, ran the hill just .0129 slower! John Bolton also driving a Stingray took third place with 57.0836. In the driver's seat of the first Cobra to be seen on the hillclimb circuit was James Costillow. Also on the scene once again was Bill Sheaffer's beautiful red (and what other color did you expect?) Ferrari.

B Production was won by a very rapid Corvette driven by Dave Story and his 58.0057 mark. Second went to Marlin Burrell, also in a 'Vette, whose time was 60.5053. Third spot went to still another plastic car driven by Craig Smith with a time of 60.7158.

C Production drew only one entry—a Lotus Super 7 driven by Fred Kopenhaver who covered the hill in 62.2501.

Jim Ladd ran in his newly painted (BRG) DP Austin Healey 3000 into a bit of trouble in the form of a couple of trees. This put him out of the hot and heavy class competition in which the time spread between the first three cars was .5 second. Fastest was Eggie Thomas who, in a 3-liter Healey, ran the hill in 61.4500. Second went to an MGB driven by Brad Christ with a time of 61.8224 and third went to Oliver Weikert in an A-H 3000, 61.9308. Gary Smith, potential top competitor in DP with his AC Bristol, blew his engine during tech. inspection when the throttle stuck.

E Production, in which the time spread between the first five cars was one second, went to Gale Patton in a Porsche with 59.3573. Also driving a "pride of Germany" was Carl Reber whose time of 59.7568 earned him second place hardware. It just wasn't the day for Ladd-prepared cars. Alex Coles driving the ex-Ladd 100-6 Healey also tangled with some trees just beyond the finish line and had to settle for third with a time of 59.8940. Seen on the hill for the first time was a Simca Abarth 1000 driven by Frank Schroeder.

Even though he covers more miles on the course than any other driver, Al Costner, 1963 EP Champion, set an FP record with his Sunbeam Alpine covering the course in 59.4099! Mike Harlow ran the hill in 61.2201 in his TR-3 for second place hardware and Paul Swanson took third place, also in a TR-3, with a time of 63.1230.

Joe Cammarano, campaigning his Morgan again this year, set a new class record and took top GP honors with a time of 60.2746. Charlie "Brown"

Al Loquasto borrowed Ron Brobst's Stingray to take 2nd FTD at Hershey. The following weekend, in his own now-white 'ray, Al ran off with FTD at the Springtown hill. —Pic by Elfenbein

Beidler was second in his Porsche coupe with 65.4291 and a Spitfire driven by Ted Ramer was third with 69.0878.

Jim Weber, driving minus his cooling system when the water pump refused to function, took top HP honors with 63.9440 in his Sprite. Placing second, Hank Patterson, also in a Sprite, covered the hill in 64.1217, and Vern "The Beard" Weand took third with his Sprite running the hill in 65.4193.

Touring I was taken by William Perdue in a VW Karman Ghia with a time of 68.9138, almost two and a half seconds faster than George Basehore driving a Saab 93 with a time of 71.5286. Russell Kilien took third spot with a time of 72.1281 in an NSU Sport.

Harold Goddard drove his Saab to a Touring I Improved victory in 65.7851. Second place went to James Buck who, driving a Saab 850GT, ran the hill in 66.9469.

Touring II was represented by Palmer Smeltz in a Volvo 544 with a time of 66.2406 and William Knecht, also in a Volvo, with a time of 67.9415.

Consistent winner of the Touring II Improved class, Robert Stadel covered the hill in his Volvo 544 in 62.9625. Bob Stockman, also driving a Volvo 544 took second place hardware with a time of 63.2204 and Carl Mueller driving a 122S Volvo ran the hill in 64.9971.

The compact class drew only one entry: Ron Stump who drove the hill in 68.9664 in a Corvair Monza.

An Elva Formula Jr. driven by Bill Watkins covered the course in a very quick 57.0397 to take class honors.

H Modified was taken by Don Bruner in a Saab Special which screamed up the hill in 61.7163. L. Eisenhauer, driving an NSU took second with 62.4677 and third place went to George Garrett in the Kurrett Special with a time of 64.1670.

New on the scene was the VW-powered Sabel Special driven by John Sabel and Pat Bargman. Encased in a fiberglass body, which is one of the best looking to be seen in a long time, the car weighed in at 1150 pounds—just too much for a VW engine.

G Mod was taken by John Schwab in a Saab with a time of 62.1739. Also in a Saab, Phil Krantz covered the hill in 62.4972. Driving a DKW Monza Frank Weder took third place honors with a time of 63.4825.

Jack Rabold in some sort of a special took F Mod first with a time of 58.2334. Second place went to a very un-modified looking Porsche driven by Sam Armstrong whose time was 61.9448, and Dennis Frick, also in a Porsche ran the hill in 62.0418.

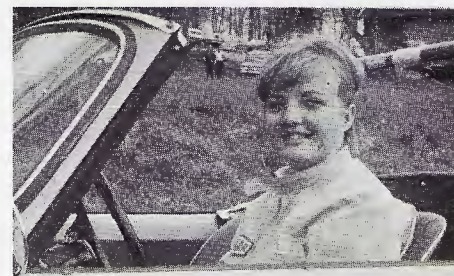
C, D, and E Modified each drew only one entry: Charlie Kurtz driving a Porsche RS 61 (E Mod) ran the hill in 66.6934. Driving an A-H 100-S (D Mod) Robert Rambo's time was 64.8116, and Chuck Arlet driving a borrowed C Mod Corvette (NO! he did not run his new station wagon!) covered the hill in 64.1328.



Hershey's grass appealed more to Sam Armstrong! —Elfenbein



Neil Fogelberg, Rahway, N. J., took 2nd GP at Springtown, behind Porsche Beidler.



Newcomer to the hill scene, Rosemary Boock improved her initial runs at both Hershey and Springtown.



New York's Jim Chaffman was a full second ahead of the rest of the Springtown EP pack.

Costillow's Cobra made some sort of an impression as he spun on both his Springtown runs.



Springtown

And for the second PHA event of the season Warhampton MC once again lined up the right connections with the weatherman for Saturday, April 18, when it ran the Springtown Hillclimb in fine weather which grew darker and darker as the afternoon progressed and actually looked as though it would rain even as the last cars went off on their runs.

Of approximately 90 entries a good two dozen of them were from states other than the association's home state. When we asked Al Costner what it was that attracted himself and others from his area to travel 100 to 200 miles just for a few runs up a hill, he said: "Well we like this type of competition, and anyway, we don't have any hills on Staten Island!"

The existing difficulties between SCCA and PHA, sidelined for the Hershey climb, were expected to come to a head at Springtown, but without the obvious attendance of a Westport-sent official everything seemed to go smoothly and a good number of SCCA drivers ran this hill as they no doubt will others later in the season.

Current hill champion, Al Loquasto, was the man to beat as he made FTD in his rebuilt, refurbished Stingray, to the tune of 57.2347. Al scored this time on his first run, the timer not having tripped on his afternoon go. Nevertheless his single time was good enough and if he keeps up this kind of performance he will likely end up in the championship slot again.

Jim Costillow and his Cobra from Mechanicsburg, Pa., don't quite seem to be suited to each other yet as they spun out on both attempts to make it to the top. Costillow's experience to date has been on dragstrips, and he is finding out the hard way that hills, compared with drags, are just a little bit different. This car is probably the only thing around with the potential to beat the Stingrays at the hillclimb game, but Costillow will have to learn control before this takes place.

The Bump, perennial bugaboo of those running Springtown, claimed only one victim this year. Alentown's Ralph Kemmerer spun his Sprite on both runs clouting the bank hard enough the second time to de-commission the car. Upholding the fair set's banner, Rosemary Boock and her powder blue Spitfire from Trenton, N. J., beat a couple of the boys at their own game. Rosemary debuted at the Hershey event, where she did well enough to make her third run five seconds better than her first. At Springtown she beat her first run by two seconds and told TOP GEAR that she is getting the hang of things now.

Joe Cammorano, GP titleholder, was absent due to an unexpected trip to Hazleton, which left Charlie Beidler with GP more or less to himself. A neat piece of psycho-play was laid on the HP gang by Hank Patterson who ended up a full five seconds ahead of the also-rans.

So went the 14th annual Springtown Hillclimb, the threatened rain holding off until after the last runs. Excitement was provided by the local fire crew making an ascent to tackle a field fire over the ridge. The LaFrance Water Truck Special set a new record for the slowest run ever recorded, 4:10.4768!

AP: 1—Al Loquasto, Sting Ray, 57.2347; 2—John Bolton, Sting Ray, 58.3661; 3—John Debaugh, Sting Ray, 58.5581.

BP: 1—Bud Flail, Jaguar XKE, 63.2696; 2—Lou Fronina, Jaguar XKE, 63.4257.

CP: 1—Fred Kopenhaver, Lotus Super-7, 66.2893.

DP: 1—Jack Van Wattering, Porsche S90, 61.7858; 2—Bruce Boyer, TR-4, 62.9772; 3—Keith Kendig, TR-4, 66.6402.

EP: 1—Jim Chaffman, Porsche S, 61.5904; 2—John Girdler, Porsche S, 62.5994; 3—Dick Sweigart, Porsche S, 62.7983.

FP: 1—Harry Schmalbach, TR-3, 63.4545; 2—Mike Harlow, TR-3, 64.5723; 3—Al Costner, Sunbina Alpine, 64.7240.

GP: 1—Charles Beidler, Porsche 1300S, 68.5180; 2—Neil Fogelberg, AH Sprite, 71.7823; 3—Bob Hoskins, AH Sprite, 76.1281.

HP: 1—Henry Patterson, AH Sprite, 68.7394; 2—Vernon Weand, AH Sprite, 71.9174; 3—Radley Rice, AH Sprite, 73.7170.

MI: 1—Ken Gee, Saab Banshee, 65.9740.

MII: 1—Jack Rabold, Porsche Special, 62.8311.

MIII: 1—Russ Stecker, Corvette, 62.6455.

Touring I: 1—Carl Spangenberg, Saab, 84.0964; 2—Russell Kline, NSU Sport Prinz, 86.9748.

Touring I Imp.: 1—Jerry Long, Saab, 68.9648; 2—Myron Phillips, Saab, 69.7886.

Touring II: 1—Palmer Smeltz, Volvo, 71.2766.

Touring II Imp.: 1—Carl Mueller, Volvo, 67.1253.



4-speed gear box is standard equipment. White sidewalls optional at extra cost.

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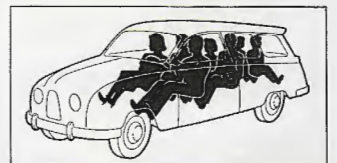
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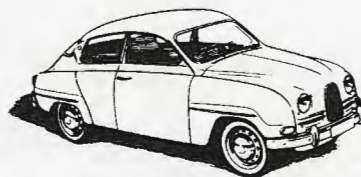
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Lowther and Genie-Ford Pace Marlboro Nationals



Following a hotly-contested EP race Ziereis (#83) takes the checker while Bruce Jennings heads for the impound area after securing 3rd.

If the Washington Region SCCA Nationals held April 12th at Marlboro Raceway are any indication, it is only a matter of time before the SCCA National race program gradually sinks into oblivion and their newly inaugurated Divisional program gains the stature so many seem to think it will attain. Most noticeable in the way of a trend was the fact that the modified field drew only a handful of truly competitive big-bore machines; certainly not anything like the modified fields in seasons past.

This was the first time out for Ed Lowther's recently acquired ex-McKelvey Genie-Ford with which McKelvey never seemed to have any luck. In Lowther's case, however, the car ran and ran, winning the 45-minute modified feature handily from a hotly contested 2-3-4 dogfight some 13 seconds behind him. There was one other Genie (Chevy variety) driven by Eno de Pasquale, Scarsdale, N.Y., who had qualified for the pole position, but failed to take advantage of this favored spot in the initial stages. Lowther trailed Pasquale in the first lap but took over by the end of the first tour and was never headed.

George Wintersteen, Villanova, Pa., current leader in under-2 USRRC standings, stormed off after the two Genies, sticking close to Lowther when he pressed Pasquale, until he hit an oil slick and lost the car in expensive fashion. He did extensive body and frame damage, amputating the left rear wheel fortunately without injury to himself. Exit Wintersteen.

Skip Scott, similarly mounted, who had been running right behind his buddy then took over second spot in front of Florida's Charlie Kolb entered with the Fong Associates' Special, a much-modified Lotus 19 with Fairlane power. Kolb had had no practice in his gold special and was placed in mid-pack at the end of the hot stuff but ahead of the modified tiddlers, thus eliminating the possible hazard of having him motor ten-tenths thru traffic on Marlboro's now oily, twisting turns.

By lap 5 the Genie-Chevy slipped to 4th and was hotly pressed by Tom O'Brien, Ridgewood, N.J., in Luigi Chinetti's NART DM roadster. This car was the 2.7 rear-engined V-8 which Buck Fulp wheeled at Nassau last December.

The first Eastern appearance of two Cheetahs (CM) was unimpressive. They traveled like California rods. Hot in the straights but like squirrels in the turns. They both ran in mid-field among the Gs et al, until Art Tweedale put his GM Lola in between them.

Shortly before the halfway mark, by dint of perseverance, Tom O'Brien had insinuated himself into second spot, putting Scott behind him to worry about that aggressive Floridian, Kolb. After a few laps crafty Charlie nipped past Skip and he began a pursuit of the flying O'Brien, who, in the meantime had not let up but was really motoring in an effort to put as much distance between him and the third car, be it Scott or Kolb.

Kolb's skill was lost on the majority of the 12,000-plus spectators when he passed O'Brien to cop second. Tom Teriffic, not to be outdone, called on Manfred the Wonder Car and once again put the NART bomb past Kolb after a few laps of urgent pressing. This was really the drive of the day; at this point Lowther was 10 seconds ahead of the confusion and excitement.

And so for the last few laps O'Brien drove his very best in holding off Kolb; Kolb tried every trick he knew to outdo the red Ferrari, but to no avail, and as Tex Hopkins did the checker ballet O'Brien pipped Kolb by scant feet in a crowd thrilling finish. Scott was able to hold his fourth comfortably and finished in that position.

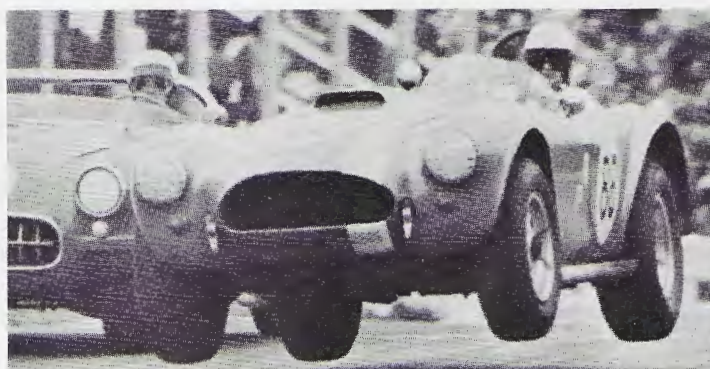
Other action thruout the day was few and far between as most of the races seemed to string out. The HP Sprites displayed their usual high rate of attrition as some 60% DNF'd in the first race of the day.

G Production made a fair bid to being an exciting duel between the almost similar cars of Pete van der Vate, Vienna, Va., and hillclimber Joe Cam, Reading, Pa. Pete fouled his plugs on the grid and was able to crawl but a few feet when the checker fell. He and Hank Thorp changed the offending members in less than a couple of minutes but by then the pack was on its second lap, being led comfortably overall by John Gordon's ever-young OSCA. In second spot was a technically interesting HM creation in the shape of Ed Walsh's Lotus 23 powered by SAAB, all the way from St. Louis, Mo. Behind these two HM cars was NE Division 1963 GP champion, Irv Lorincz, Newtown,



Bob Tullius and his immaculate TR4 took the CP/DP race when Jennings ran so low on gas that his carbs became starved in the turns.

Hal Keck did everything but handstands in his Cobra! Here he is passing Bob Mouat with about 6 inches of air beneath his wheel's. —Pic. by Hofer



Pa., and his hot Spitfire who was doing a good job in holding off Wilmington's John Jacobson (SAAB Special) and GP Joe Cam. All the while Van der Vate was touring the field in a bold attempt to catch up to the leaders, but traffic held him up often enough to bring a few groans from the crowd when his parlays didn't work out.

As the race drew to its conclusion Jacobson went out with brake trouble and Joe Cam was forced to the sidelines with a broken throttle linkage of all things! When the flag fell Lorincz and Van der Vate went across together, after Pete had pulled into the pit lane under the impression he had finished his race. In the final analysis he was one lap in arrears, and Lorincz received well-deserved GP honors.

Bob Sharp, New Canaan, Conn., made sure of FP top spot by grabbing the lead position in lap 1 and holding onto it for the duration of the race. Brad Howes, at the wheel of George Chubaty's Lotus 7 stayed at the heels of Dick Gilmartin's TR3, and race end saw this trio go over the line in the same order.

We did hear one wag describe the E Production race as the Cheater's Modified event, and he may have been nearer the mark than we care to think was the case, since the 1-2 placers were protested following the checker. Ron Grable, formerly of California, now located in Linthicum, Md., held first slot for a spell, but was edged by fourth-running Hans Ziereis, Roselle, N.J., who came on strong to displace Porsche exponent of old, Bruce Jennings and shortly after that front-running Grable.

In the heat of a hassle for the hairpin Maryland's Warren Mattzen put his 66 Porsche over the sand bank into both trees and a group of spectators illegally gathered on private property to view the action. One viewer was hauled off in the ambulance, slightly injured, while Mattzen walked away from the Speedster. The actual injuries, as a result of this brouhaha were in the stands when the record crowd jumped to its feet, knocking two people down and breaking their legs in the process. How about seat belts?

Ziereis, Grable, Jennings went over the line in that order and the first two cars were taken to the nearby teardown point in a local gas station. Grable's car was found to be legal in all respects except for bodywork, of which there was less at the rear than there



Donna Mae Mims was well photoed by a Life team.



Jim Ladd turned out with a rebuilt Healey after a tree-hassle at Hershey.

MARLBORO
TAILPIECE



should have been. Grable's advantage was better ventilation and cooling as result, and though he did not lose his position he did receive a reprimand. Zierys, on the other hand, was found to be running an engine with an oil filter installed in a non-standard location. For this, he too was reprimanded. Also under scrutiny, but subsequently cleared, was his valve gear. Zierys has appealed the reprimand.

The Formula race was a dulling disappointment for fans of single-seat competition. There were no Libres, only Juniors and Vees Pierre. Mion performed stylishly taking first spot in his Cooper, followed some six seconds later by similarly mounted Mike Taylor. These two boys seemed to have all the fun to themselves as they dived it up out in front of the gang. Formula Vee honors went to Jim Miller, Orangeburg, N.Y., who was protested but found to be legit. His Formcar was chased home by Jim McDaniel, Arlington, Va., in an Autodynamics Vee. Despite the mechanical equality that is claimed for this cheapie racing class, there was still a good deal of daylight between the class winners and the also-rans—five laps to be exact, separated the nine Vee finishers.

Dave Clark can always be counted upon to put on a show for the paying customers wherever he races and the CP/DP stint was no exception. He started out close behind the DP TR4 of National champ Bob Tullius, and in short order put his CP Lotus S7 in front.

Clark looked like a shoo-in but he somehow lost it and dropped four places, too many for even Clark to catch back in the sizzling CP/DP class this season. Jennings, his trusty Carrera on hand, stayed with the top dogs and so assured himself of a position from which to challenge should engine disorders distress the other front runners. Surprise of DP was New York's Don Greimel as he wheeled his DP Turner indecently fast and ended up with a well-deserved fourth.

Alex Dearborn, Convent, N.J., last year's only Super 90 Coupe campaigner, has switched his allegiance to TVR and impressed most people with his car, his driving and 6th OA/DP 3rd. Tullius did not hold his preferential position too long and following Clark's bobble, Jennings' strategy paid off as he went through to take first with Tullius shortly behind him. The leading Carrera Speedster had torque to spare, noticeably so out of the hairpin as the car always seemed to pull effortlessly uphill accelerating all the way. Back in the pack Donna Mae Mims, Miss Pink, had fun with Jim Ladd and the DP Healey he wrapped at Duryea Hillclimb one week before, and Porsche mounted John Moore.

Donna Mae seemed to be short of both brakes and poop, which must have made her wish for the good old days of her Sprite. The TR4s of Ed Diehl and Dick Stockton misbehaved themselves by causing these two fellows to DNF. Stockton was particularly unlucky in this respect since he had blown his own engine in practice the day before. The replacement was borrowed from Harry Schmalbach's TR, only to see him go out with fouled plugs and subsequent overheating. The finish of this one saw Jennings go suddenly sick thus letting Tullius into first, a state of affairs which did not really tell the tale as Bruce had worked hard to ward him off and hold onto that premier spot.

For those who can recall when a Corvette or a Stingray was a fearsome machine, the AP/BP bash must have had them shaking their heads at the pussycat ways of these cars when seen alongside the AP Cobras. For those who like their racing with hair on, the two big Production classes are the ones to watch, though this event at Marlboro rapidly became processional with three Snakes running with the sound of fury. 1-2-3 in-race and at-finish read: Chuck Hayes, Hal Keck and Dan Gerber, though Gerber did hold Keck off for a while, while making the Hellertown, Pa., Sebring 8th-placer work for his runner-up supper. Bob Mouat's BP Corvette, a car which has finished high in the honors in every National race for the past few years (same car all the way!) nailed 5th OA. 1st BP behind the Stingray of Ed Myers. The others came along as best they could; as we said, it was a procession.

This first National date in the East was well speculated, a new attendance record being logged in the process. This in itself is an indication of what can be done if intelligent promotional efforts are made through the years. Success like this certainly does not come overnight.

DNFs in certain classes were astronomical; in others surprisingly low. HP saw eight finish after 15 fell by the way. In GP only six out of 20 collapsed. Eleven out of 21 DNFd in FP, while nine DNFd leaving 16 to finish in EP. CP/DP notched four retirements with 12 finishers; AP/BP had but three DNFs.

Excellent weather and a smoothly run program put the seal on another first-class Washington Region event.



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the BEEVERS



by manny di enneff

This wun nite wen a grate menny of the Trunk an' Hood Sporty Car Society were setting around in there seller drinking ail and telling tawl tails, wun of there number who wuz a grate reeder wuz looking at the pictures in a ratty daily news he had grubbed off the bartender. Awl of a once and a sudden he hollered reel lowd "ho! ho! its time for the show!" Immediately a grate shout went up, things like: "Who can get passes?" and: "Wut nite shell we go?", and: "let's meet for dinner", and awl like that. It was a fine tradition, you see, that eatch year wen the show came to the Coliseum, or shrine as they were wont to say, a lardge number of the groop wood make a more or less pilgrimage to view the new mashines

So ennywaze, the date wuz settled and the discount passes were scrownged and a exsited groop it wuz indeed that formed at the front door of the shrine. Sum, who werk-ed in the city, were more exsited then uthers becawze they had got their earlier and having time to kill had wiled away a jolly hour at martinees.

So in the mane door they burst and wut to there wondering eyes did appeer but a hole first floor full of detroit monsters! Their wuz pink olesmobiles, lavinder pontiax, grate yewge black lincons, an all like that. There wuz this odd looking detroit thing in a tub with two dames in it an every once in a while sum guy wood turn on this shower and the car wood get all wet. It proved the car didn't leak. "It ain't a sporty car if it don't leak" mudded a beever in disgust. "It aint a sporty car if its too blocks long neether." O there were sum forin cars on the floor too, VW's, mercedes benzes, dkw's, like that, an motor scooters and hondas and all. "But wear are the exotic ones?" cried several in anguish.

Well sir, on the second floor they found wut they were looking for and eatch went his way picking out his favrit mark an gawking at it an sitting in it an staring at the engine an awl. Eatch filled up his datsun satchel with awl kins of litereture and reeding matter and all had a bawl. It wuz grate!

They got to see the monty carlo mini cooper and even admired the falcon and awl the crusty race mashinery and the time scarcely glancing at the wild painted detroit cars awl over the place. Menny went through the cavalcade of cars wear they had the grate historic jobs an potted plants and awl walked along quiet and reverent. It wuz like at the undertakers almost, you know.

Then they examined the mustang which eatch year grows a little bigger. Like a kid almost. "It will grow up like the T-bird did", they all sed nowingly. "Lookee here", cried won of the groop from a far corner, "They got a formuler s of awl things. A formuler tipe sob! Pritty soon a formuler t, a formuler j, and wut have you! Racing for the insurince clerks and bookkeepers yet. They'll ruin the game!"

In a few hours awl had filled there sacks and got tired feet and now, before going hime, it wuz time for the annyool vote taking for the Trunk an' Hood award. Becawze of all the detroit stuff it wuz decided to have a new catigory and Ugliest-Car-of-the-Year award went to a monstrosity called a pontiak x-400. The Tomata-I'd-Most-Like-to - Work - on - a - Check - Point - With award went to Jaguars lady. The wun in the wite nite gown. Gorgeous!

Menny Trunk an' Hoods dreemed about cobras and morgins and coopers and things that nite. Sum of the young wuns dreemed about the Jaguar lady.

Scuderia X Reverses Vineland for Top-Notch Trial

The publicity flyers showed a diagram that most of us immediately recognized as the Vineland Speedway. Oh boy! Here's a chance to get out on a real race circuit sans roll-bar! Scuderia X, the North Jersey club that has been noted for some quite quick trials in the past, had secured the Vineland Speedway for their event of Sunday April 12. It was also noted on the flyer, that each contestant would be given two runs over the 1.3 mile road course.

What Scuderia X didn't mention, however, was that the direction of the runs would be reversed from the normal route that the competition races are run!

Trials day dawned clear and bright. The SX crew was out in force, complete with Lux White driving suits. Tech. inspection and registration went smoothly, followed by a caravan around the circuit to give us apprehensive drivers an inkling of what was to come. The famed front-straight of the speedway, even being run from left-to-right, still appeared endless! Approximately the last 100 yards of the straight, just before crossing the finish line, was dotted with a row of pylons that necessitated an arm-wearing, in-and-out, shoe-lace maneuver.

Basically, the rest of the course was run almost minus pylon interference, except for a formidable negotiation of gates located about half-way down the back straight. (These gates suddenly, and very abruptly, appeared in your line of vision just as you were vaulting over a crest of a hill, and caused some hair-raising moments to both drivers and wildly scurrying flag crews). The back section seemed too easy for words, until you tried to line-up with the last set of gates leading onto the beginning of the front-straight most of us (or rather, the unlucky of us) found that this turn just could not be properly executed with the speedo. reading over 70 m.p.h.!

Since the host club was utilizing the regular SCCA competition classes instead of the usual field

trial performance classes, many of us found ourselves in strange company. Unlike the field trials set-up, TR-4s found themselves separated from their TR-3 brethren and running against the MGB, Healey 3000, and that nemesis of all field trials, the Porsche Super 90! A Corvair Spyder found himself in the unlikely position of competing against a whole raft of Porsche Normals. There were a few inequities tied in with this system of classification that just are not compatible to field trials. The SCCA competition classes are fine for SCCA open-course competition, but once you gather together a mass of basically street machines, put pylons in the way, and run against time only, the SCCA classes become, in certain areas, a bit out-moded. This is why, over a period of years, the trials clubs of New Jersey have developed a Field Trials Classification that is, naturally, based on past performance in field trials . . . not SCCA racing. The fact that Scuderia X was staging this trial on the road-course at Vineland likely influenced their choice of classes, but in doing so they ended up having to award trophies in 10 classes. They could have gotten away with eight! Maybe, as far as the contestants were concerned, this was even more favorable?

Speaking of contestants, there were 92 of 'em participating in this event. As I've said before, it looks as though the Field Trials interest in N.J. is on the upswing for 1964! And again, at this trial, there were many new faces.

One of the old faces that showed up was that of Jack VanWettering of Jersey SCC who appeared on the scene sporting a Porsche 90. (Jack was the 1963 N.J. Champ in his class). It looks as though he will reign supreme again in 1964. While most drivers in this event were practically tearing up their Blue-streaks in effort to turn in times of around 1:40, Jack calmly proceeded to post an almost unbelievable first run of 1:30.18! This held up to



by **GEORGE JOHNSTON**

be the fastest time of the day. Second fastest time of day was turned in by the only XKE on the entry list, driven by Bob Robbins of Pemberton, N.J. Bob, in his usual impeccable style, stopped the clocks at 1:31.21. In third and fourth place overall came the two big-bad Stingrays of Pete Stewart and Sam Jordan, in that corner. Pete, a member of the Delaware Valley SCC shot his gold one to a time of 1:33.26. Sam, a newcomer to the sport and a member of the Harbor SCC, was breathing fire to the tune of 1:33.67. Rounding out

the top-five was my lonesome Daimler (are there any more of you out there?!) with a time of 1:34.98.

Opinion of the trial? LET'S DO IT AGAIN! The Scuderia X Club, with Wally Caltagirone acting as Event Master, did a masterful job. Everyone that I talked with during and after the trial, expressed their desire to return to Vineyard for more of the same, if and when another such event is staged. So why don't some of the Trials Clubs who are seeking a trials site give Bill Nocco a call?

CLASS RESULTS

Class A: (1) Pete Stewart, DVSCC, Sting-ray, 1:33.26; (2) Sam Jordan, HSCC, Sting-ray, 1:33.67; (3) Bill Brown, HSCC, Sting-ray, 1:35.35; (4) Doug Pitchell, Corvette, 1:36.58; (5) Dick Paul, Corvette, 1:43.98; (6) Steve Bacsenko, Jersey Corv. Club, Corvette, 1:45.12.

Class B: and Class C (combined): (1) Bob Robbins, XKE, 1:31.21; (2) Bill Sporer, Scud. X, Morgan, 1:37.48 (3) John Hick, Lotus Super, 1:38.28.

Class D: (1) Jack VanWetterling, JSCC, Porsche Super 90, 1:30.18; (2) George Johnston, HSCC, Daimler, 1:34.98; (3) Wally Caltagirone, Scud. X, TR4, 1:38.45; (4) Pat Canale, FBSCC, TR4, 1:39.45; (5) Walt Wyeth, JSCC, MGB, 1:40.44; (6) Walt Hermann, TR4, 1:41.53; (7) Phil Locher, DVSCC, TR4, 1:42.20; (8) Ray Worth, FBSCC, Jaguar, 1:42.36; (9) Dick Goldfuss, Scud. X, MGB, 1:46.39; (10) John Wright, Scud. X, TR4, 1:46.40; (11) Billy Competielle, Scud. X, TR4, 1:46.70; (12) John Dill, Scud. X, AH, 1:47.20; (13) Bob MacKenzie, Scud. X, MGB, 1:51.29; (14) Ray Mackie, HSCC, AH, 1:52.97; (15) Reginald Jensen, Scud. X, AH, 1:52.99; (16) Archie Ingrassie, Alfa Scud. X, 1:54.58; (17) Joe DiStefano, Jaguar, 1:56.57; (18) didn't get name, AH, 2:09.23.

Class E: (1) Steve Krisiloff, JSCC, Porsche, 1:36.93; (2) Pete Herrington, Morgan, 1:39.22; (3) Carl Schinke, Scud. X, Porsche, 1:41.22; (4) W.O. Jones, Porsche, 1:41.36; (5) Jules Maggar, AH, 1:41.69; (6) Skip Rafferty, HSCC, Porsche, 1:42.22; (7) Phil Pratt, PCA, Porsche, 1:42.26; (8) Augie Haug, Scud. X, Alfa, 1:44.07; (9) James Philbich, Corvair, 1:44.11; (10) Bob Coffman, Scud. X, Corvair, 1:46.45; (11) Chas. Klienle, Scud. X, Porsche, 1:47.09; (12) Jay Schmid, Corvair, 1:53.83.

Class F: (1) Kay Smith, JSCC, TR3, 1:36.23; (2) Dale Rowley, JSCC, MGA, 1:38.34; (3) James Gray, SSCC, TR3, 1:38.91; (4) W.S. Webster, TR3, 1:39.90; (5) Dick Siciliano, TR3, 1:41.62; (6) Eddie Spreen, Mod. Aus. Cooper,

1:42.29; (7) Chas. Huber, MGA, 1:46.91; (8) Andy Tilton, Sunbeam Club, Sun Alp., 1:48.34; (9) Ray Walle, Alpine, 1:49.96; (10) Tony Assini, Scud. X, TR3, 1:53.56; (11) Jim Mollinelli, SISCC, Alpine, 1:58.29; (12) Martin Carr, Alpine, 2:05.25; (13) Vic Sellarò, Scud. X, Alpine, 2:05.94; (14) Fred Fox, MGA, Disqualified.

Class G: (1) Ray Brunell, NFSCC, "Apache", 1:40.36; (2) Ed Bullis, Scud. X, Midget, 1:42.31; (3) Gary Schneider, Sprite, 1:44.53; (4) George Schneider, SISCC, Midget, 1:47.79; (5) Skip High, FBSCC, Sprite, 1:53.22; (6) Chas Martindale, BPRDC, Sprite, 1:53.80; (7) Chas. Devlin, Midget, 1:56.36.

Class H: (1) Rick Needham, Sprite, SG, 1:36.59; (2) Hank Snow, SG-SSCC, Sprite, 1:36.95; (3) Karen Snow, SG-SSCC, Sprite, 1:38.60; (4) Ted Asbury, SG-SSCC, Sprite, 1:39.16; (5) Harry Graber, SISCC, Sprite, 1:47.11; (6) John Bartram, Sprite, 1:47.79; (7) James DeNoble, Sprite, 1:49.68; (8) Brian Fowler, Scud. X, Sprite, 1:50.52; (9) Irv Englander, Scud. X, Sprite, 1:52.04; (10) James Beal, Fiat, 1:59.13; (11) Gary Snyder, Sprite, DNF.

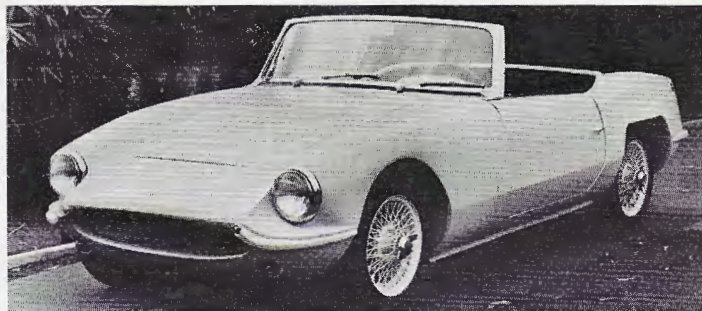
Class L: (Ladies based on percentage basis) (1) Linda Millgate, Scud. X, Lotus, 1:41.04; (2) Gail Stewart, DVSCC, Corvette, 1:43.50; (3) Betty Pratt, PCA, Porsche, 1:46.69; (following not in order of finish) Maureen Dill, AH, Scud. X, 1:47.91; Doris Schinke, Scud. X, Sprite, 1:50.82; Shaune Piper, SG, TR3, 1:55.11; Edith Haug, Scud. X, Alfa, 1:56.86; Georgia Cummings, Scud. X, Cooper, 1:58.45.

Sedan H: (1) Bob Henneman, Scud. X, MG1100, 1:51.80; (2) Dick Hetzel, Scud. X, Renault, 1:52.04; (3) George Berry, RVSCC, Kar. Ghia, 1:52.31; (4) Mitt Koseff, Austin, SCCA, 1:54.60; (5) Richard Eggert, MG1100, 1:56.49; (6) Bill Morris, VW, Scud. X, 1:57.08; (7) Ed. McEwen, Renault, 2:08.74.

Sedan G: (1) Bill Smith, Scud. X, Aus. Cooper, 1:45.31; Joe Foering, Aus. Cooper, SCCA, 1:48.46; (3) Joe Goodman, Volvo, 1:50.20; (4) Jeff Livingston, Scud. X, Aus. Cooper, 1:52.36.

What's New

ELVA COURIER MK IV



Span Inc., the U.S. distributor of Elva sports cars has announced an all new Elva — the Courier Mark IV. The series will consist of three models: the convertible; the T type convertible and the G.T. coupe.

New from the ground up, the Mark IV series combines the performance-proved features of its national champion forerunners with some added features. Standard on all Mark IV's are roll-up windows, metal doors with external handles and locks, interior lights, locking glove box and trunk. Of special interest are the double backbone steel box chassis, heavy-duty diaphragm clutch, twin master cylinder braking system with front disc brakes, and heavy sway bar.

Elva goes the route with the T series, adding Tru-trak Formula 1 type fully independent rear suspension, 60-spoke wire wheels, and oversize front disc and rear drum brakes. The standard power plant, a 98 hp version of the 1800 cc MGB engine, produces acceleration figures of 0 to 60 mph in 8 seconds and makes C Production in SCCA racing.

Available for a limited time, the MK IV fitted with a 90 horse-power 1622 cc MGA engine is placed in E Production. Rounding out the power p'ant picture, the 83.5 hp 1500 cc 122E Ford Cortina GT engine and gearbox is available on special order.

With handling unequalled by any production roadster and styling that rivals Italian cars, the MK IV starts at \$2995 and was acclaimed one of the prettiest of the really new cars at the Turin and Chicago Shows.

HI-TEMP PAINT A REALITY

Of recent arrival on the market is a line of high temperature paint in several colors which are truly flame-proof. Manufactured by the Sperex Corp., of Los Angeles, Calif., their VHT enamel finishes have already gained ready acceptance in the hot rod and dragster worlds, no doubt due to the fact that devotees of these branches of motorsports are not only competition minded but concours directed as well.

Originally developed for missile and space vehicle applications where the extremely high temperatures of re-entry called for a heat-proof finish, Sperex

has now put on the market this derivative of the space age.

Ease of application, by either brush or spray, freedom from subsequent heat blemishing, and ease of maintenance (soap & water washing) should make their VHT Enamel extremely desirable to anyone interested in applying a good-looking finish to exhaust pipes, headers, manifolds, and any other part of an engine which will be subjected to high temperatures.

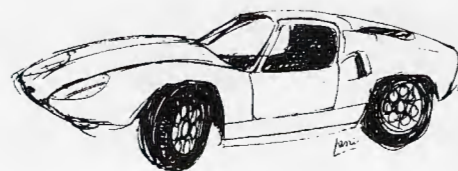
Complete information on this inexpensive line of finishes may be obtained from the local distributor:—Davis Racing Equipment, Box 268, Oaks, Pa.

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Check your membership eligibility

Delval Datebook

TOP GEAR

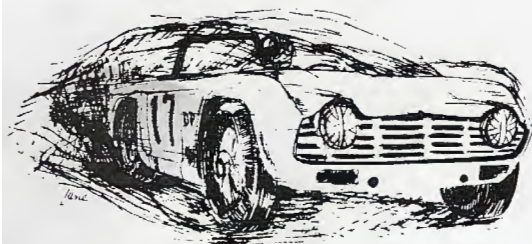


MAY

- 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.
- 23-24—Little Pocono Hillclimb. (PHA #3) Muriel Watson (215) TU 4-1525.
- 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.

JUNE

- 6—BLMC: June Jump Rally (evening event). Bob Muir (215) 723-4965.
- 7—SJR-SCCA: Divisional Road Race, Vineland, N.J.
Jean Steagall (609) 663-6916.
DASC: Autosprint. (DAC #3) Rodney Shopping Center, Dover, Del. Ed Miller (302) 734-7341.
DVSCC: Rally Delaware Valley. (PRCA #5)
Tony Miller (609) 298-0962.
- 12-14—SCCA: Historic New York National Rally.
BMC: Rally. Bill Wilson (302) OL 2-5009.
VFMC: Founder's Rally. Gene Moulton (215) 969-6455.
- 13-14—Duryea Hillclimb. (FHA #4) Muriel Watson (215) TU 4-1525.
- 20—SUN AC: Pappa's Pride Rally. Tom Bower (215) HU 7-1184 ext. 584.
- 21—BMC: Autosprint. (DAC #4) Gtr. Wilmington Airport. Bill Wilson (302) OL 2-5009.
LBSCC: June Bug Rally. Mort Munro (215) TU 6-3875.
- 27—RTMC: Evening Rally. Jim Ridenour (215) NI 4-8575.
- 28—USRRR #6. Watkins Glen, N.Y.
HSCC: Time Trials (NJ Council #8) George Johnston (609) 927-3171.
VFMC: Leadfoot Gymkhana. Gene Moulton (215) 969-6455.
- EPSCC: Romig Memorial Rally. (PRCA #6)
Steve LeBoutillier (215) NE 7-1183.



FIAT

LANGHORNE, PA.

Bob Yates Foreign Cars
1222 E. Lincoln Hwy.
(215) WI 3-2300
Phila. OR 3-4540

MEDIA, PA.

County Cars, Inc.
295 E. Baltimore Ave.
(215) LO 6-8500
Phila.—GR 4-5146

NEW HOPE, PA.

Meyer's Sports Car Center
Route 202
(215) 862-2112

PHILADELPHIA, PA.

George C. Reinoehl
8038 Germantown Ave.
(215) CH 7-1311



THE VALUE-LEADER MODEL 1100 D—A 4-door sedan that is the pearl of the imports. Time-tested and famous. Adjustable, reclining bucket seats. Full-light windows all around. 4 front-hinged doors. Roomy interior. Safety padding. Unibody construction. 55 HP (compare!). Over 80 m.p.h.



FAMOUS 1500 SPIDER ROADSTER—This model combines the high-precision craftsmanship and technology inbred in all Fiats with coachwork designed by the Italian master, Pininfarina. Looks and acts like a millionaire's choice.

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) 612-5009
Rallying, Sprints, Hillclimbs

BUCKINGHAM SCC

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

BUTCHER'S LANE MC

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

CHICANE SCC

Box 67, Ewan, NJ
3rd Mon. : 8pm
Water Wheel, Mantua Av.,
Woodbury, NJ
CLARENCE SMITH (609) GR 8-2756
Rallying & Social

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

P.O. Box 6326, Phila., Pa.
1st Thurs. : 8:30pm
Warminster Manor, Rt. 263 & 132
Warminster, Pa.
CLIFF ALLEN (215) SH 8-4345
Rallying, Racing, Fun

DELAWARE AUTO SPORT CLUB

Box 621, Dover, Del.
1st Wed. : 8:00pm
Delvets Club, Pear & Walker,
Dover, Del.
EDEL MIL'ER (302) 734-7341
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

DURYEA SCC

Box 14, Wyomissing, Pa.
2nd Tues. : 8pm
Bavarian Assn., Hill Rd.,
Reading, Pa.
GENE WILKINS (215) 678-3901
Hillclimbs, Rallies, Gymkhanas

EASTERN PA. SCC

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

This directory of Delaware Valley sports car clubs is intended to facilitate the field of regional sports car club interclub relations. 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

FLYING BURROS SCC

400 W. 3rd St., Florence, NJ
1st Wed. : 8:00pm
Old Heidelberg Inn, Egg Harbor, NJ.
GEORGE JOHNSTON (609) 927-3171
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

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 BU'KS 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 Hse., Rts. 1 & 13,
Morrisville, Pa.
ED SCHALLER (215) HA 4-1267
Rallies and Time Trials

NEW JERSEY COUNCIL of SCCs

325 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 HILLCLIMB ASSN.

515 Roberts Av., Glenside, Pa.
All enquiries on PHA and its events
should go to:
MURIEL WATSON (215) TU 4-1525
Hillclimbing 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 475-3631
DICK AKERS (302) SY 8-9019
Porsche Sociability & Tech.

PORSCHE CLUB - E. Pa. Region

472 Margo Lane, Berwyn, Pa.
1st 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

979 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.
JIM BEATTIE
All Motorsport Activities

SOUTH JERSEY REGION, SCCA

2651 Corbett Rd., Merchantville 8, NJ.
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 M'CURDY (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 8-8165
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 Mayberry, Chief Booster
Started to gather the spectator element
of the sports car crowd. Congregate at
race events in Delaware Valley gener-
ally, also arrange trips to major na-
tional 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 N.J.

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.
4th Tues. : 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

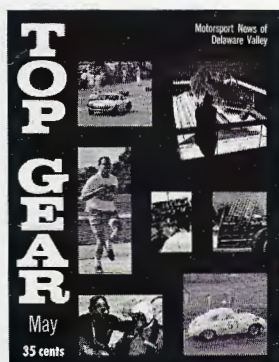
WESTFIELD SCC

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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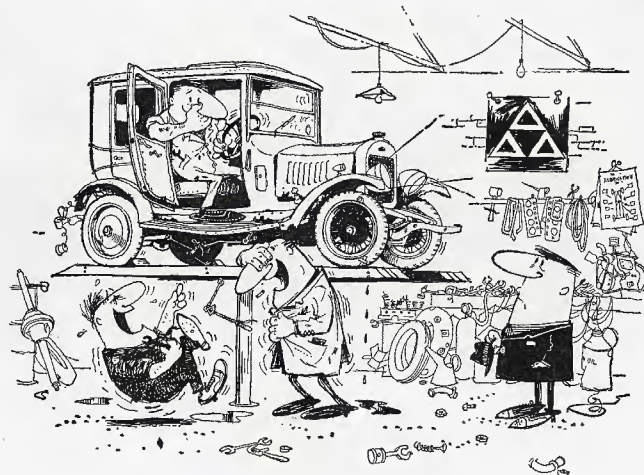
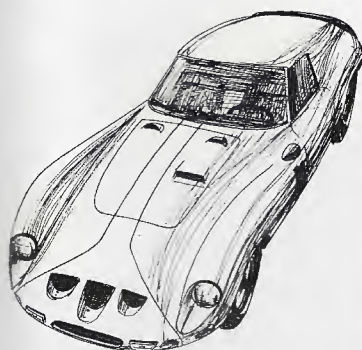
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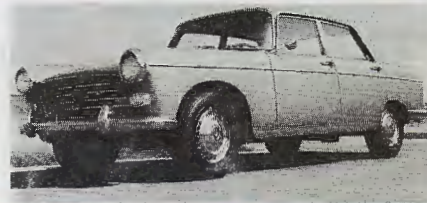
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