

# COMPETITION PRESS



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## Miles, Cobra Win Last U.S.RRC



Ken Miles won last USRRC event.

By Wally Huskonen

LEXINGTON, O.—California's Ken Miles and his Shelby Cobra were more than a match for the field in the final 1963 Drivers USRRC race at last weekend's Mid-Ohio Raceway, moving the California veteran into second place behind Bob Holbert in the final point-standings. After 168 miles, he was 50 seconds ahead of Hap Sharp of Texas, under-2-liter class winner, who drove an Elva Mk. VII powered by a 1500cc Ford twin-cam.

Sharp put on a spectacular drive for the 18,000 spectators as he came from dead last to second over-all in the 70-lap event. He held No. 3 position on the front row of the grid, but he couldn't start his engine. Although the car was pushed off to the side of the grid, he managed to make it work just as Jesse Coleman dropped the flag and he roared away in a cloud of dust.

In the 70-lap Manufacturers race, Bob Holbert of Warrington, Pa., led all but the first lap in a production Cobra to win in ho-hum fashion. He had the pole position by virtue of turning the fastest GT time in Saturday's practice. Ken Miles was second, despite a pit stop to repair a broken oil line.

Sixteen Formula Juniors started in the 25-lap supporting race for a \$1000 purse. Reed Rollo, in a Cooper, put on a smooth drive from 8th place at the end of the first lap to win ahead of Chuck Dietrich in a Lotus 20, averaging 77.13 mph in the process. Dave Dours in a Stanguellini picked up first place money in the front-engine class.

Practice on Saturday produced some exciting moments as the drivers vied for pole position in each race and a special \$100 prize for fastest qualifier. Ken Miles, in his red Cobra, was the first to break the course record of 77.13 mph with a 78.41. It wasn't long before another Californian, Skip Hudson, came up with a faster time.

Hudson was driving a new Chevie-powered Cooper for the first time. His best lap was 1:48.6 (79.55 mph). Later in practice, his clutch disintegrated, scattering schrapnel over a good bit of the course and retiring Hudson for the weekend.

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Hansgen regains lead after "Keystone Cop" pitstop for Rodriguez. (John Hearst photo)

## Hansgen, Pedro In Close Dice At Double 500

By Art Peck

BRIDGEHAMPTON, N.Y.—The eastern tip of Long Island was the scene of international road racing two weekends ago with the second running of the Bridgehampton Double 500.

Sunday's 500-kilometer race (315 miles), viewed by a record crowd of 14,200, was won by New Jersey's Walt Hansgen after a wire-to-wire duel with Mexico's Pedro Rodriguez. Hansgen, in the Briggs Cunningham Cooper-Buick, combined 310 miles of flawless driving with five miles of luck to win over the ever-charging Rodriguez in the Le Mans-winning 3-liter Ferrari prototype.

With the leads swapping at the scheduled fuel stops, it seemed to be Hansgen's race until he had to come in shortly before the end for an extra quick gallon of gas. Out again in time, still holding the lead by a small margin, he seemed to be the sure winner until the penultimate lap when a rear-end pinion bearing let go. In a Hollywood-type finish, he managed to keep up enough speed to beat Rodriguez across the finish line.

## Foyt Wins Trenton; Clark, Gurney DNF

TRENTON, N.J.—Houston's A.J. Foyt won the USAC Trenton 200-mile race Sept. 22 after front runners Jim Clark of Scotland and Dan Gurney of Costa Mesa, Calif., dropped out when their Lotus-Fords developed mechanical problems. The win earned Foyt the annual USAC National Championship for the third time in his career.

Clark won the pole position by setting an all-time one-mile oval qualifying record of 109.356 mph, barely topping Gurney's 109.024 mph. The pair had all but lapped the field when Clark retired with no oil pressure on the 49th lap, and Gurney lost all his oil and retired on the 147th lap, jettisoning Foyt home free.

Foyt averaged 101.359 mph and won \$11,000 for his effort, before a crowd of 32,000 aboard his George Bignotti-prepared Offy front-engined roadster. Second and third, also aboard front-engined Offys, were Bud Tingelstad of Dayton, Ohio, and Dearborn's (Mich.) Troy Ruttman.

before pulling over to an off-course stop. Walt made it back to the victory line but the car didn't.

(Continued on page 6)

## Clark Holdout In Western GPs

Whether new World Champion Jim Clark would appear at two of the West's three major FIA events this fall was undecided at CP press time.

Managers of the Times-Mirror Grand Prix for Sports Cars (Oct. 11-13 at Riverside) and the Monterey Pacific Grand Prix (Oct. 18-20 at Laguna Seca) were still negotiating for the Scotsman.

Already signed for Riverside

## \$60,000 For 3 Races

KENT, Wash.—A three-race West Coast FIA circuit with more than \$60,000 in prize money starts this weekend, when Pacific Raceways hosts the Northwest Grand Prix.

Following Kent, after a week-long lapse for the U.S. Grand Prix at Watkins Glen, N.Y., is the Times-Mirror Grand Prix for Sports Cars Oct. 11-13 at Riverside, Calif., and the Monterey Pacific Grand Prix at Laguna Seca, Calif. Oct. 18-20. All three races have \$20,000 purses, although the Riverside event also awards a Pontiac Grand Prix to the winner.

is Indy winner Parnelli Jones, who will drive the Arciero Lotus 22 (2.7 Climax). Negotiations are underway to renew the Jones-Clark Indy duel with Clark behind the wheel of an Arciero Lotus 19, also with a 2.7 Climax engine.

Colin Chapman originally asked for \$33,000 to bring two Ford-powered Lotus 19's to Riverside, Laguna and Kent, Wash. The cars were to be driven by Clark and Dan Gurney.

Now that Glenn Davis, race director for the Times-Mirror event, is negotiating for Clark separately, the status of Gurney is undetermined.

## Top GP Drivers Sign for Glen

WATKINS GLEN, N.Y.—Every world famed Grand Prix driver and European racing team will compete in the Grand Prix of the United States on the Glen's renowned 2.3 mile circuit Oct. 4-5-6.

The greatest field of any Formula 1 GP this season includes four World Champions led by the high flying Scot, Jim Clark, the factory Ferraris and ATS team from Italy, two-time Indianapolis winner Rodger Ward in his first Formula 1 ride, and the initial appearance of the Stebro Formula 1 built in Canada.

An expected crowd of over 50,000 fans will witness America's only world title race through the expert commentary of Stirling Moss. The famed driver, who won the 1961 USGP here will describe the finer points of the competition, and the 5-way duel for second place championship standings, over the public address system.

The 110-lap, 253-mile race for the Formula 1 World Championship of Drivers will get the green flag at 2 p.m., Sun. Oct. 6. Two four-hour practice sessions have been set for 1-5 p.m. on Fri., Oct. 4, and 11 a.m. to 3 p.m. on Sat., Oct. 5.

Latest entries in the 22 car field include U.S.'s 1961 World Champion Phil Hill and Giancarlo Baghetti of Italy in the first American appearance of the Italian A.T.S. racing team. Senior Ferrari cabled confirmation of two factory Ferraris to be driven by Englishman John Surtees, victor in the 1963 German GP, and Lorenzo Bandini of Italy.

The Glen received word that Rodger Ward, National USAC Champion in 1959 and 1962, will substitute for Chris Amon in the number 1 Lola of England's Reg Parnell Racing Team. Ward's team mates will be Masten Gregory in a Lola and Hap Sharp in a Lotus-BRM.

Colin Chapman has entered a three-car Lotus Team with 1963 World Champion Clark, victor in five of the seven GP's this season, veteran Englishman Trevor Tay-

lor, and the young Mexican, Pedro Rodriguez as drivers.

Britain's Graham Hill, 1962 Champion and winner of the 1963 GP of Monaco, and Richie Ginther of California, currently second in points standings, will drive BRM's for the Owen racing organization of England. Representing the Cooper Car Company of England will be Bruce McLaren and South African, Tony Maggs.

Two-time World Champion Jack Brabham, who won the Australian and Austrian GP this season, and California's Dan Gurney, now ranked sixth, will compete in the Brabham cars. British Racing Partners of England has entered the 1961 USGP winner Innes Ireland in a BRP-BRM and Texan Jim Hall in a Lotus-BRM. Joakim Bonnier of Sweden will return in the Glen for his fifth appearance—this time in the Cooper-Climax of England's RRC Walker Team.

Ernie De Vos of Montreal, one of Canada's top two Formula Junior drivers, will step up to Formula 1 and drive a Stebro Mark 4. This will mark the initial appearance of a Canadian-built Formula 1 in a championship race.

Two independent entries from Europe round out the 22-car field. Count Carel de Beaufort of Holland will return in his Porsche, and Josef Siffert of Switzerland will make his first run here in a Lotus-BRM V-8.

## LATE NEWS

- While Watkins Glen is announcing two Ferraris entered for the U.S. GP Oct. 6, London sources are condemning Enzo for abandoning racing for the remainder of the year now that Clark and Lotus have clinched the championship.

- Eight SCCA-sanctioned U.S. Road Racing Championship events in 1963 attracted 140,200 paid fans (17,525 average per race), 286 entries, \$52,650 in prizes, and 63 drivers earned championship points. Verdict: a resounding success worthy of repeat in '64.

- Standard-Triumph ceases to exist Oct. 1. Switches names to Leyland-Triumph, incorporating name of British truck firm which absorbed S-T last year. Result: Your Standard-10 sedan is as extinct as Edsel, LaSalle, and DeSoto, and L-T is stuck with thousands of dollars (pounds) in worthless stationery and signs.





Three team Cobras made front row at Bridgehampton. (John Hearst photo)

More on:

## Hansgen Victory at Bridgehampton 500

3.

(Continued from page 1)

hence no preparation. What had been overlooked was the possibility of a bad wheel, which is just what happened. Nice shiny paint, but with defective spokes underneath. Arents assured us some very Ferrari-like words had been wired to Modena.

The protest that never came will be talked about for a long time. The rules for the race called for starting cars by an on-board starter, standard practice in FIA championship events.

On Hansgen's two pit stops, his battery wouldn't do the job and the car was started with the on-board starter but with a jump cable from a very off-board extra battery. A spokesman for the Stewards of the Meet said that a protest had been expected as everyone had seen the irregu-

larity. Such a protest would have been disallowed, they stated, because the loophole had been used throughout the season without FIA action and the last championship race on the calendar was no place to start the enforcement. New rules next year? New loopholes next year? Probably.

More or less forgotten, what with all the drama out front, was California's Dan Gurney in a very beautiful 4-liter Ferrari fastback prototype coupe. Cobras? Not a one finished the race.

### SATURDAY'S 500

In Saturday's half of the Double 500, the all-conquering work-team Cobra-Fords finished one-two, driven by Gurney and Ken Miles of California. Early leader Bob Holbert was first to fold when a half shaft let go on

his Cobra. Later in the race, viewed by 6000 fans Bob Johnson's private Cobra also retired. Third and fourth were Hansgen and Paul Richards in the Momo-sized light-weight Jaguars.

Equal FIA international GT points and equal prize money went to the under-two-liter cars on Saturday, with Long Island's Joe Buzzetta the big winner in his Porsche Speedster. He beat out an amazingly fast Ford Cortina for the flag. Complete with the Lotus dohc setup, the Cortina was brought over from England for Ford's rally champion, Henry Taylor. What a combination. The Cortina was good for 125 mph on the straight and Taylor could corner with the best of them. The car may have looked like an up-right box, but it acted more like a hot Formula Junior in Taylor's hands.

### SUNDAY'S 500

During Rodriguez's chase of Hansgen, he came in for the scheduled fuel stop and appeared to call for a tire change. Consternation reigned, the wheels weren't over the pit wall and the jack couldn't be found. The experts figured the lost time cost Pedro the race. Several days later, NART's George Arents told what really happened. It seems that practice had shown no tire changes would be needed,

SATURDAY, SEPT. 14—GT category III, 500 km: 1. Dan Gurney, Ford-Cobra; 2. Ken Miles, Ford-Cobra; 3. Walt Hansgen, Jag XKE; 4. Paul Richards, Jag XKE; 5. Allen Wylie, Sting Ray; 6. Jack Moore, Sting Ray. GT category II, 500 km: 1. (and 7th overall) Joe Buzzetta, Porsche Carrera; 2. Henry Taylor, Ford Cortina; 3. Bruce Jennings, Porsche Carrera.

Winning average speed: 90.06 mph. Fastest lap: Gurney, 1:49.0.

SUNDAY, SEPT. 15—Sports, Prototypes and GT III & II, 500 km: 1. Walt Hansgen, Cooper-Buick; 2. Pedro Rodriguez, Ferrari Prototype; 3. Dan Gurney, Ferrari Prototype; 4. Herb Swan, Porsche RS 60; 5. Bill Wonder, Genie-Buick; 6 (1st in GT) Ed Cantrell/Charlie Kolb, Ferrari GTO.

Winning average speed: 91.52 mph. Fastest lap (course record): Pedro Rodriguez, 1:47.2.

## Art Peck's EAST COAST Exhaust Notes POT REALLY BLACK?

It could well be a case of the pot calling the kettle black at the upcoming FIA's Commission Sportive meeting. The word going around is that Ferrari plans to ask piercing questions regarding the homologation of such items as the light-weight Jaguars, big-engined Pontiac Tempests (only two supposedly ever built) and other bits and pieces. Apparently the Cobras will not be a part of the discussion. Granted that all Cobras are not created equal, the sales record has been good and Carroll Shelby says it can easily be proved that more Cobras have been delivered than all light-weight Jags and GTO Ferraris put together.

Whether or not the pot is calling the kettle black is of little importance. What is important is that the whole mess should be thoroughly investigated and ALL manufacturers and ALL FIA-representing groups should

mile) endurance event will be heavily endowed by Prestolite with more than \$40,000 in prize money. Also, because of the length of the race, the winning car will pick up triple points (27) toward the FIA's Manufacturer's championship. And, oh, yes, all this happens on Sunday, next Feb. 16.

### NEW COURSE FOR PHOENIX

A surprise guest at the Daytona luncheon was an old CBS friend of mine, Dick Hogue. He had come to talk shop with Bill France. As president of the newly-formed Phoenix International Raceway, Inc., Dick and his associates have acquired 300 acres about 12 miles out of Phoenix and aerial photographs show road building well underway for a three-mile, over-90 -mph -race -average, road course, a one-mile tri-oval, and a quarter-mile drag strip. Plans and construction are far enough along so that the inaugural road race will be scheduled next February or March.

I told Dick I thought Phoenix had a one-mile oval and needed another one like a hole in the irrigation system. He said the Phoenix city fathers plan to condemn the fairgrounds dirt track following the windup of the USAC Championship Trail race there this December.

### A FILM GAINED...A FILM LOST

A new film was given its world premier showing at the September Chowder society meeting. Called "Won All," it was made up of very exciting racing shots from the 1963 Daytona and Indianapolis 500s. Some may think that Autolite was a little strong in the commercial portions, but that's a small item compared with the fine photography. Club program chairmen can write to: Autolite Division Public Relations, Ford Motor co., P. O. Box 100, Wixom, Mich.

Now, from our master film list printed in CP in August, scratch out "East African Safari"; it was never completed and a new film will soon be out to take its place.

### SOME QUICKIES

At the Bridgehampton Double 500, John Bishop came up with the fact that Dan Gurney's win in the Saturday FIA GT event was the first time in history that an American driver had driven an American car to victory in an international event. Now, some spoil sports will try to take away Dan's moment of glory by arguing that a Cobra-Ford is not an American car—only half American. Details, details.

Everyone will want to know that a large pharmaceutical firm is market-testing canned Bloody Marys under the name of Yorktown Quickies. We don't know how it will all come out, but are told that samples have been well received. Why not? Just the thing for that race kit. (After the race, of course.)

### what's happening EAST

Oct. 5-6 SCCA Regis, Marlboro, Md.  
Oct. 5-6 SCCA Regis, Osceola, Fla.  
Oct. 6 U. S. GRAND PRIX, WATKINS GLEN, N. Y.  
Oct. 8 Chowder society lunch, Sardi's West, NYC.  
Oct. 11-13 SCCA Natl Rally, New York Region.  
Oct. 12-13 SCCA Divis, Thompson, Conn.  
Oct. 18-19 SCCA Regis, Lime Rock, Conn.  
Oct. 19-20 SCCA hillclimb, Weatherly, Pa.  
Oct. 19-20 SCCA Regis, Spartanburg, S.C.  
Oct. 19-20 SCCA Regis (T), Sebastian, Fla.  
Oct. 26-27 SCCA Divis, Suffolk, Va.  
Nov. 2-3 SCCA Regis, Vineland, N. J.  
Nov. 2-3 SCCA Regis, Jacksonville, Fla.  
Nov. 2-3 SCCA Natl Rally, Philadelphia.

operate in the future from the same set of rules with the same set of interpretations.

### GETTING IT STRAIGHT

It's well known in the sport that Competition Press in general—and this column in particular—takes pride in accuracy. On my return from Sebring last spring I broke the story that Bridgehampton would have a new vehicular tunnel into the infield, that it would be ready for the first race of the season, and that it would be sponsored by Martini & Rossi. I'm now happy to state that it all came true. Only a few minor incidents were changed. Such as (1) It isn't a vehicle tunnel, it's a footbridge. (2) It wasn't ready for the first race of the season, it was ready for the last. (3) The sponsor isn't Martini & Rossi, it's Lowenbrau.

### THE BIG SOFT SELL

Big Bill France came to New York a couple of weeks ago with his Daytona International Speedway officers hosting the International Motor Press assn. at Leone's restaurant. The reason was to kick off the campaign for the Daytona 1964 "Continental." And now comes the soft sell. There were no speeches, no films, no nothing commercial.

The word did leak out, however, that the 2000 kilometer (1234



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# USAC LIMITS ENGINE SIZE AT 3 LITERS

## IN THIS ISSUE OF CP

### A Win for Pedro

Pedro Rodriguez drives latest 3.3-liter Ferrari prototype to victory at opening of Mont Trembant, Quebec, course; leads the Canadian champion, Ludwig Heimath across line. ●Page 9

### Cooper for Hill

There's a Cooper in Phil Hill's future as the factory announces he'll drive on of the team cars in both the U.S. and Mexican Grands Prix. Bruce McLaren applauds Hill. ●Page 5

### Conquers Bridge

Walt Hansgen made it two in a row by capturing the Bridgehampton Double 500, Ken Miles pilots Cobra to GT win. Complete details on the exciting weekend in this issue. ●Pages 1-12-13

### Kent Cries Foul

Kent, Wash., FIA race off as raceway management and SCCA officials continue to exchange sharp words; Kent threatens suit and SCCA gives reasons for no sanction. ●Page 11



All over the road at Road America—the full field is bunched on the first lap. At left, Augie Pabst, Lola Chevy; at right, Bob Markley, Elva-Porsche. See story on this page. (John Connor photo)

## Opens Door For Universal Competition

By Leon Mandel

United States Auto Club directors, meeting in Indianapolis Sept. 17 and 18, joined the world of auto racing by voting 8 to 6 to reduce maximum displacement of engines from 4.2 liters to 3 liters (183 cu. in.) by 1967.

The reduction, which will bring USAC requirements into line with the new 1966 FIA formula, means an almost certain destruction of remaining barriers to complete international competition, with cars and drivers from this country able to run both the championship trail here, and the Grand Prix circuit abroad, schedules permitting.

USAC owners and builders are very much of two minds on the subject, but with Offy engine builder Lou Meyer's admission that Ford had made his old engine obsolete, and his announcement that a new engine was forthcoming, the factor of replacement of equipment became academic since it was felt that it would have to be done anyway.

Meyer reportedly has a 183 engine under test.

USAC directors also felt that reduction in engine size with the concomitant new rule specifying a weight minimum of 1250 lbs., would add materially to the safety margin in the cars, if only by reducing the spectacular year-by-year speed increases seen at Indianapolis.

USAC acted on a number of other matters, but the reduction of displacement had by far the most impact on the world of car racing.

Ray Altman, chairman of the Board of Governors of the SCCA, said the USAC move was "the technical and administrative development with more significant implications to the sport than any other decision in racing since the founding of the SCCA."

(Continued on page 12)

## U.S. Cars Pace Tour De France

By Garnet Ireland

PARIS, France—No better test of cars and drivers has yet to be invented than the Tour de France, now in its 13th year.

As this is written, the eight-day event is only half completed, with Cobra-Fords leading in GT and a hot team of Ford Mustangs blitzing the touring class with 1-2-3-4 apparently nailed to the door. This is the first international competition for the Mustang.

In the Tour de France day and night grind, cars dash back and forth across France for 3500 miles of "rallying" and compete in eight full-fledged races and six hill-climbs. There is no time provided for major repairs and little time for drivers to sleep.

From the start at Paris to the Rheims circuit, observers saw a strong contingent of both Ferraris and Cobras, although the Guy

(Continued on page 7)

## Kaser Tells All, Clears Mire

WESTPORT, Conn.—"The World Series of Weekend Warriors" is what Jim Kaser, SCCA competition director, calls the Riverside Divisional runoffs in a drivers' newsletter to divisional leaders.

"The amount of work that's gone into this would shame a grande epreuve," he continues in the extensive bulletin that CP makes available in this issue in its entirety.

Kaser estimates that drivers will be paid about 6¢ a mile one way, while emphasizing the following:

- It is hoped that the stewards of the meeting will be the six divisional executive stewards.
- There will be "Surprises" when the "vast differences" in both car preparation and driving make themselves known.
- "The toughest tech you've ever seen" will insure car safety and legality.
- Reserve entries will be accepted at the discretion of the race committee.

The text of the driver's letter appears in the next issue.

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## Hansgen Repeats at Double 500

By Erika Rhone

BRIDGEHAMPTON, N. Y.—Walt Hansgen, 44-year-old Bedminster, N. J., dealer, is King of the Bridge.

Driving John Mecom's rear-engined Scarab in superb fashion, Hansgen repeated his 1963 Double 500 win Sept. 20 in a truly fantastic race before a crowd estimated at over 15,000.

Coming off the grid ahead of 28 cars in the field (GT prototypes, sports cars over 1600ccs, and GT-3 over 2000cc), Ludovico Scarfiotti in the North American racing team's short wheelbase 330LP Ferrari (which recorded an absolute track record of 1:43.0 in practice), stayed even with Hansgen down the straight. Pedro Rodriguez, Ferrari 3.3 liter 275LP, and Sherm Decker, Cooper-Ford, tucked in behind.

By the end of the first lap, however, Walt had a 7 sec. lead over the field and he added 2 to 3 sec. to this margin on each tour of the 2.85 mile course. On the 20th lap, the Scarab was 1 min., 2 sec. in front.

Decker meanwhile occupied 2nd overall with Rodriguez, Augie Pabst in Mecom's Ferrari 250LM, Scarfiotti, and Bob Grossman, 275LM, trailing.

Decker, holder of the new Thompson track record in his ex-Mecom-chassis car managed by George Constantine, was hardly a threat.

Leader of the GT cars was the team Ford-Cobra impeccably handled by Ken Miles, followed at a respectful distance by Shelbymen Ron Bucknum and Bob Johnson.

With Pabst's retirement on the 15th lap from rear axle troubles, everybody moved up a notch and the situation remained relatively static till pit stop time.

Miles and Bucknum made simultaneous stops in the 48th lap. Bucknum, enjoying his first Cobra race, required only fuel while Miles also got a left rear tire.

Hansgen, holding a one lap lead, was next into the pit for gas. Oil was also needed—and this nearly cost Walt the race. The oil filler

pipe on the aluminum Chevy engine is "over baffled" and the addition of oil was almost a drop by drop process. Pit time: 3 min., 45 sec.

Rodriguez meanwhile pitted briskly and went out again within a minute, now the leader by some 58 seconds.

Hansgen, well aware that he had

(Continued on page 12)

## Hansgen-Pabst Ferrari Outlasts Elkhart Entries

By Bill Maloney

ELKHART LAKE Wis. — Walt Hansgen and Augie Pabst teamed up and drove John Mecom's sparkling LeMans type 250 LM Zerex-Sol Ferrari coupe to an overall 500 mile victory to wind up a highly successful USRR 10 race season Sept. 13 before 38,000 spectators at the 8th annual 500 mile race here.

Jim Hall had already clinched the driver's championship prior to the race, but elected to go out and break the lap record no less than a dozen times, finally getting down to 2:32 and 162 mph on the four mile circuit.

This gave him pole position in his tremendously fast Chaparral, and at the start it was obvious that on sheer speed he was the man to beat. However 500 miles is a long way to go and the attrition rate at this event has always been high. Many of the railbirds were picking the slightly slower (Cobras were faster) Ferrari endurance car as the eventual winner.

The 500 miler was a combination race; 63 cars in over 2 liter, under 2 liter, GT-2 and GT-3 for manufacturers points went to the post.

Shelby had the manufacturer's championship wrapped up going into the race with 72 points, 20 points ahead of his nearest rival.

Ed Leslie, in combination with two Shelby newcomers, Skip Scott and John Morton, drove a Cobra to 2nd place, 9 points and \$1750.

Under two liter was won by 1963 Road America winner (along with Pabst) Bill Wuesthoff in the Robt.

(Continued on page 4)

## TRIUMPH IN COMPETITION

TR4s finished 2nd, 3rd, 5th and 6th in the Manufacturers Class, Berkshire National Rally organized by New England Region of SCCA, winning the Team Prize against teams from Chrysler and Ford.

'TEAM TR,' sponsored by Best Motors, Triumph Dealers in Rochester, New York, and Triumph's Competition Department, with 17 points is hard on the heels of Chrysler, with 19 points, for the Manufacturers Championship.

Best wishes from the:

COMPETITION DEPARTMENT  
Standard-Triumph Motor Co., Inc.

## LATE NEWS

● In their first-ever competition outing, Ford's fast-selling Mustangs took 1st and 2nd overall in the touring car class of the Tour de France, followed by a 3.8 Jaguar. Fourth went to a British Ford Cortina-Lotus. Peter Procter, making his first effort for Ford, drove the 1st place Mustang; Peter Harper had 2nd. Another Mustang, one of four entered, held 3rd till the final day.

● Carroll Shelby's organization has taken over preparation and racing of Ford's two rear-engine GT coupes, neither of which is homologated for grand touring competition. First outing under Shelby American banners for the Lola-type coupes is expected to be Sebring in 1965.

● Lotus has announced that Jimmy Clark and Parnelli Jones will drive the Indy Lotus-Fords in the Trenton, N. J. USAC championship 200 miler Sept. 27. Also entered in Ford-powered rear-engined cars are Bobby Marshman and Roger Ward. Lotus is also rumored for a West Coast appearance at the Times-Riverside sports car grand prix Oct. 11 with two, possibly three new Lotus 30s. Clark will head the team, and, according to rumor, the team will not show at Laguna Seca because of no appearance money.



## MORE ON:

## Final USRRRC

(Continued from page 1)

Bosch Elva-Porsche as he ached out Charley Hayes' Elva Porsche to take 4th and also the under two liter USRRRC driver's championship (unofficial).

The 125 lap race saw 63 cars blast off the pad. Hall outdragged Bud Gates, Genie-Chev, to end up the leader at the end of the 1st lap.

Gates hung on to 2nd for several laps as Hall broke lap records for about 25 minutes, finally leveling off at 94.55 as against the former record of 92.246.

Then old man attrition took over and Augie Pabst in Mecom's Lola-Chev moved from 25th to 2nd in an attempt to challenge Hall.

Also off the grid at the drop of the green, Dick Doane, Chevette, stayed right in with the leaders before experiencing gear box problems which, after a driver change with Dick Thompson, got worse; they dropped out with only seven laps to go. At the end, the Chevette was turning 150 mph and Thompson had fourth gear only.

Doane ran 2nd for over 40 laps when the Ken Miles-Ronnie Buckman group took over in their Cobra.



Roger Penske, Corvette, leads the pack at Road America 500. Bud Gates, Genie Chev; Augie Pabst, Lola Chevy; Ralph Salyer, Cro-Sal Spl.; and Dick Doane, Chevette, follow closely. In the rear is Ken Miles' Cobra. (John Connor photo)

Hansgen was moving through traffic at this stage and locked the Ferrari in 2nd place as the Lola-Chev team car went out with suspension problems. At the driver change-refueling mark of 50 laps, it was Doane; Pabst; Miles, Cobra; Penske, GranSport; Causey, Ford-Lotus; Sharp, Chaparral who was in and out of the pits with problems. Sharp retired while running 4th at the end of 80 laps; he had

suspension problems.

Hansgen was never headed after the 100th lap as he increased his lead over the 2nd place Penske to almost a full lap. Penske had a good dice with Ed Leslie in the Shelby Cobra to come off 2nd best and take 3rd place.

Gary Wilson was slightly injured in the flip of John Everly's Cobra.

## ELKHART LAKE, WIS., USRRRC, SEPT. 13, 1964

Drivers/Car/Laps	Class Pos.
1. Augie Pabst, Walt Hansgen; Ferrari 250LM; 125 laps	0-1
2. John Morton, Skip Scott, Ken Miles; Cobra; 124 laps	GT3-1
3. Roger Penske, Hap Sharp, Jim Hall; Corvette; 123 laps	0-2
4. Wm. Wuesthoff, Joe Buzzetta; Robt. Bosch Spl.; 121 laps	U-1
5. E. L. Hall; Michael Hall, Elva Porsche; 119 laps	U-2
6. Roy Kumnick, Bob Spooner; Cooper 4500; 116 laps	0-3
7. John Cannon, Charles Hayes; Elva Porsche; 114 laps	U-3
8. Chuck Stoddard; Alfa Romeo TZ; 111 laps	GT2-1
9. Peter Goetz, Frank Wildman; Elva Mk. 7; 111 laps	U-4
10. David Dunbar, Charles Cantwell Jr.; Elva BMW; 110 laps	U-5
11. Dave Clark; Lotus Cortina; 109 laps	GT2-2
12. Roger Donovan, Elva Mk. 7; 106 laps	U-6
13. George Dickinson, Sheldon Brown; Porsche RS; 105 laps	U-7
14. David Hobbs, Chris Craft; Lotus Cortina; 106 laps	GT2-3
15. Stanley Kozlowski, Don Kirby; Ol' Yaller; 104 laps	0-4
16. Jack Stone, Ted Rand; Elva 5; 103 laps	U-8
17. Bud Gates; Genie Chev; 102 laps	0-5
18. Art Riley; Volvo P1800; 100 laps	GT2-4
19. Robert Stelloh, Bob Lyon; Ferrari I; 99 laps	GT3-2
20. Robert Shaw, Homer Rader; Lotus 23B; 96 laps	U-9
21. M. R. J. Wylie; Lola Cosworth; 95 laps	U-10
22. Ralph Trieschmann, Charles Hayes; Elva Porsche; 93 laps	U-11
23. O. J. Klein Jr., Don J. Johnson; Maserati; 90 laps	0-6
24. Horst Kwech; Aysca Mk. 2; 90 laps	U-12

25. Dick Durant, John Martin; Durant Spl.; 89 laps	0-7
26. Peter Harrison, Art Huttering; Cobra; 87 laps	GT3-3
27. Jim Hall, Roger Penske, Hap Sharp; Chaparral 2; 83 laps	0-8
28. Ken Miles, Ron Bucknum, Cobra; 82 laps	GT3-4
29. Donald E. Wolf, Dick Talbot; Elva 7; 81 laps	U-13
30. Jerry Nelson, Robert Fox; Porsche RS60; 79 laps	U-14
31. O. M. MacLeran; Elva 7; 79 laps	U-15
32. Pat Manning; Cobra; 78 laps	GT3-5
DID NOT FINISH: Dick Doane, Chevette, 118 laps; Douglas Revson, Elva BMW 7, 110 laps; David Causey, Lotus Ford 19, 109 laps; John Everly, Cobra, 96 laps; James Scott, Elva, 81 laps; Charles Cox, Congress Motels Spl., 75 laps; Wayne Burnett, Ferrari Testa Rosa, 70 laps; Ralph Salyer, Cro-Sal Spl., 69 laps; Bob Markley, Elva Porsche, 68 laps; Gary Wilson, Chaparral I, 67 laps; Jack Ensley, Apache '62, 59 laps; Bob Johnson, Cobra, 42 laps; James Johnson, Elva-Porsche, 40 laps; Alex Ratelle, Elva mk 6, 39 laps; Augie Pabst, Lola Chevy, 30 laps; George Wintersteen, Cooper-Chevrolet, 30 laps; Don Skogmo, Geni-Ford, 30 laps; David Evans, Lotus 11, 29 laps; Tom Terrell, Lotus 23-B, 27 laps; Robert Shufelt, Lotus 11, 26 laps; Owen Rutherford, Cooper Monaco, 24 laps; Jack C. Baker, BlackJack Ford Jaguar, 20 laps; Edmond Cicotte, Lotus 23B, 9 laps; Richard Young, Elva mk. 7, 6 laps; Jerry Hansen, Chevette, 5 laps; Ed Fuchs, Bobsy mk. 2, 4 laps; Walter Gray, Allard Gray Sp., 1 lap.	
DID NOT START: Sam Eller, Porsche RSK; George Reed, Ferrari Ford. Avg. 87,660 mph; new record.	



## CP READERS SAY

## A Graphic Reply

By Jerry Titus  
Technical Editor,  
Sports Car Graphic

I have a reputation for being outspoken, and this doesn't appear to be the time to change it.

As long as you're going to continue to print Mims' Mumbblings, I guess we'll have to continue to defend the November race. The more accurate information available, the better.

First, all the crying about money. Westport just published a breakdown on this matter. Every bit of help that can be given to competitors is being given.

Certainly it's going to cost money to get out here. They just ran the go-kart nationals at Riverside, a 100-mile enduro one weekend, sprints the next.

There were over 400 entries representing almost every state and over 65% of them were here 10 days.

They picked up their own tabs for everything. The entry fee was \$40. Each burned almost that much in fuel...

Aside from initial cost (about \$1000 without spares), kart people spend more during a season than it takes to campaign a sports car.

They are perfectly willing to accept the winners of this "sudden death" event as their national champions. There were about 50 entries per class, yet only 28 could make the show.

How'd you like to seize an engine qualifying under those conditions? It happened to several, but there was no crying. That's racing.

And, class for class, karting is 15 times more competitive than sports cars.

My point is that their average income appears less than that of the average sport car competitor, yet they attend and support the logic of a single national run-off.

The above is only for the crybabies among us. If you look at the attendance figures of national vs. divisional races this year, you'll see that the vast majority of competitors want this race, and are trying like the devil to get to it.

And let's get one thing straight; this IS SCCA's race. SCG approached them with the idea and is helping to publicize and organize

## Vandagriff Replies To Mims'

Competition Press received, at press time, a statement from Chic Vandagriff, vice-president of the SCCA's California Sports Car Club and a prime mover in the divisional runoff program.

We will publish his letter in the next issue of CP and we hope that this will end the discussion concerning the event.

— Editor

the event, but it will be entirely run by SCCA officials.

The money put up by the Riverside track is, frankly, a helluva gamble. Which would you like to gamble with: one big race with name drivers or 17 races with little-known drivers? The cost is the same. They're honestly praying they'll break even.

From SCG's standpoint, we could have backed a pro race and received the same amount of publicity with a lot less work and without the risk of being bad-mouthed.

Our motivation is overall improvement of the sport. As far as I'm concerned, anyone that doesn't sincerely believe this race can help the sport should send their mouse-ears out to be plated.

In the past, the national circuit has been the exclusive property of those that could afford to make several races out of their division.

Now, a competitor can achieve far more accurate national stature by making one race out of his division. The national competitor concentrated on the national circuit and thus weakened competition in his home area.

With divisional races being the key to the year-end invite, each division will have stronger races throughout the year.

Donna Mae asks, "Are we all so wrong?" With just about every other amateur sport using a single event to decide their champions, with entries chosen on the basis of competition in some sort of area breakdown (i.e., region, division, area, league, etc.), the question doesn't need answering.

Sure, there are some that will be unable to attend because they can't afford to. I know of three potential class winners in this particular division who couldn't even afford to make the last couple of races needed to assure them of an invite to a run-off held in their backyard.

But they're men enough to say, "Well, tough luck," and start figuring a way to have more beans for next year.

## MORGANS BACK-ORDERED

LOS ANGELES — Morgans are now back-ordered for five months, according to Faith Spencer of Lew Spencer Imports, western distributors for the limited production British sports car.

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MORE ON:

# USAC Declares 3 Liter Limit

(Continued from page 1)

Altman, who had driven open wheel cars for several years prior to his retirement, including one year in which he was Pacific Coast divisional champion, indicated that he felt the change would bring the "drama and excitement and crowd participation of Indianapolis to racing on the road." He hopes for a series of races in the United States under the new formula in which European drivers, and Americans licensed by SCCA, USAC, and NASCAR can appear.

Altman does not foresee any effect on the SCCA's dominance in sponsorship of road racing in this country.

Jim Smith, public relations director for USAC, anticipates some problems in sanctioning and especially in scheduling.

Smith is in accord with the SCCA chairman in envisioning a U.S. series of races for 3 liter open wheelers. He considers the action "one of the most forward steps ever taken in automobile racing." "USAC," said Smith, "had to get off dead center," and he is encouraged that their decision was one which put them squarely in the international picture rather than taking them further from it.

A similar view was voiced by ACCUS executive director Bill Fleming who, having heard about the historic vote from CP, said it was a "great step forward in the welfare of the sport."

He said it was his expectation and hope that it would lead to full blown international participation — "although," said Fleming, "USAC owners will doubtless face problems including the development of an expensive new technology."

Fleming and Altman both felt that

while the new engines would be truly international in application, and that the consensus at the moment seemed to indicate that their overseas challenge would come from the normally aspirated larger engine rather than 1500cc blown, it would not be possible to use the so-called dual purpose chassis, as USAC owners anticipate.

Rather, they say, two cars will likely have to be built by the owner, one for road and one for oval racing.

Smith, and presumably the directors of USAC, disagree.

They seem to take it as a matter of faith that the dual purpose car, suitable for use in both kinds of racing with minimal chassis change, is almost a fact.

Meanwhile, Tracy Bird, chairman of the SCCA's national competitions committee and former member of ACCUS, intimated that it was on the assumption that USAC would, in fact, go to 3 liters that his committee had begun its intensive study of the methods of bringing the new formula to the United States through a program of substantial and intensive racing.

Bird revealed that a discussion three years ago with Tom Binford, USAC representative on ACCUS, had paved the way for this week's action, when Binford agreed that if the world organization would increase its maximum from the present 1500cc to 3000cc, USAC would make every effort to follow suit.

Joe Huffaker, largest builder of race cars in the U.S. and participant in both SCCA and USAC racing programs, thought the USAC decision "a great move — they ought to start this year, though the delay does give time for development work. It's not impossible that we'll participate in any national open wheel series ourselves."

Les Richter, general manager of Riverside (Calif.) raceway, said the move by USAC heralds "an era we have not yet experienced in road racing," with thousands of oval track fans being drawn to see

what amounts to a whole new sport.

But despite the one year advantage other organizations will have over USAC because of its decision to delay until 1967 the acceptance of the so called '66 formula, one SCCA champion sees USAC dominance of open wheelers on the road in the near future.

Pacific Coast Formula Libre champion Bob O'Brien said: "The SCCA is going to have to take immediate steps in order to come up with a complete road racing program for open wheel cars, and if it doesn't and that seems unfortunately likely, USAC will."

## Automatic Cobra Ready for Buyers

VENICE, Calif. — Carroll Shelby's li'l ol' sport car now comes with an optional automatic transmission.

The transmission is the Ford Hi Performance 3-speed Cruisomatic, developed for high performance versions of the 1965 Mustang and Comet. It will retail for \$212.

The new transmission was designed to handle the exotic camshaft and up to 1000 rpm idle of the Cobra (vs. 550 for normal automatics), a shifting point of 5000 rpm (vs. 4000 to 4200) and a capability of withstanding 7000 rpm.

ASIDE AT BRIDGEHAMPTON

## Canadian Mini Makes Good Try

By Erika Rhone

BRIDGEHAMPTON, N.Y. — One of the biggest attention-getters among Northeasterners accustomed to sedan racing was the appearance at the Double 500 of Al Pease's Canadian Mini with a 1300cc powerplant. The little feller stayed right with the gang in practice but had the misfortune of rolling Saturday morning. Pease hammered out the fenders and ran anyway. The car quit after 34 laps.

Mystery in the pits: Mike Gammone ran several practice laps in his fleet Ferrari GTO and was forced to pit with fluctuating oil pressure. When the pan was pulled,



Presidential candidate Dan Gurney, No. 94, Cobra, whips around Pedro Rodriguez, Ferrari No. 81, as he overtakes Sherman Decker, Cooper-Ford, at the double 500. (Walt Haessner photo)

MORE ON:

## Double 500 Action

(Continued from page 1)

lost the lead, countered with fantastic driving. Clipping through the 18 cars remaining in the race, he nipped 3 sec. from Pedro's lead each time round.

Three laps after pitting, Hansgen established a new course record of 1:44.6; the previous record was Rodriguez' 1:47.2 in last year's 500.

Within 20 laps there was only a 9 sec. space between Ferrari and Scarab.

With Pedro in the process of lapping a Corvette at the end of the straight headed into two downhill right hand turns, Hansgen took the inside, casually putting two wheels off course in the process and motoring on from there.

As the winner of 8 consecutive national modified events here and several junior runs (astring broken this year when Indianapolis conflicted with the national), Walt

knew exactly how far he could go on his favorite course.

Rodriguez, on the other hand, braked considerably sooner. Next time round, Walt was in front by 2 sec.

Once a 10 sec. margin was attained the gap remained relatively static. Shortly, Hansgen's line through the corners was reported as rather unusual and not his usual flawless form.

The explanation came after the race. "It was as though the oil gauge was connected to the accelerator," Walt shrugged. "Every time I took a decent line through the corners and the car leaned, all the oil drained away from the pumps and I'd lose pressure. I had to drive as levelly as I could and just about coast through the turns. I'm lucky the race wasn't longer."

The slowdown didn't do much to lower Hansgen's average speed of 93.9 mph, also a new record.

Rodriguez finished 2nd on the same lap with Walt. Grossman, who ran like a clock, was three laps back with Ken Miles ("no sweat") hard on his heels for the win in GT.

Buck Fulp in a 4-liter prototype Ferrari was 5th, followed by Herpetologists Bucknum and Johnson, 2nd and 3rd in GT behind quarterback Miles.

Dependable Art Riley's Volvo P1800 went end over end in the sand, damaging the car but not the driver. Art had run the first solo and sheer weariness may have been a factor.

Scarfioffi blew the engine in a great cloud of white smoke crossing the start-finish line and laid down a lovely trail of oil halfway round the track.

"I say, it was rather obvious he has a good line through the corners," observed Ken Miles.

SUNDAY: GT-3 PLUS PROTOTYPE, MODIFIED AND SPORTS CARS OVER 1600cc: 1. Walt Hansgen, Zere. Spl.; 2. Pedro Rodriguez, Ferrari 275LP; 3. Bob Grossman, Ferrari 275LM; 4. Buck Fulp, 4-liter proto.; 5. Eno DePasquale, Genie-Chev; 6. Sherman Decker, Cooper-Ford; 7. Stephen McClellan, Ferrari Dino; 8. Herb Wetson, Porsche RSK. Avg. 93.9 mph.

GT-3 OVER 3000cc: 1. Ken Miles, Cobra; 2. Ronnie Bucknum, Cobra; 3. Bob Johnson, Cobra; 4. Chuck Parsons, Cobra; 5. Art Huttering, Cobra; 6. Joe Freitas and John Morton, Cobra; 7. Frank Dominiani, Corvette; 8. Skip Sofield and Tom McNeill, Sting Ray.

OVERALL: 1. Hansgen; 2. Rodriguez; 3. Grossman; 4. Miles; 5. Fulp; 6. Ronnie Bucknum; 7. Johnson; 8. Parsons; 9. Huttering; 10. DePasquale; 11. Freitas-Morton; 12. Decker; 13. McClellan; 14. Dominiani; 15. Wetson; 16. Sofield-McNeill.

DID NOT FINISH: Ludovico Scarfioffi, 4-liter prototype, 105 laps; Art Riley and Don Yenke, Volvo P1800, 53 laps; Bill Wonder, Genie-Ford, 50 laps; Ed Leslie, Cobra GT, 48 laps; Charlie Hayes, Cobra GT, 48 laps; Al Pease, MGB, 48 laps; John Caley and Alan Wylie, Sting Ray, 36 laps; Stan Sherman, Corvette, 37 laps; John K. Colgate Jr., AH 3000, 18 laps; Harold Keck, Cobra GT, 18 laps; Augie Pabst, Ferrari 250LM, 15 laps; Lew Fligence, Cobra GT, 14 laps.

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