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WINNER'S CIRCLE

INTERNATIONAL

U. S. GRAND PRIX, Watkins Glen, N. Y.—Innes Ireland, Lotus

OULTON PARK, Eng. (F-1)—Stirling Moss, Ferguson

TOUR DE FRANCE, Nice, France—Willi Mairesse/Georges Berger, Ferrari 250GT

CANADIAN GP, Mosport, Ont.—Peter Ryan, Lotus XIX

HOCKENHEIM, Germany (GT)—Heini Noecker, Mercedes 300SL

REGIONAL

RENO, Nev.—Charles Parson, T-61 Maserati

MEADOWDALE, Ill.—Augie Pabst, Scarab

SAN LUIS OBISPO, Calif.—Bob Challman, Porsche RS

LIME ROCK, Conn., Little LeMans (Sedans)—Art Riley/Bill Ruffan, Volvo

KENT, Wash.—Stan Burnette, Corvette Spl

NORMAN, Okla.—Jack Hinkle, T-61 Maserati

MARLBORO, Md.—Charlie Hayes, Ferrari 250GT

GRAYLING, Mich.—Ralph Darlington, Lotus-Bulck

WATERFORD, Mich.—Tom Payne, Porsche RS-61

INNES IRELAND WINS U. S. GP

GURNEY 2ND, BROOKS 3RD

By JAMES T. CROW

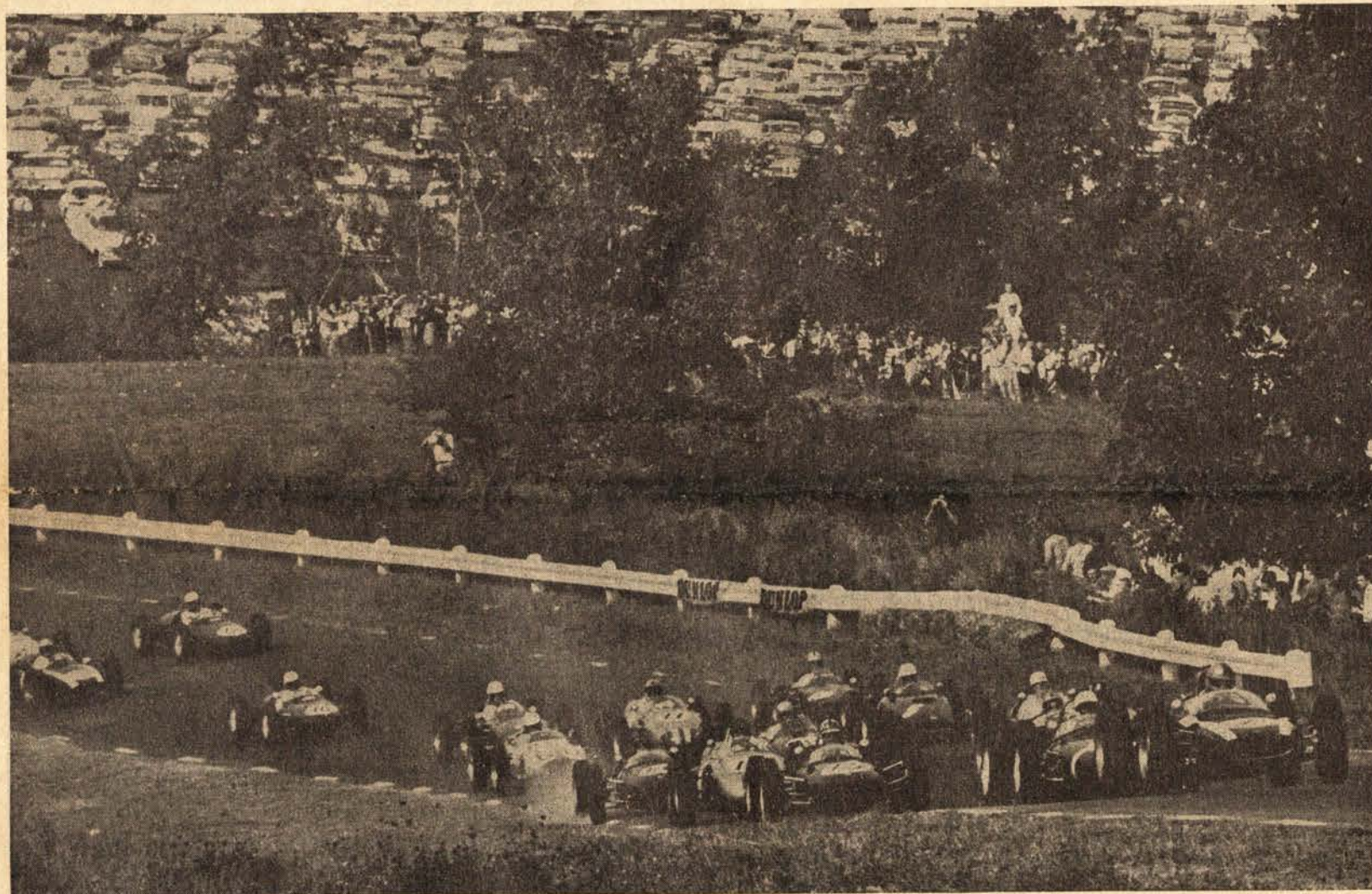
WATKINS GLEN, N. Y.—Scotland's Innes Ireland, ex-paratroop officer, pilot of his own plane, bon vivant and race car driver, outlasted the early leaders to win the 3rd Grand Prix of the United States at Watkins Glen, N. Y., on Oct. 8.

The wise-cracking Scot, sometimes known as "Innes the Menace," averaged 103.22 mph for the 100-lap distance around the picturesque 2.3-mi Watkins Glen Circuit. Ireland not only posted his own initial World Championship win but also brought a Colin Chapman Team Lotus its first Grand Epreuve victory in three years of effort.

A crowd estimated at 60,000 (and verified to have had 28,000 paid spectators) saw early leaders Jack Brabham and Stirling Moss go out with mechanical failure at mid-distance. No empty victory for the uninhibited blond, Ireland refused to be flustered when the pressure was on, staved off calculated thrusts by BRM's Graham Hill, kept Roy Salvadori's Yeoman Credit Cooper at a safe distance and coasted into the winner's circle with a 4.3 sec lead over Dan Gurney's Porsche and the BRM of England's Tony Brooks.

An unqualified success no less for Ireland and Team Lotus than for the sponsoring Watkins Glen Grand Prix Corporation, the money-making attendance indicates that the U. S. Grand Prix, held in three locations in three years, has now found a home where a continuing tradition of Grand Prix events may be expected.

Full details of the 3rd U. S. GP will be found on pages 4 and 5.



OFF THEY GO around the first turn and up the hill in the first lap of the 3rd U.S. Grand Prix. Jack Brabham, Cooper V-8, is already in the lead here, with Stirling Moss right behind. Moss and Brabham swapped

the lead through the first half of the 100-lap race, then went out with mechanical difficulties and Innes Ireland (on the inside at Moss's right here) went on to win for Lotus. (Photo Ron Nelson)

CANADIAN GP WON BY RYAN

By ROGER PROULX

TORONTO, Ont.—Chunky young Peter Ryan bit off yet another goodly sized slice of prize money today by winning the 240-mile, \$10,000 Canadian Grand Prix at Mosport Park with his Lotus 19 Monte Carlo on Sept. 30. He inherited the lead on the 83rd lap (of 100) when early pacemakers Stirling Moss and Olivier Gendebien encountered mechanical troubles. Although unable to stay with Moss and Gendebien while they were in the running, Ryan averaged 86.365 mph for the distance.

Moss and Gendebien were entered by UDT-Laystall in a pair of icky-green Lotus 19s. While Moss' car was fitted with a Colotti gearbox, Gendebien's still had the progressive Lotus affair. Seven of the 26-car field were Ferraris, five being entered by NART. Two of these were for the Rodriguez

brothers—a 2.4 V-6 for Ricardo and a 3.0 V-12 for big brother Pedro. Clad in a new skin, the latter was the car with which Hill/Gendebien won at Le Mans this year. George Reed and Glen-winner George Constantine each had one of last year's 3-liters, while John Fulp, Jr. was after Class 2 (under 2-liters) with a 2-liter Dino.

Porsches were well represented by Bob Holbert (RS-60), Ludwig Heimrath (RS-60) and Herb Swan (RS-61). A last-minute switch of drivers put Dan Shaw in the 415-bhp Comstock-Sadler Mk V. He replaced Grant Clark, who had been carted off with minor injuries after multiple-rolling his Healey in Turn 1 during the supporting Production Sports race.

Time trials on Friday decided grid positions for the clutch start on Saturday. As expected, Moss headed the list with a lap at (Continued on Page 3)



INNES IRELAND, ex-paratroop officer, private pilot, bon vivant and racing driver, won the 3rd Grand Prix of the U.S. driving a Colin Chapman Team Lotus. Ireland's mount suffered two failures in practice but averaged 103.22 mph to win the 230-mi race.

U.S. GP RESULTS

Driver, Car	Time Behind
1. Innes Ireland, Lotus.....	Won
2. Dan Gurney, Porsche.....	0:04.3
3. Tony Brooks, BRM.....	0:49.0
4. Bruce McLaren, Cooper.....	0:58.0
5. Graham Hill, BRM.....	1 lap
6. Jo Bonnier, Porsche.....	2 laps
7. Jim Clark, Lotus.....	4 laps
8. Roger Penske, Cooper.....	4 laps
9. Peter Ryan, Lotus.....	5 laps
10. Hap Sharp, Cooper.....	7 laps
11. Masten Gregory, Lotus.....	8 laps
Av Spd—103.22 mph	
Fastest Lap—Brabham, Cooper V-8, 105.88 mph	
Records—Race: Stirling Moss, 2.5 Lotus, 1960, 105.8 mph. Lap: Moss, 2.5 Lotus, 1960, 109.2 mph	

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IRELAND WINS U. S. GP IN LOTUS

By JAMES T. CROW

WATKINS GLEN, N. Y.—The success of the 3rd Grand Prix of the United States held here on Oct. 8 was unqualified. Innes Ireland won an exciting World's Championship event in a Colin Chapman Team Lotus. The weather was perfect. The setting magnificent. And, perhaps most important of all, there were enough spectators on hand to clearly demonstrate that the U.S. does want international road racing and to assure that the U.S. Grand Prix will not go begging for a site in the future.

NINETEEN ENTRIES were on hand for the race. John Cooper brought the V-8 for Jack Brabham and the 4-cyl for Bruce McLaren, Alf Francis had Rob Walker's V-8 and 4-cyl Lotuses for Stirling Moss to pick between, BRM was present with the familiar Climax-engined cars for Graham Hill and Tony Brooks and team Lotus mounts were supplied for Jim Clark and Innes Ireland. Porsche, with the only non-Climax power, had two of the well-tried flat-4 trailing link cars for Dan Gurney and Jo Bonnier.

Independent team entries, in addition to the Walker Lotus for Moss, were those of Yeoman Credit Cooper for John Surtees and Roy Salvadori, plus the UDT Lotuses to be driven by Masten Gregory and Olivier Gendebien. The field was filled out by six U.S. national drivers with Lotuses (Peter Ryan, Jim Hall) and Coopers (Roger Penske, Walt Hansgen, Hap Sharp). There was also an independent entry from Chattanooga's J. Frank Harrison for Indy driver Lloyd Ruby in the ex-Jim Hall 1960 F-I Lotus now fitted with a 1.5-liter Climax.

Ferrari, unpersuaded, sent no cars and World's Champion Phil Hill did not seem to mind, appearing content to look at the circuit from a Ford Thunderbird as Honorary Chief Steward.

PRACTICE periods on Friday and Saturday sorted out the field nicely; international names at the front, national at the rear. Jack Brabham was the quickest of the lot in the Cooper V-8 at 107.53 mph, just 1.67 mph slower than the course record of 109.2 set by Moss in a 2.5-liter Lotus last year.

Moss was 2nd fastest in the V-8 Lotus, but the V-8 wasn't trusted to be up to the job and the Walker team staked its bets on the 4-cyl

car though a full second a lap slower in practice.

The water ejection trouble encountered at Monza by the V-8s had been attributed to an imperfect seal between the block and cylinder liners and though the engine in Brabham's Cooper was apparently satisfactory, the Walker V-8 Lotus was not handling to Moss's satisfaction, possibly due to frame flexing resulting from the structural changes necessary to fit the V-8 in place.

By the end of practice, the odds on Innes Ireland's chances of visiting victory lane couldn't have been good. On Friday he had departed the south end of the course at speed when the Lotus's steering came unstuck. Ireland and Lotus came to rest back of a row of trees, fortunately without injury to Innes's person or serious damage to the vehicle. Saturday, with the steering reassembled, he qualified 8th fastest at 105.08, then ground into the pits with a ring-and-pinion failure—another occurrence not the usual precursor of victory.

ON RACE DAY, the crowds gathered early and by race time the old Glen hands were nodding, "Record crowd," and there were still lines of cars on the roads leading to the circuit.

Starter Tex Hopkins, whose style includes a careful look and then a turned-away jump, got the cars off to a clean start and Brabham put the V-8 out front as the field streamed up the fast right hander into the Club House Esses. Pounding along on the V-8's intricate tailpipe plumbing came Moss (Lotus), then Ireland (Lotus), Brooks (BRM) and Jo Bonnier (Porsche).

Moss and Brabham took turns breathing on each other's neck from this point. They lapped at 102-103, cranked down the slightly bent back straight at 147-150 mph, and shortly left the rest of the field well behind.

AFTER 10 of the 100 laps, Brabham and Moss had pulled out a quarter-minute lead. Then came McLaren's Cooper, followed by Ireland's Lotus, Hill's BRM and Masten Gregory's UDT Lotus in drill-team formation. After another small space the Porsches of Bonnier and Gurney came sawing ahead of Salvadori's Cooper and Brooks' BRM. In 11th place, the best-placed of the national drivers, Lloyd Ruby was impressively leading the passel in the 1960 Lotus. At the end of the line was the unfortunate Jim Clark who'd lost three laps having the gear selector freed on his Lotus. Already out of the race was John Surtees' Yeoman Credit Cooper, the engine of which had sheared a big-end rod bolt in lap one.

Gendebien, having occupied the tail end spot after a first lap spin

on the final right hander (where he'd rolled Friday), finally caught and passed Walt Hansgen's Cooper and then spun again on lap 14. Hansgen went off course avoiding the UDT Lotus, bounced over a ditch and emerged with a cut on his nose and a Cooper too damaged to continue.

OUT FRONT, Moss and Brabham were have a go, Moss crossing the line ahead on lap 16 but with Brabham back in front again the next time around. By lap 20, with Brabham still in front, the race average stood at 103.1 and the race's fast lap was Jack's at 105.88 mph. Now they were 29 sec ahead of McLaren's 3rd place Cooper and still pulling away.

The picture of the race began to change in lap 34 when Brabham's V-8 began losing coolant out of the overflow and Moss took the lead. A couple of laps later Brabham was back in front but only temporarily. By lap 38 the V-8 was showing unpleasant signs of overheating, blue smoke trailing, and Moss was back in front again.

When Brabham pitted for water after 44 laps, a "BRA X" notice went out to Moss. By the time Jack returned to the circuit, a filler cap dropped into the cockpit where John Cooper did a half gainer to recover it not speeding the process, the V-8 was a lap and 15 sec behind Moss in 7th place.

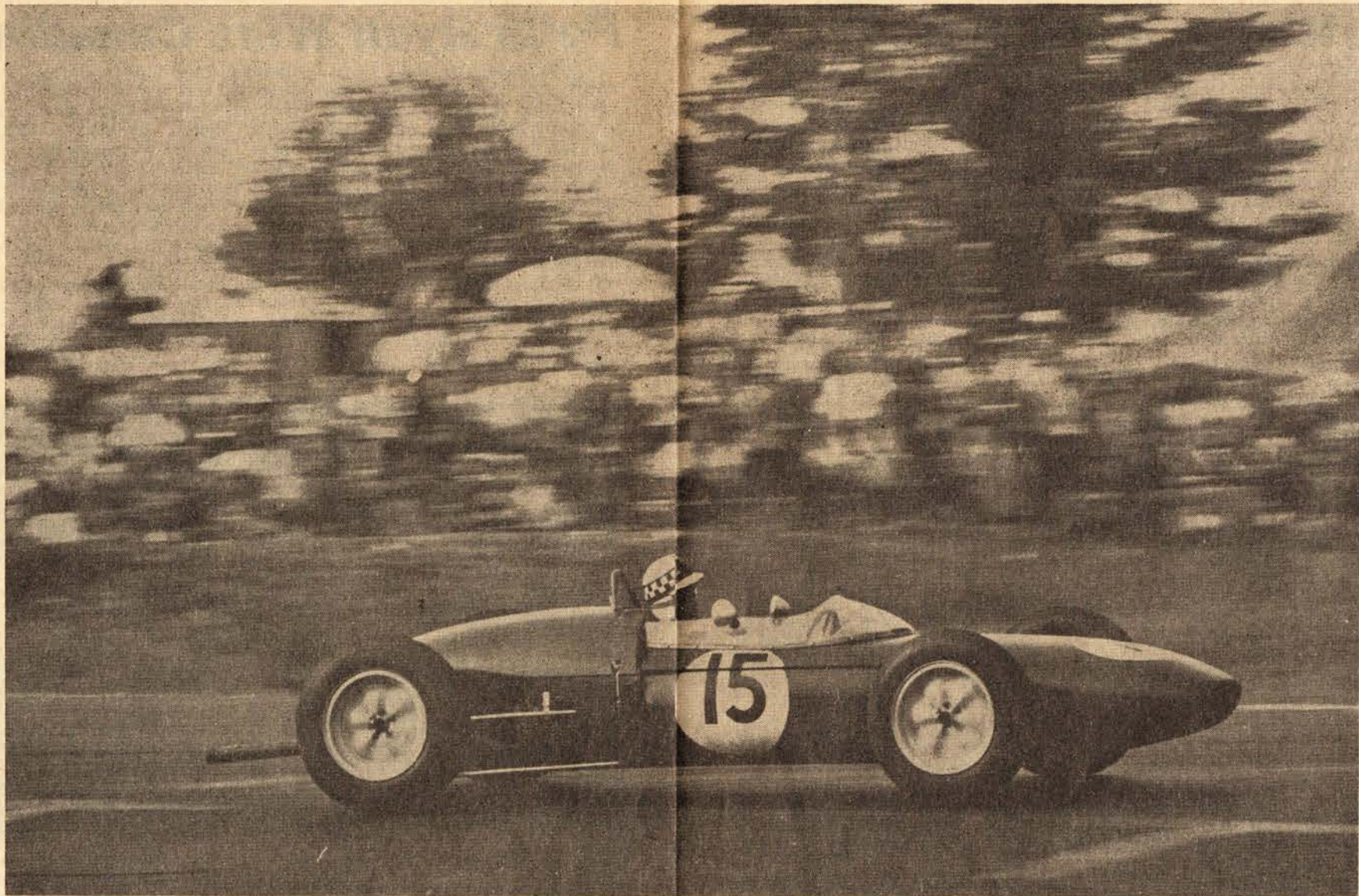
While all this drama was going on, Ireland inexorably closed on the 3rd place McLaren, eased past him in lap 34 to take over 2nd. Graham Hill, implacable and impeccable, shoved Bruce down another notch, still hanging right on Ireland's tail.

AT MID DISTANCE, 50 laps, the race might have been over. Moss was well out front, holding 56-sec in hand over the Ireland-Hill-McLaren trio and the race average had gone up to 103.38 mph.

Roy Salvadori was making his presence felt by this time, having moved his Yeoman Credit Cooper up to 7th in lap 24 when Gregory retired his UDT Lotus with gear selector failure. He then progressed to 6th when Brabham pitted after 44 laps and two laps later worked his way round Gurney's Porsche to take 5th.

Lloyd Ruby, whose driving of the elderly Lotus had kept him well ahead of the national league and favorably impressed the crowd with his skill, was into the pits after 49 laps to wait a dozen minutes while an accelerator linkage was welded back together.

THE ORDER at lap 50 was 1. Moss, 2. Ireland, 3. Hill, 4. McLaren, and 5. Salvadori still run-



INNES IRELAND at speed in the Team Lotus. Ireland's victory was not only his own first World Championship event win but also marked the initial success of a Team Lotus in a Grand Epreuve. (Photo Ron Nelson)

ning on the same lap. Then came 6. Gurney, 7. Brooks, 8. Brabham, 9. Bonnier, and 10. Roger Penske a lap behind. Further back came 11. Ryan, 12. Clark, 13. Sharp, 14. Hall and 15. Gregory now in the Gendebien UDT Lotus.

Hap Sharp had spent time in the pits getting plugs changed, Hall had been in with a dripping gas tank, Gregory had brought the UDT car back in again to have the steering sworn at, and Brabham was threading on though without real confidence that the water wasn't about to disappear out the overflow again.

Suddenly, just as the crowd was settling back to watch Moss lead the procession to the finish, the 58th, then coasted into the pits, Moss with his goggles up on his helmet, oil pressure and main bearings gone. Brabham retired on the same lap and, back of their pale blue Dunlop coveralls wet with honest sweat, the two early leaders swapped condolences and it became a new race.

WITH IRELAND'S inheritance of the lead, the race average dropped to 102.69 but started climbing immediately as grim-visaged Graham Hill applied the pressure and Salvadori kept coming up.

The picture of the race changed again by the three-quarter point as Hill's fine challenge ended with a pit stop in lap 74 to correct a magneto fault and McLaren was slowed by the loss of the 5th of the six forward speeds in his ZF gearbox.

This latest shuffling left the 75 lap standings at 1. Ireland, 2. Salvadori, 3. Gurney, 4. McLaren, 5. Brooks, 6. Hill, 7. Clark, 8. Bonnier, 9. Penske, 10. Ryan and then Sharp, Gregory, Hall and Ruby. Fourteen cars were still racing.

Attention was now on Roy Salvadori in the Yeoman Credit Cooper. Showing excellent form, Roy was gaining a sec here, losing a half sec there as he hauled himself closer to Ireland's Lotus. Gurney was going along with Salvadori, waiting for an opportunity, and Brooks was showing a form that reminded the buffs that this

U. S. DRIVERS AT G P ART PECK'S SIDELIGHTS

By DIC VAN DER FEEN

WATKINS GLEN, N. Y.—Six "independent" American drivers were on the grid for the 3rd U. S. GP, more than in previous runnings of the event. They made up nearly a third of the starting field and comforted themselves with pretty fair distinction.

The Americans, not blessed with 1st-class equipment, finished three cars in 8th, 9th and 10th and listed three DNFs. Lloyd Ruby, driving the oldest car in the race, was easily the hero for the first half of the 230-miler. Peter Ryan provided dramatics throughout with off-course excursions and exciting come-backs. Roger Penske's hustling consistency was the solid performance that paid off in the end as the most successful of the group. Capsule comments on the independents' race weekend:

ROGER PENSKÉ—Telar Spl, a Cooper-Climax with Mk 1 engine, current factory chassis . . . only red car in field . . . previously unraced . . . mis-jetted in Fri. practice but qualified 2nd fastest of independent . . . dropped times in Sat. practice to final 1:20.6 . . . started 16th, waged 25-lap duel with Hap Sharp for 13th place . . . gained 12th on up-front attrition at lap 34 (78 mi), running behind Bonnier and ahead of Clark . . . gained 10th (lap 50) on Ruby's pit stop coupled with Ryan's spin . . . held position steadily with 1:22 laps and rose to 8th due to late attrition, best finish among "independents."

PETER RYAN — 1960 Lotus team car chassis with Mk I engine . . . best Fri. practice a slow 1:26.0 due to unshielded down pipes affecting distributor . . . got going late Sat. to qualify at final 1:20.0, best of independents . . . started 13th and settled early in 12th, losing duel for 11th to Ruby . . . moved to 10th by lap 30 due to Gregory retirement and Bonnier pit stop . . . caught by Bonnier on lap 40 and, due to spin out, by Penske on lap 49 . . . rose to 10th on lap 56 due to Moss and Brabham retirements and held methodically to finish.

HAP SHARP—Ex-1961 Indy 500 reserve Cooper-Climax with Mk I engine . . . ran technically as 3rd team Cooper . . . clutch linkage troubles prevented Fri. practice . . . finally qualified late Sat. at 1:21.0 and started 17th of 19 on grid . . . long, position-swapping battle with Penske for 13th place but blubbering out of all turns when demanding power . . . pit stop for plug

change on lap 31 (82.7 mi) cured problem but dropped him to rear of 16 running at time . . . lap times dropped to 1:21 and passed Hall, Gregory (ex-Gendebien car), and Ruby to finish 10th overall.

JIM HALL — Ex-team Lotus identical to Ryan's but with Mk II engine . . . technically, together with Ryan, a member of the Lotus team entry . . . practiced fastest among the independents Fri. p.m. with 1:22.3 . . . Long Jim a bad fit in small Lotus . . . as did all independent entries other than Hansgen, changed gears Fri. night . . . found loss of power over 7000 rpm Sat. and had difficulty dropping lap time to 1:21.8, equal to slowest starter . . . started 18th, was obviously and immediately down on power, lacking revs, sounding rough . . . lapped patiently and consistently at 1:25 . . . protected most of the time from being "tail-end Charlie" by early pit stops of Clark and Gendebien . . . "It just went slower and slower and finally stopped," reported Hall . . . died on his 78th lap when laying 13th.

LLOYD RUBY—Ex-Hall 1960 U. S. GP Lotus with Mk 1½ Coventry-Climax engine . . . J. Frank Harrison entry, Jesse Coleman as team manager . . . reached 1:22.5 Fri. . . re-gearred Fri. night . . . did dozens of laps Sat. . . had Surtees try car . . . finally lapped at 1:21.8, qualifying last on grid . . . 15th place, behind Penske, Ryan, Sharp on lap 1 . . . 14th on lap 3 . . . 13th on lap 4 . . . 12th on lap 5 . . . 11th on lap 7 and leading all the independents . . . proceeded to draw away from back of pack, not far behind Tony Brooks' BRM . . . in 10th after Brabham's retirement, slowed and pitted on lap 49 with broken throttle linkage . . . 12½ min pit stop while linkage was welded, returned at back of field . . . unlapped himself repeatedly toward getting out of last place when forced to retire with broken magneto drive on lap 76.

WALT HANSGEN—New Cunningham-entered Cooper with Mk II engine . . . ran bottom end of engine in Fri. practice . . . borrowed and installed spare Rob Walker engine Fri. night . . . sorted out Sat. and reached final practice mark of 1:20.4, 2nd fastest independent . . . started 14th and ran in 15th and 16th place, down on power, in early laps . . . hit spinning Gendebien on lap 14 in Loop Chute, rocketed off road across ditches and damaged car too badly to continue.

This was the Glen. This was REALLY the Glen. Tradition was truth when on Saturday the town came alive in the grand manner so revered by those of us who talk about "the good old days." My first Glen was in 1952 (I was a real square before that) when the last of the "round the houses" event was run. It was here that the main street became the promenade, the auto show . . . but not a carnival side show. And with this 3rd United States Grand Prix, the great field of cars and drivers brought out all the buffs; with an equal number of newcomers and seasoned veterans.

But to begin at the beginning: Things really got going on Friday, not only at the course, but with the more important social aspects. The Watkins Glen Grand Prix Corporation hosted a "driver-press" party in nearby Montour Falls with an unending supply of champagne from the beautiful vineyards along the steep slopes of the Finger Lakes. Next to the champagne and the conversation, the most important thing was a new film called "Pit Pass" soon to be released by Dowdard. With great over-the-shoulder shots of an empty Nurburgring, a report on the Targa Florio, the Grand Prix of Monaco, and then the 1,000 Kilometers of Nurburgring, it is obviously one of the best to come along and CP will advise when it's available. But the great thing about this preview was that almost every big name in the film was in the room with us journaling motorists. While it was a riot to hear these greats kid each other after each scene, there was no doubt about the universal acceptance. And their carrying Masten Gregory out on their shoulders was the biggest gag of all.

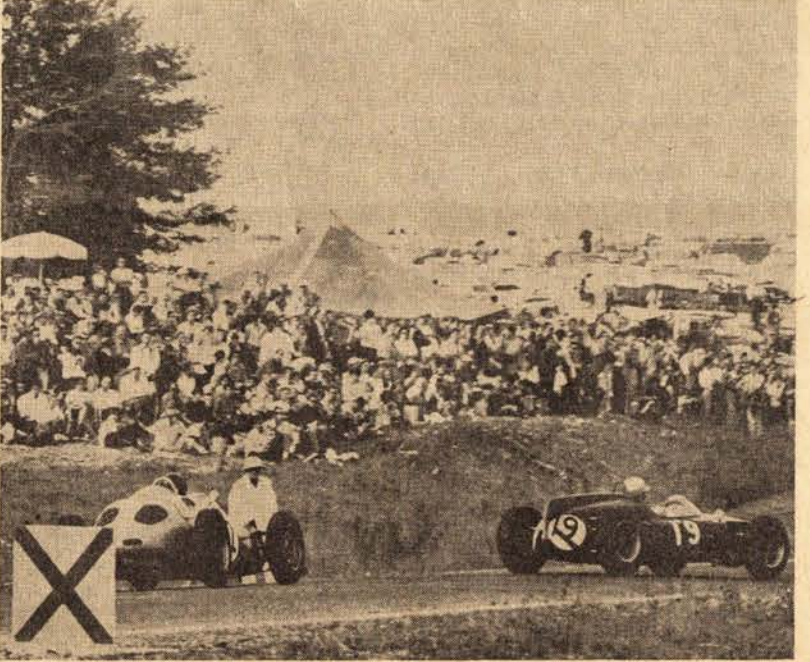
Meanwhile, back at the course: Camping started in a big way on Friday and by Saturday night it looked like a gathering of the Senecas. Never had so many tents been set up . . . and so elaborately. By Sunday morning, the tree huts looked as if Tarzan was nearby and the scaffolds stretched to the sky. On Sunday morning, World Champion Phil Hill, arrived in time to take over his duties as honored guest . . . but sans credentials. To the big policeman at the gate he said, "But I've got to get in, I'm Phil Hill!" "Glad to meet you," said the skeptical gendarme, "I'm Fancio." And Phil had to go call for assistance.

Long before race time, the paddock looked really "Grand Prix." Not only were all the cars and drivers there, but in the paddock were the usual Shell and Esso trucks, plus (down from Canada) a British racing green British Petroleum tanker.

Speaking of polite police: A comment often heard was how nice every one was to everyone else. Although traffic was impossible, officers were polite through it all . . . as were the concession and townspeople. And prices were NOT hiked.

The race wound up in blaze of glory when the Ireland car came into victory lane. Ecstatic Colin Chapman thrust his way through the crowd only to be detoured by a policeman. Understandably, Colin was like a proud parent and would brook no nonsense. So, (oh no) he slugged the sheriff and powered through.

It all ended on a happy note, however, when the sheriff realized what was going on and joined the victory celebration by sharing a sip of Hammondsport's (N.Y.) best champagne from the silver victory cup and was made an honorary member of the Lotus team.



ROY SALVADORI, Cooper, here trailed by Dan Gurney's Porsche, livened the late laps with a thrust that carried him within 6.3 sec of the leading Ireland only to be foiled by a broken rod bolt in lap 97. Gurney went on to take 2nd and tie for 3rd in the World's Championship standings with England's great Stirling Moss. (Photo Ron Nelson)

STARTING GRID		
Hill, BRM	Brabham, Cooper V-8	
106.02 mph	107.53 mph	
McLaren, Cooper	Moss, Lotus	
105.88 mph	105.88 mph	
Brooks, BRM	Clark, Lotus	
105.75 mph	105.75 mph	
Ireland, Lotus	Gurney, Porsche	
105.08 mph	105.34 mph	
Bonnier, Porsche	Surtees, Cooper	
104.94 mph	104.94 mph	
Salvadori, Cooper	Gregory, Lotus	
104.55 mph	104.48 mph	
Hansgen, Cooper	Ryan, Lotus	
102.99 mph	103.53 mph	
Penske, Cooper	Gendebien, Lotus	
102.77 mph	102.83 mph	
Hill, Lotus	Sharp, Cooper	
101.25 mph	102.22 mph	
	Ruby, Lotus	
	101.25 mph	

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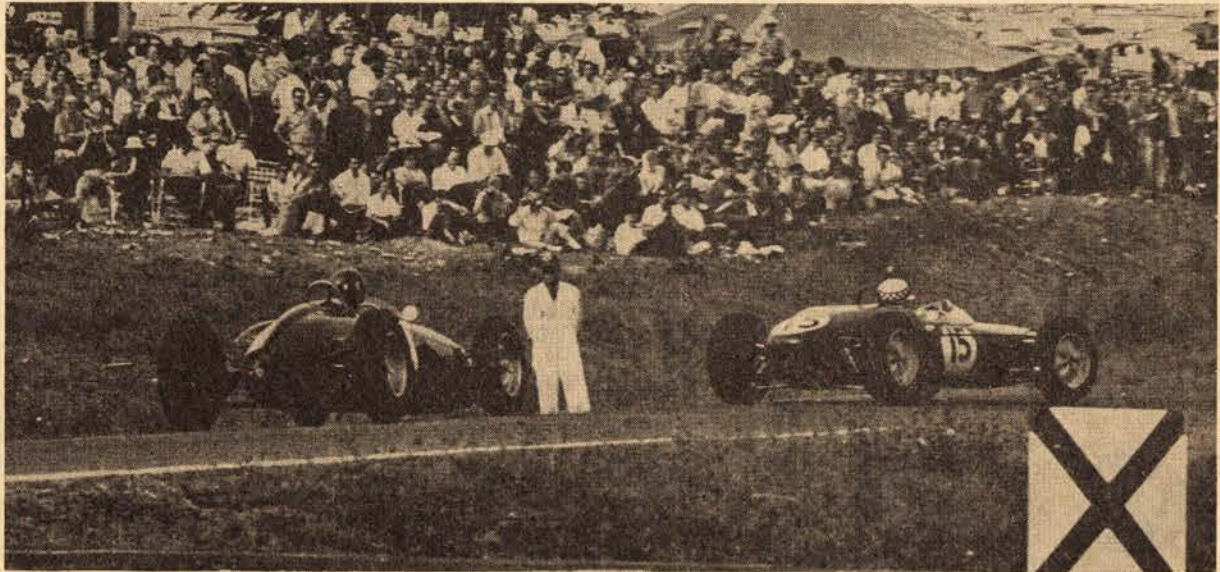
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GRAHAM HILL, BRM, implacable, stayed on the tailpipe of Innes Ireland's Lotus through the U.S. GP. Hill held 2nd until forced to pit with a magneto fault, lost time while it was repaired, and then came back to take 5th overall. Graham the Grayhound was also 2nd fastest qualifier. (Photo Ron Nelson)

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