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MAY 2007



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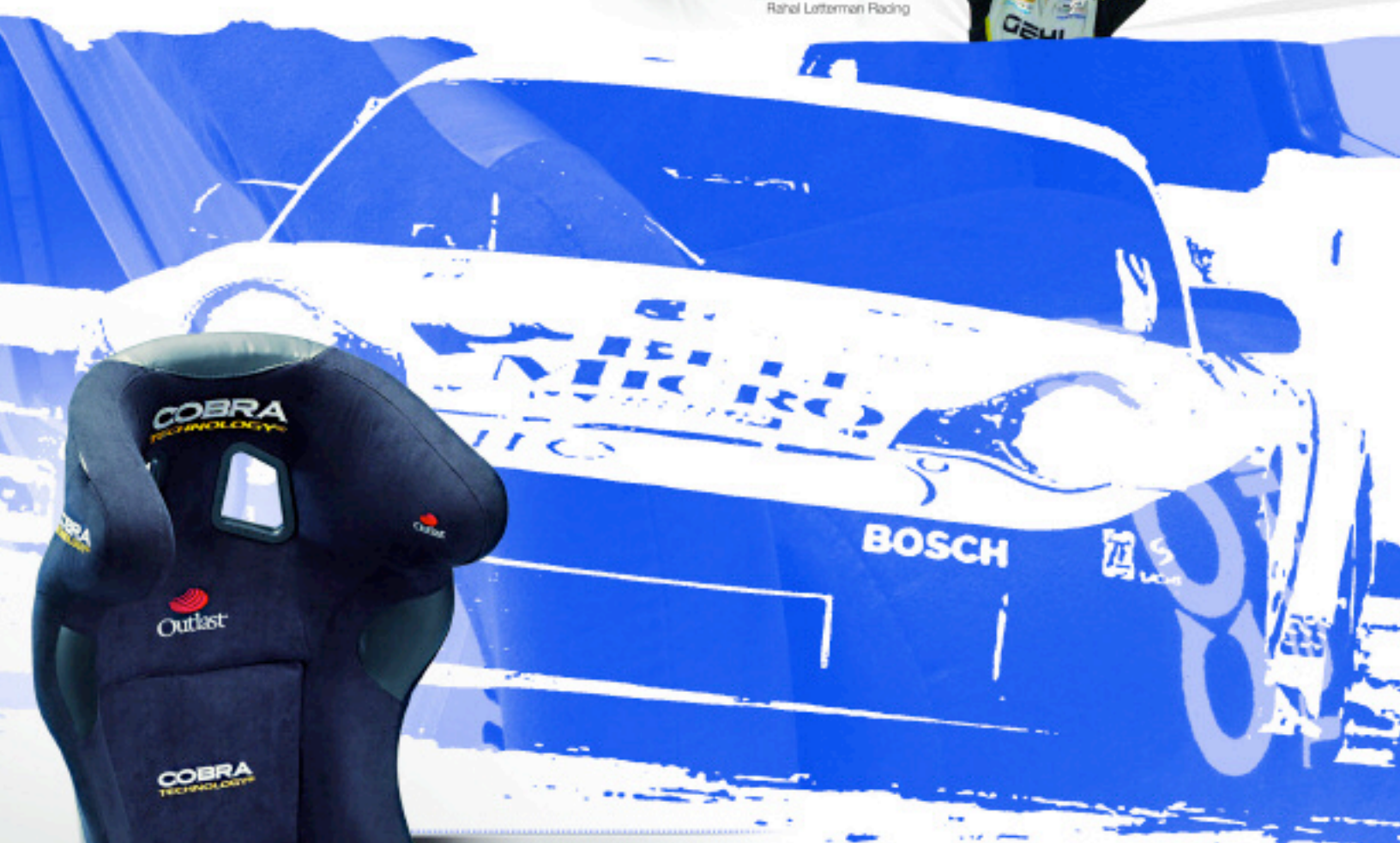
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John de Boer Collection

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1963 1.5-liter Scirocco F1  
Photo: Pete Austin

## Sebring Baptism

by Casey Annis, Editor



Like any good race-nut, over the years I've tried to chip away at my list of the "great automotive wonders of the world" that I want to attend at least once, before I register for that big enduro in the sky. For some reason, I have never managed to get my act together to go to the 12 Hours of Sebring...that is until this year.

After many, many years of daydreaming, and three incredibly cramped and long flights, I finally stood atop the historic Sebring pits, overlooking that famed front straight and watched everything from modern ALMS cars to a field of historic Corvettes, MGAs and others roar down the rough Florida cement.

Oddly, at first something didn't seem right. There seems to be a strange dissonance—or disconnect, I suppose—that occurs when you finally see something in person, after years of imagining it. After nearly 10 years of producing this magazine, I'm sure I've looked at well over 1,000 different photographs of racing at Sebring, and who knows how many hours of movie footage. But after so many years of seeing images of Sebring, it was kind of surreal to be standing over the front straight, looking at a view that I had seen in countless photographs spanning the past 50 years. Everything was, on the one hand recognizable, and yet nothing appeared quite like I envisioned it should look.

Perhaps it's the modifications that have occurred to the track in recent years. Staring up the front straight, from Turn 1, you still can see that iconic footbridge that crosses the front straight. And while the landscape is similar, the old wooden Sebring pit boxes have now been replaced with a modern structure that incorporates hospitality suites and viewing decks from above. It's not bad, just slightly different than my mind's eye, which seems to only have the '50s and '60s as a reference point.

After struggling with this initial mental adjustment, I was eager to take in all that Sebring has to offer. Over the course of the next day or so, I walked the track and took in so many of the famous

Sebring landmarks—the back straight, the hairpin and that famous, ultra-wide first turn. At one point, I even ventured over to the "Mad Max"-like world that is the infield by Turns 9 and 10. I wandered through this netherworld made up of makeshift cities of campers and temporary structures constructed by crazed fans, some of which had been camping at the track for over two weeks prior to the race! With home-built bars, observation decks and drunken fans, who may not entirely be aware that there is a motor race going on, this area makes Watkins Glen's "The Bog" seem like a Girl Scout campout.

By the end of that first day, I returned to the top of the pits to watch the SVRA historic enduro, which has become such an integral part of the 12-hour weekend in recent years. It was here, during this race, that I finally was able to make my fantasy, and the modern reality of Sebring, coalesce into a single image. Now, you might be thinking it was the presence, on the track, of historic cars that did the trick, but funny enough, that wasn't it. In the course of a very short period of time, something remarkable happened. It started to rain.

The weather report that morning had forecast a 30% chance of rain. When it arrived, I was scared to think what a 50% chance would have been like! I'm not talking about a misting, or a sprinkling, or even a heavy shower here. I'm talking about a pissing-down, Noah-get-your-galoshes kind of downpour that in the course of just a few brief minutes, had the entire front straight completely submerged under 3–5 inches of standing water. It rained so hard, and so fast, that within a couple of laps, they had to cancel the enduro, because it was truly impossible to navigate the track. As I saw Corvettes and Elvas, driving down the front straight with enormous plumes of water spraying out in front of the cars, I was suddenly able to reconcile this vision, with the famous images of the Chaparrals doing the same in 1965, or the Ferraris in 1995.

As the rain ran down my back and filled up my shoes, I thought, "Now, this is Sebring!" 🏎️

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The Targa Florio: Sicily, May 6, 1962. A Ferrari mechanic at the service stop near Polizzi gives a salute to the Ferrari 246SP (n. 0790) which was driven to victory by Willie Mairesse, Ricardo Rodriguez (here at the wheel) and Olivier Gendebien. This image captures the essence of the Targa Florio. Photo by Peter Coltrin.

Photo courtesy of: THE KLEMANTASKI COLLECTION

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## JACK MCAFEE PASSES AWAY



On Saturday March 10<sup>th</sup>, Southern California sports car legend Jack Ernest McAfee died at the age of 84 from liver cancer. He was diagnosed with the disease just two weeks previously and spent his remaining days at a hospice in Long Beach, CA.

Long before he was old enough to drive, Jack's passion for cars and racing was fueled as a spectator at the famous Gilmore Stadium, where he would ride his bike to and from Hollywood to watch the Offy-powered midgets race. Wanting to get in on the "action" himself, Jack lied about his age and joined the Hollywood Throttlers hot rod club. After hopping up a Ford model-A that he bought for \$14, Jack's first run at Muroc Dry Lake yielded an 84.9-mph average speed. Through dry lake racing, Jack started meeting many of Southern California's most notable hot rodders and racers, and soon found himself making payments on a HAL sprint car then owned by 12-time Indy driver Babe Stapp.

WWII put a halt to racing and sent

Jack to the South Pacific, where he was an aviation mechanic on the island of Espiritos Santos. After serving 4 years, Jack returned to open his own garage in Manhattan Beach, CA, where he crossed paths with a wealthy customer named Tony Paravano. Jack invited Paravano to watch him run his HAL sprint car at Carrell Speedway in Gardena, and Paravano was instantly bitten with the racing bug. Throughout the next several years, McAfee's driving talents, combined with Paravano's cars, yielded some very impressive results including two top-ten finishes in the grueling Carrera Panamericana race, and several overall wins in big V-12 Ferraris.

While doing a custom engine installation job at Ernie McAfee's garage (no relation) in Studio City, CA, Jack met another wealthy racing enthusiast, John Edgar. As was the case with Paravano, Edgar put Jack inside some of the best sports cars Europe had to offer, including a wickedly powerful Ferrari 375+ which they entered in the 1954

Carrera Panamericana. Shortly after exceeding 180 mph on the Tehuantepec straight, a transmission bearing seized, locking up the rear tires. The car went off the road and rolled over; co-driver and friend Ford Robinson was killed while McAfee was knocked unconscious but was otherwise unhurt.

Wanting to drive something lighter with better handling, McAfee had Edgar purchase a Porsche 550 spyder. With McAfee driving and Porsche trained mechanic Vasek Polak turning the wrenches, Jack would go on to win the 1956 SCCA National Sports Car class F championship. Two years later, Vasek would field his own 550 Spyder with McAfee driving. Together the duo would earn an astounding 18 top-3 finishes and win the 1958 SCCA Pacific Coast Crown.

Regardless of success in racing, McAfee always approached sports car racing as a hobby. Although he originally had aspirations to become a professional driver like his hero Rex Mays, Jack realized early on that racing for money spoiled the camaraderie he once experienced at the dry lakes. Wanting to run his own business, Jack struck a deal with West Coast sports car distributor John von Neumann in November 1952 and opened up one of the first Porsche-VW dealerships in Southern California. Jack was only 29 years old at the time, and still holds the record for being the youngest Porsche dealer ever.

Following his career in car sales, McAfee would go on the road working for Porsche's factory support group and numerous other racing teams including those of Vasek Polak, Dick Barbour, and John Fitzpatrick. Eventually, he stopped traveling but remained busy, first as General Manager for Colgan Custom Car Bras, and later for Chick Iverson Motors in Newport Beach as the Service Manager.

His last remaining years were spent playing golf, cards and billiards. His zest for life and, more importantly, people, kept him young beyond his years until it was finally time to "move on."

by Rex McAfee

Look for a tribute to McAfee in next month's "Fabulous Fifties" column.

## VR MOVES TO NEW HOME



As of March 1, *Vintage Racecar* (and its parent Parabolica Publishing, LLC) have moved into new, larger office space in Southern California. According to Publisher/Editor Casey Annis, "This was a long overdue move, that gives us much more space and room for expansion. Now we have the room to take on more outside publishing projects, like the *Alfa Owner* [official magazine of the US Alfa Romeo Owners

Club] and the *Oily Rag* [official magazine of Australia's HSRCA] which we currently also produce. This is a great move for us."

Parabolica Publishing and *Vintage Racecar* can now be reached, in the U.S. at:

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## DONINGTON PARK SOLD

The Donington Park circuit in the UK has been bought from the current owners, Tom Wheatcroft & Sons, by Donington Venture Leisure Ltd., along with the Donington Collection of F1 cars and surrounding lands.

VR met with DVLL principal, Simon Gillett who said: "My grandfather was a prewar mechanic here with Billy Cotton, and my father had the concession to tow racecars from the gravel for many years, and I raced bikes here. This is a commercial venture but I am very enthusiastic about motor sport. I have

wanted to see the facilities here improved for many years, and now that will happen."

Gillett will have a personal hand in the management of the Donington Collection, envisioning much wider educational and leisure programs to make it more exciting. He also does not rule out the possibility of hosting the British Grand Prix should the offer be made when the contract with Silverstone runs out in 2009. Tom Wheatcroft was appointed president of the new company, which paid £30M for the deal.

by Ed McDonough



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## SUPERSTAR FERRARI



Forget about Tom Cruise and Angelina Jolie, Ferrari is the star of this show. It is called "Ferrari and the Cinema," an exhibition that opened in mid-February in the Galleria Ferrari at Maranello. And it is packed with billboards, posters, photographs and clips from over 70 films, no less, starring the blood-red masterpieces of the Prancing Horse.

The exhibition spans almost half a century and brings back memories of the vast number of films made in Hollywood and at Rome's Cinecittà that have brought Ferrari and some of the biggest movie stars together—like Sophia Loren and her 250 GT California in Vittorio De Sica's *Yesterday, Today and Tomorrow* and the 400

Superamerica driven by Vittorio Gassman in *The Tiger*. Italian actor Adolfo Celi's character Commendatore Manetta, which was based on Enzo Ferrari, drove himself from circuit to circuit in a 330 GTC in John Frankenheimer's *Grand Prix*. And who can forget a blind Al Pacino's harebrained drive through the streets of New York in a Mondial cabriolet in *The Scent of a Woman* or the 575 M used by Will Smith and then demolished in *Bad Boys II*. Then there is Eddie Murphy's 308 GTB in *Beverly Hills Cop*, not to mention the Testa Rossa in which Nicolas Cage chased Sean Connery through San Francisco in *The Rock*.

Recently, there has been the animated feature *Cars*, which stars a 430 voiced by none other than Michael Schumacher.

Television is just as enamored of Ferrari, as confirmed by the long love affair Tom Selleck had with a 308 in *Magnum P.I.* and the Daytona GTS in *Miami Vice*. The exhibition continues at Galleria Ferrari (+39 0536 949713, [www.galleria.ferrari.it](http://www.galleria.ferrari.it)) until June 30.

## AUTO UNION CONTROVERSY RESOLVED

In a surprise move, Christie's announced, one week prior to their planned sale of a rare 1939 Auto Union Grand Prix car, that they were pulling the car from their February Retromobile sale, so that they and Audi could further research its provenance.

On February 28, Christie's announced their findings and the fate of the Auto Union in question:

"In a joint effort with Audi Tradition over the past three weeks, we have completed considerable additional research on the race history of the 1939 Auto Union D Type V-12 Grand Prix racing car originally scheduled for sale at Retromobile in Paris on February 17. Our joint research confirms that the car's chassis is frame 19, and not 21, the chassis of the 1939 French Grand Prix winner.

"Regarding racing history, Audi has confirmed that chassis 19 is a genuine 1939 D Type chassis and that it was first raced by Rudolf Hasse in the Eifelrennen on the 20<sup>th</sup> May 1939 at the Nürburgring, in which Hasse finished in 5<sup>th</sup> place. It was next raced at the 1939 French Grand Prix in the hands



of legendary Auto Union pilot Hans Stuck, who brought the car home in 6<sup>th</sup> place, behind the company's 1<sup>st</sup> and 2<sup>nd</sup> finishers. Audi has kindly been able to support these race results with extensive documentation.

"During our now completed verification process, no alteration has been made to the car itself which we believe to be the only Auto Union to which Grand Prix racing results can be attributed.

"Christie's was delighted at the

response and interest that the car received in the run up to and while on view at its auction in Paris. Based on our now completed research, we are accepting sealed tender bids for a period of one week today [Feb. 28] and invite prospective bidders to contact Christie's London office directly to receive applications for this tender."

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**2006 Race Results**

- Tour Auto: winner post historic Porsche 910
- Le Mans Classic: 3 cars out of 6 provided for winning team index and scratch
- Chevron B8: Wins at Nurburgring & Spa
- Pre-War Legends: wins at Donnington – Le Mans – Silverstone 500 – Spa

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Labels in image: Jaguar lightweight 8-cylinder radiator, Porsche 988 intercooler, Mercedes 300 SL radiator, Crown-Maserati oil tank, Standard & Searon oil tanks, Porsche 988 intercooler, Lotus Suzbeam dry sump system, Porsche intercooler pump.

## GPLIVE: AYRTON'S TOLEMAN AND VINTAGE RACECAR STAR AT DONINGTON PREVIEW



At the final press day for GPLive at Donington Park in the UK, the threat of snow failed to stop a lunch time demonstration of one of the great cars that will be featured at the event on May 18–20.

VR's European Editor, Ed McDonough, was in the driver's seat for a series of demonstration laps of Ayrton Senna's 1984 Toleman-Hart TG184 F1 car. The car, which was Senna's practice and qualifying machine at Monaco and his spare at Brands Hatch in '84, did only one race at the U.S. Grand Prix in Detroit. It was brought into action after a first-lap crash caused a restart and Senna drove chassis 01 until the rear suspension failed. The car then sat in storage and in a private collection for many years until being purchased by Alistair Davidson. The stunning Candy-liveried turbo car was restored but never run on a circuit until the Donington test. In fact, Senna was the last person to sit in the car. After Davidson gave it a warmup, McDonough then ran several laps of the Grand Prix circuit, a world exclusive for *Vintage Racecar*. We will have a full "Profile" in a future issue.

According to McDonough: "You can imagine the thrill of driving any Senna car, but when you think that he really started his GP career in these cars, it was a great privilege to be part of that. How he threw this 900-bhp oversteerer around Monaco...in the wet...is unimaginable! The chance to see lots more of these 'super' cars at Donington in May is not to be missed."

A number of other important GP cars were also present including examples of Williams, Wolf, and McLaren in preparation for the GPLive spectacular. Current GP teams have announced their intention to be at Donington in May along with races for Euroboss and TGP categories, with a 40-car demo of Cosworth DFV-powered cars spicing up the program. For full details, see [www.gpliveuk.com](http://www.gpliveuk.com).

## A MILLE MIGLIA OF MILESTONES

The 2007 Mille Miglia, which starts from Brescia on May 17 and concludes in the Italian financial and industrial center on the 19<sup>th</sup>, will be packed with historic milestones. The first event was run 80 years ago this year; the last came to grief with the De Portago accident 50 years ago and MARVA, who are still at the helm, organized and ran the first Mille Miglia Storica for vintage cars using the current regularity formula 25 years ago.

There will be 375 starters in Brescia's Via Venezia again this year—221 of them non-Italian entries—although more than double that number applied to compete. They will cover a 994-mile route from Brescia to the overnight halt at Ferrara, move on to Rome on day two and make their way from the Eternal City back to Brescia via old favorites like Viterbo, the Raticosa and Futa Passes, Florence, Bologna and Cremona. En route, this mobile museum, as the organizers like to call it, will compete in 40 timed sections—an increase of two over last year—that will contribute to victory, two of which will be in Brescia itself. One of the new features this year will see the cars run over a 17-mile circuit among the historic landmarks of Rome's city center. On the way back to Brescia on May 18, the survivors will compete in the event's last two timed tests at Modena as a tribute to Carrozzeria Scaglietti, who fashioned so many stunning Ferrari car bodies.

One of the cars competing in the 2007 event will be the 1928 Alfa Romeo 6C 1500 MMS that won podium places that year, in 1929 and 1930, in the hands of drivers including Achille Varzi. There will be the Maserati A6 GCS Monofaro (single headlamp) in which Alberto Ascari won his first Grand Prix at Modena in 1947. And the Mercedes-Benz 300 SLR Juan Manuel Fangio drove into 2<sup>nd</sup> place in the 1955 Mille Miglia will be allowed to stretch its legs after the many annual appearances of Stirling Moss's winning sister car.

Ex-Ferrari star Jacky Ickx, 62, will drive a 1938 Auto Union Wanderer W25 K, and Prodrive boss David Richards, 52, who has the right to compete for the 2008 Formula One World Championship with a 12<sup>th</sup> team, will wield a 1952 Ferrari 212 Export.

by Robert Newman



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1967 Ferrari 206 SP Dino



## H-MOD FEATURED AT RENO HISTORIC RACES

The Reno Historic Races, organized by the Historic Motor Sports Association (HMSA), will honor the H-Modified racing class, one of the longest-lived internationally sanctioned racing classes in existence, at this year's event. The fourth annual Reno Historic Races will take place May 4-6 at the Reno-Fernley Raceway, in Reno, Nevada.

Out of an entry list of more than 100 historic racecars will be a score of H-Mod cars. Better known today as the D/SR class, these smaller, lighter, and lower displacement cars originally came from Italian and French factories in the early 1950s to meet the demand for increased sophistication in handling and style for racecars. Enthusiasts caught on, and quickly built even more limited production specials that used available production running components in highly innovative and modified lightweight bodies. H-Mod

cars have made significant contributions to motor sports in terms of technological innovation and driver development.

The Reno Historic Races is pleased to have as its special guest Reno resident Tony Settember, one of only a handful of American drivers to have ever participated in Formula One racing. Settember competed in seven Grands Prix during his racing career: his best result was 2<sup>nd</sup> place in the non-championship 1963 Austrian Grand Prix on the Zeltweg aerodrome, behind Jack Brabham. In addition to Settember's European exploits, he competed in what is regarded as the highest level of sports car racing in North America: the Can-Am Series and the United States Road Racing Championship, driving a Webster, a Genie, and a Lola. Settember will be signing autographs at the event. For more information about the Reno Historic Races, call 818-249-3515 or visit [www.renohistorics.com](http://www.renohistorics.com).



## BROOKLANDS TO CELEBRATE CENTENARY AWARD

Brooklands, the world's first purpose-built motor racing facility, will turn 100 this year. Mercedes-Benz UK, which has done extensive development on the grounds of the famed British track, will help promote the Brooklands Centenary Festival. The festival will kick off with a Grand Centenary Ball on June 15 at the company's new Mercedes-Benz World facility, on the Brooklands grounds. The event will continue the next day with an impressive display of vintage and veteran cars at the Brooklands Museum.

Then, on June 17—100 years to the day after Brooklands' very first race—the original Grand Opening Parade of racecars

will be reenacted on the remains of the Brooklands banking. Highlight of the parade will be the running of several of Mercedes' "Silver Arrows" Grand Prix cars. Organizers hope that this year's event will be the first of many such annual festivals, much like the Goodwood Festival.



## LADIES EMBARK ON PEKING TO PARIS RALLY



Rally novices, Angela Ohren-Bird (Driver) and Pamela Reid (Navigator), are to undertake one of the most grueling of rallying challenges, the 100<sup>th</sup> Anniversary run of the Peking-to-Paris Rally. The event starts in Peking on May 27, 2007. Not only is the pair driving in the event, but they are preparing their own car too. Reid explained their car choice, "We were restricted by the age of vehicle allowed, and the date it was first registered. Our 1960 Sunbeam Rapier series III was an ideal choice as it conformed to the age regulation. Mechanically it is very simple and that will be a significant plus as we have to service and repair the car as we go along."

At this year's Silverstone Classic weekend, the ladies met former Sunbeam Rapier driver, Peter Procter. Ohren-Bird remarked, "I have nil experience, so it has been tremendous meeting Peter, a man with so much experience of both preparation and driving skills. I have noted his comments and will certainly take them on board." Procter's words of advice were, "I have congratulated them in choosing the Rapier. In its time, it was a tough car and reliable too. As for driver and navigator, they should get as fit as possible and take every opportunity to rest and relax as possible. The co-driver should be allowed to drive the easier sections, allowing the driver to be as alert as possible for the harder ones. I wish them every success."

Angela and Pamela are looking for sponsorship; they are trying to raise some £100,000 for the Save the Children Fund. For further details, please email Pamela Reid at [pamelajreid@aol.com](mailto:pamelajreid@aol.com).

by Mike Jiggle

# THE QUAIL

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For its fifth year, The Quail will celebrate the 50<sup>th</sup> Anniversary of the first race at Laguna-Seca Raceway, the 75<sup>th</sup> Anniversary of the Monte-Carlo Rally, as well as honor the 50<sup>th</sup> Anniversary of the rare Ferrari 250 GT Series 1 cabriolet and the 100<sup>th</sup> Birthday of racing legend, Briggs Cunningham. Additionally, the variety of pre-war and post-war sports and racing cars and motorcycles will complement the Automotive Fine Art Photography exhibition presenting a collection of art photography by Denise McCluggage, Winston Goodfellow and Michael Furman.

As always, Quail Lodge's culinary team will offer delectable cuisines from the regions of France, Italy and California, served in five elegantly appointed bistros and complemented by a World-class selection of regional wines, savorful cocktails and Louis Roederer Champagne.

To further enhance your day, The Quail will offer opportunities to test-drive some of the event automotive sponsor's latest models, sharpen your off-road skills at the Land Rover Driving School and conclude the day with Bonhams & Butterfields' spectacular auction of automobile memorabilia and rare motor cars.

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## MONTE CARLO RALLY—5 INTO I WILL GO

The statistics alone grab your attention. Those who travel the furthest—from Oslo—have 3,500 kilometers to drive; the rest, from Barcelona, Reims, Turin and Monte Carlo, have a mere 2,100. Five days, plus a sixth night, are allowed to cover the total distance during which 31 Cols, many of which are over a thousand meters in height and on single-track minor roads, are ascended and descended. So far, so good, but there is also a tight time schedule thrown in, plus 17 regularity sections of up-to-50 kilometers each, where a strict time/speed must be maintained, often in seriously difficult road conditions of snow and sheet ice.

The organizers, the Automobile Club of Monaco, have the best part of 100 years experience of running the rally and all the routes are well known. This just makes everything even more difficult as familiarity can so easily breed contempt. Every year the roads used change but, over the years, there have been so many permutations that much is familiar. Today, the rally stops overnight in towns like Valence, Gap and Briançon, whereas in the past it was often a 48-hour nonstop blind.

Today, having to average something like 50 km/h doesn't sound like any big deal, but the Col de Menee was a classic example of where it would have been better to have driven the ascent from the south flat out because, once over the top,

not only did the sun disappear but the road ran through the trees. None of the earlier heavy snow had gone and sheet ice was added for good effect; without studs, the descent was at least diabolical and, at worst, totally impossible. The same problem occurred on the Col de la Madonie but at night, with some very bent cars as a result.

This year the rally was won by Alain Lopez/Joseph Lambert in a Porsche 911 2.7, but an Autobianchi A112 Abarth came 2<sup>nd</sup> in the hands of Stephanie Aime/Pascal Aime. Former Formula One Grand Prix driver Erik Comas was in an Alpine A110 as was Patrick Landon, who is director of Renault's Sport and Rally departments. Jean Pierre Nicolas, who won in 1978 in a Porsche 911, was in a 1966 Renault 8 Gordini 1300. A considerable variety of marques were entered with Porsches topping the list with 44 cars running. There were also 29 Lancias, 23 Alfa Romeos, 17 Fords, 18 BMWs, 18 Renaults, 14 Volvos and 10 Fiats among the over-300 runners.

For the first time in many years, a lap of part of the Monaco Grand Prix circuit was run in the dark on the Tuesday evening preceding the final night stages through the Alpes Maritime. This was the scene of much amusement to all Monegasques, as old saloons tire-screamed, body-rolled and heeled-over through Rascasse. Amazingly, no extra



De Montremy and Rousille in their MGB GT.



Renault 8 Gordini leads BMW 2800 CS Coupe under the Clue du Riolans.

barriers were erected, so an off would certainly have been permanent.

At last, the final car arrived back from the last night over the Col de Turini at about 3:00 on the Wednesday morning; all the harbor bars were open and everyone puts off bed for a further hour or two before the traditional Gala Dinner for all crews on the Thursday night, so the five start points finally got together in the end.

By Peter Collins

Lancia Beta Coupe over the Lac Serre Poncee.



Peter Collins

Peter Collins

Peter Collins

## CONGRATULATIONS TO TRAVIS ENGEN REPEATING SVRA MOTOR CHECK ENDURO CHAMPION FOR 2006

*Travis also ended up second overall in Mike Stott Sprint Series standings, winning his class in groups 2, 5 and 9 as well as placing 1st overall in the HSR B.O.S.I.S. series.*



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**Double V-8**



Dear Editor,  
 I really enjoyed the Zephyr Special story in the February issue of *Vintage Racecar* and was thrilled to see mention of Eldred Norman's Double V-8. Unfortunately, I didn't see the Double V-8 racing in its heyday, but I can give some details from when Syd Anderson bought it in from Eldred in 1951.

After an Austin 7 and a Speedcar, it was Syd's first real racecar, but he soon came to grips with the monster. He drove it with limited success in all the round-the-houses races here in Western Australia, as well as at Caversham and Moolibeanie. Then in 1953 he took it to Singapore to race in the Johore GP but didn't finish as the car overheated, and in the same year, he drove it at the opening of the Port Wakefield circuit in South Australia when I believe he managed some placings.

In 1954 it was rebuilt, and the Dodge weapon carrier chassis gave way to a tubular chassis and a revised body. The rebuild was not successful and, as it was no longer competitive, Syd then bought an Austin-Healey. The Double V-8 was passed on to his mechanic Tony Carboni, which is when I first saw the car. By coincidence Tony and Syd were in the same race together at Northam but collided on a corner with the Double V-8 coming off second best.

After that, the Double V-8 was raced only occasionally and was becoming very unreliable. It was entered for the 1957 Australian Grand Prix at Caversham but never ran, although it did run in a support race. Then it sat in Syd's car yard and, after he died in the same year, it was sold less engines to another car dealer by the name of Jim Harwood, who sold it on to Keith Windsor without the body.

Windsor shortened the chassis and

fitted a Lincoln V-12 engine, but it never raced in that form. It seemed to disappear after that, but I heard that its final owner dumped it in the Swan River near Fremantle, a popular spot for dumping cars. A sad ending to quite an engineering feat. I have enclosed some photos that I hope will be useful.

Best wishes,  
 Ken Devine  
 Western Australia

**Remembering the Fifties**



Dear Editor

I read Art Evans' article on Ernie McAfee in [VR, March '07] and it brought back many memories. In 1956, I was stationed at the San Francisco Naval shipyard and a shipmate suggested we take in the Pebble Beach races. This was my first exposure to sports car racing and was to be the impetus for me to join the ranks of drivers in the SF region of SCCA. Fortunately, I did not witness the tragic accident but only heard the details later. The next year (1957) I was a spectator at the opening Laguna Seca race and the following year was there in a TR-3. Those really were the "Fabulous Fifties."

Sincerely,  
 Don Burrows  
 Via e-mail

Dear Editor,

Good article on Ernie McAfee in the March issue of *Vintage Racecar*. I new him during that period through my friendship with Chris Cord, whose stepfather was Bill Doheny. We bought our MV Agusta motorcycles from him when we were still too young to get a driver's license. On the starting grid at Palm Springs, I remember his saying to Chris and me, noticing Phil Hill's body draped over the fender of his 750 Monza with the hood up, how nervous

Hill was before the start of a race, that he would have to fiddle with anything until he had to get in the car. I guess he just showed his nervousness in a different way. Ernie was a wonderful guy in the eyes of a 15-year-old schoolboy. After his death, most of Chris's friends were not going to racecars. I can't say that his death had a direct result in my racing inboard hydroplanes, as Bud Meyer put me in his 150 hydro at Lake Havasu one afternoon and I never thought about racing a car again until the late 1980s, and in a vintage car (and that is a very different "kettle of fish"). I always considered racing a car more dangerous than racing a boat, except for the unlimited hydros. Do you remember the Greyhound bus Bill Doheny had converted into a car transporter for the Ferraris? The entire side of the bus would open up and two cars could be loaded in tandem. A fellow known as the "Fireman" (I forget his name) was the driver (the only seat in the front of the bus), and in the rear was a receptacle for a keg of beer and the rear seat that seated three. Ernie bought two or three of the Ferraris used by 20<sup>th</sup> Century Fox in the movie, *The Racers*. He lent a 166 to Chris, with a 5-speed crash box for the afternoon and the two of us took it out to Willow Springs, drove under the cable, which I held up to get into the track property, and wore the tires off the car. We both learned how to drive a "nonsynchro" transmission that afternoon.

We idolized Ernie. To be a schoolboy and to have an adult be as gracious to us as he was, while at the same time be such a fine race driver, made us feel very special. He was Bill Doheny's best friend. None of us have ever gotten over his death.

All the best,  
 Bill Hollingsworth

Dear Editor,

I just finished Art Evans's memories of Ernie McAfee in the current issue. Great stuff. Thank you so much!

Art ended with a request for the names of those of us who ran the first Laguna Seca event in November 1957. I was there in my Austin-Healey 100-S #AHS 3160 wearing #61. The SCCA classified the 100-S as a "modified" car forcing us to run in the main event with the Ferraris, Maseratis and Astons. We did manage to

finish on the same lap as the leader in 9<sup>th</sup> place. Those ahead of us in the real racecars were names like Lovely, von Neumann, O'Shea, Shelby, Ginther and Carveth. My wife, Gloria, was there running the "team," which included Alice and the late Mike O'Brien.

We treasure our memories of those great times. Let me know if there is any way we can assist you; we have a few photos.

As always, best regards,  
 Gordie Glycer

P.S. from Gloria Glycer: Do you have a copy of the *Saturday Evening Post* double-truck featuring the start of the modified race? It's a beauty with all the teams, crews and supporters standing right on the sidelines.

I can remember pulling into the Lazy Lake Lodge (it's no longer there) after the long drive to Monterey after our regular work days ended. Lazy Lake was about a block from the British Motor Cars store and it was easy for Gordie and Mike to take the AH-S through tech. It was

frustrating getting to the track because not many citizens knew what we were talking about. But the signboard at the Casa Munras had a weather forecast that said: "Racy."

I would be happy to send you more memories of that first race.

We all hope that Laguna Seca will have some sort of an event in November, the true anniversary. Maybe a lunch for all of us who participated or for the spectators.

**Slightly Used Car**

Dear Editor,

In "Last Lap" [March 2007], Mike Lawrence says that Frank Williams did not know his 1977 March 761 was second-hand. I'm not sure that is true.

As a recent owner of this car (#761/7), I have seen a copy of the factory-build record. The build record says "built on a used 751 tub," and has an additional note to use as many secondhand components as possible.

It seems that the tub was from Brambilla's Austrian GP-winning 751, but

other components certainly weren't—instead of the usual magnesium 712 F2-type front uprights, it had aluminum ones from a 75R (same design, but aluminum is cheaper than mag).

March were definitely aware that the car had to be as cheap as possible; it is very unlikely they would have tried to pass off used components to Frank—who, as a used car dealer, knew (and used) every trick in the book.

It is possible that Frank told the sponsors it was a new car and claimed he did not know it was secondhand, but there is nothing to suggest that Max or March ripped him off.

On the other hand, there is a story about Frank charging his drivers for the top specification Cosworth DFV and then running de-tuned/sportscar engines which were somewhat cheaper to run but not quite so competitive!

Best wishes  
 Peter Morley  
 Belgium

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Mairesse and Muller win the Targa Florio driving a Porsche 906 (1966).



Joe Leonard puts the STP turbine car on the pole for the Indianapolis 500 (1968).



Nino Vaccarella and Lorenzo Bandini win the Targa Florio driving a Ferrari 275P2 (1965).

## May in Racing History

- 1 John Surtees drives a Ferrari 312 to victory in the nonchampionship Syracuse Grand Prix in Italy (1966).
- 2 The Junior Car Club holds its first high-speed trials at Brooklands in England. Of the 48 entries, 22 win gold medals and 5 win silver medals (1925).
- 3 Nissan sports cars finish 1-2-4-5-6 in the Japanese Grand Prix on the Fuji circuit (1968).
- 5 Al Holbert drives a Porsche 962 to victory in the IMSA Camel GT race at Laguna Seca, California. Debut race for the Ford Mustang-Probe GTP racer, which did not finish (1985).
- 6 Derek Bell and Mike Hailwood drive a Gulf Mirage-Cosworth M6 to victory in the 1,000-km endurance race at Spa, Belgium (1973).
- 8 Willy Mairesse and Herbert Muller drive the Filipinetti Porsche 906 to victory in the Targa Florio road race on the Italian island of Sicily (1966).
- 9 Nino Vaccarella and Lorenzo Bandini win the Targa Florio in a Ferrari 275P2 (1965).
- 11 The first Ferrari automobile, 125 Sport chassis 01C, races for the first time. Franco Cortese DNFs at Piacenza, Italy, when the fuel system gives out (1947).
- 13 Stirling Moss drives a Maserati 250F to victory in the Monaco Grand Prix in Monte Carlo (1956).
- 14 Paul Hawkins and Rolf Stommelen drive a Porsche 910-8 to overall victory in the 51<sup>st</sup> Targa Florio road race in Sicily. Porsche also wins the under-2-liter GT class with the 911S driven by photographer Bernard Cahier and skier Jean-Claude Killy. Porsches finish 1-2-3 overall (1967).
- 15 Ground is broken for the Monza Autodrome in Italy. Vincenzo Lancia and Felice Nazzaro perform the honors (1922).
- 17 Jo Siffert and Brian Redman drive a Gulf Porsche 917K to victory in the Spa 1,000-km sports car race in Belgium (1970).
- 18 Joe Leonard puts his STP turbine car on pole for the Indianapolis 500 (1968).
- 19 Alan Prost wins the Monaco Grand Prix driving a McLaren-Tag MP4-2B (1985).
- 24 Kyle Petty wins the NASCAR World 600 stockcar race (1987).
- 25 Franco Cortese gives Ferrari their first race win when he drives 125 Sport chassis 01C to victory on the Caracalla Baths circuit in Rome, Italy (1947).
- 26 Rick Mears wins his fourth Indianapolis 500. Jeff Andretti finishes 5<sup>th</sup> and becomes the third member of his family named Indy 500 "Rookie of the Year." Hiro Matsushita, the first Japanese driver in the 500, finishes 16<sup>th</sup>. Willie T. Ribbs, the first black driver in the race, finishes 32<sup>nd</sup>. Last Indy 500 for A.J. Foyt Jr. as a driver (1991).
- 27 Bob Morris drives a Mazda RX7 to victory in the Australian Touring Car Championship race at Oran Park, Australia (1984).
- 30 Jimmy Murphy drives the Miller-powered Duesenberg chassis that he won the 1921 French Grand Prix with, to victory in the Indianapolis 500. First Indy win for a driver starting on the pole. First win for a Miller-designed engine. Eight of the top-ten finishers are Duesenbergs (1922).

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Stacks 'n' Pipes

by Pete Lyons



Performance perv that I am, I'm turned on by naked racecars. Even partially undressed ones. Lift an engine cover, unveil a shapely suspension arm, merely de-Dzus an access panel and I'm there, slavering. I simply groove on racing's luscious secret places.

That's probably one more reason I so fondly remember the Swinging Sixties, when quite often you could see a racecar prance boldly into the public gaze with its intake stacks and/or exhaust headers—maybe even its whole engine—all beautifully bare and unashamed.

Modern designers hide all the good stuff under acres of modesty panels. It's for aerodynamics, they say, but Hah! These people are just loveless prudes.

Can-Am intakes; those were the best stacks. Massive engines called for mighty

injectors and they typically towered over the car itself, giant constructs of flared horns and intricate castings and complex linkages. They so dominated the car that when you were aboard—I've had that thrill—it was their heavy rattling sound you heard, not the exhaust roar.

From the pits, grizzled tuners could visually monitor their engine's health by watching for "standoff" atop the stacks. This was a halo of raw fuel carried back out by air bouncing off the closed intake valve. Excessive standoff signaled a broken valve rocker. Rockers broke a lot in the Can-Am days.

Big block Chevies—the Can-Am's signature engines—generally wore "staggered" stacks, where four intakes were longer than their neighbors. That's because the "rat motor" had different intake passage patterns for adjacent cylinders, so resonance effects in stacks of equal external length resulted in two big humps in the torque curve. Staggering the stacks filled in the valley between the

humps, giving the driver much smoother acceleration off the turns.

Those intakes really did look mutant, though, "like outrageous irradiated flowers," I remember writing. Part of the appeal of what, in those days, were the fastest road racers on earth.

For the best exhaust pipe fix you had to go to an open-wheeler race. In the days of front engines, GP and Indy cars usually had long side-pipes so distinctive they were part of the model's identity. Think of the Offy Roadsters, Maserati's 250F, the 1956 Lancia-Ferrari D50—artwork showing nothing other than those exhaust systems probably would bring the car's name to your mind instantly.

With the move to rear engines, it got even better. Auto Union's V-16 and later V-12 engines emitted their staccato bellows through bristling arrays of individual, vertically curled stub exhausts like so many Viking helmet horns. BRM applied the same simple system to its first 1.5-liter V-8, and so did Jim Hall and Hap

Sharp on their first mid-engined Chaparrals. Top Fuel dragsters maintain the glorious tradition to this day.

Pipes can merge for harmonic reasons and also gain on aesthetics. That little F1 jewel of the early '60s, the 1.5 Coventry-Climax V-8, wore an 8-into-2 system that terminated in long megaphones like tail guns on a B-17. Ford adopted the same idea on its DOHC Indy engine, but enhanced the visual statement with an intricately writhing "bundle of snakes" header system. These burst out of the top of the engine, from between the cylinder V, while the intakes juttied out from between the camshafts. Salacious stacks and pipes in one giddy voyeur's glance.

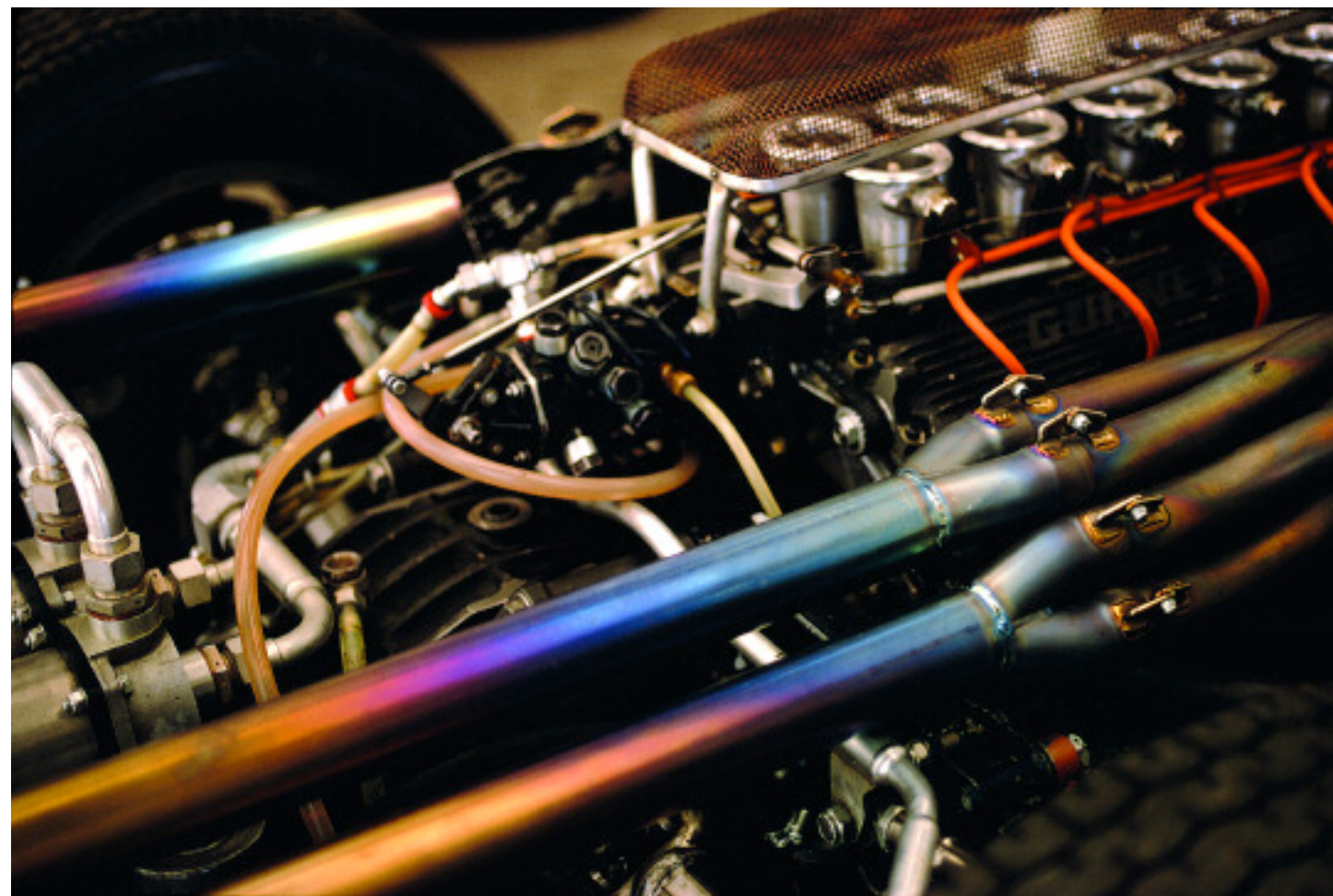
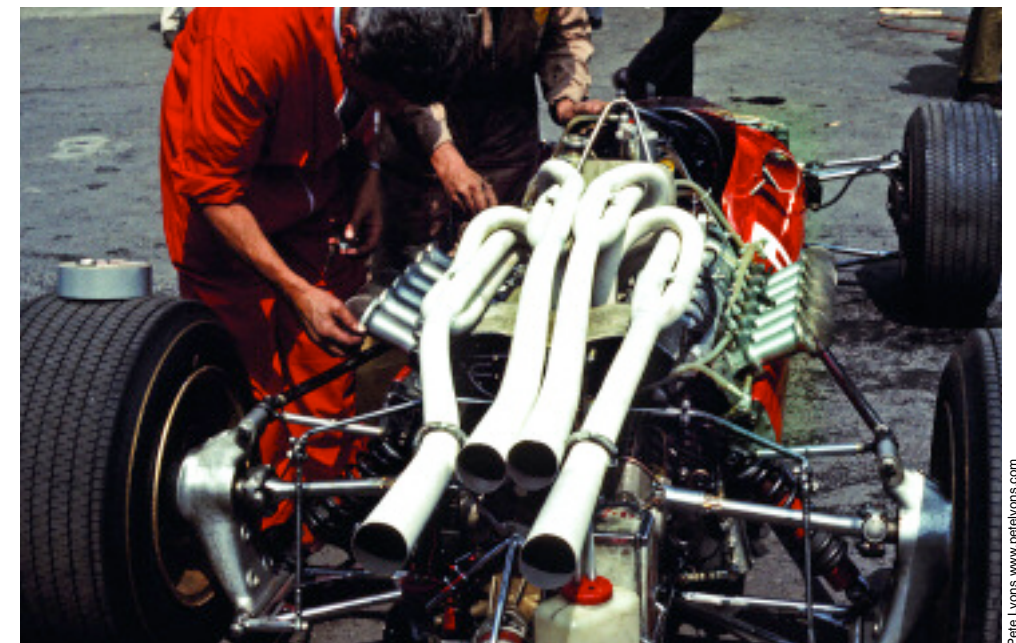
So much a part of the presentation was this Indycar exhaust plumbing that teams finished them in various colors of high-temperature paint; I remember reds and blues and golds particularly.

Ferrari restrained itself to using just white paint with its F1 "top-pipe" V-12, but that was still a magnificent-looking beast. Its 12-into-4 exhaust system alone ought to be on my office wall.

As for one of the all-time most beautiful F1 cars, Gurney's Eagle, its gloriously naked Weslake was another to proudly show off both its 12 petite intake horns and its long, long quad-tailpipe system. The fire inside used to turn the titanium material the loveliest colors.

Ah... The wild old days when cars were young and innocent.

Visions of Power: The Gurney-Weslake F1 engine (left) was a feast of 12 exquisite intake horns and titanium headers glowing with flame-kindled colors. The Can-Am's mighty Chevy V-8 (top right) was distinguished by "staggered" intake stacks; this set adorned Denny Hulme's winning McLaren M20 at Watkins Glen in 1972. Ferrari's "top pipe" F1 V-12 (middle) followed the lead of Ford's DOHC Indy V-8 (bottom) in routing the headers out between the cylinder banks; both makers finished their systems with high-temp paints. Artwork, all.



## Karl Kainhofer



There isn't much Karl Kainhofer hasn't done in over 50 years of involvement in motorsports, from motorcycle racing in Austria to being Porsche's man in the USA, to his involvement in virtually every facet of Penske Racing. Born just before the Second World War in Vienna, Austria, Kainhofer became involved in motorcycle racing both as a mechanic and as a participant. Later joining Porsche in Stuttgart, he became heavily committed to Porsche's racing program. Given the choice of emigrating to whatever country he wanted to further Porsche motorsport, he chose the United States and settled in Pennsylvania. He worked for many racers, most notably, Harry Blanchard but, after Harry was killed in an Argentinean race, he became a freelance mechanic. One of his customers was Roger Penske and Karl soon became more closely associated with him, tuning Roger's Porsches and other cars. Later, he took on the duties of maintaining a Lola T70 car along with Roger's new driver, Mark Donohue. That association with Donohue lasted through the Can-Am days, but also on into the Penske Indy effort. From there, Kainhofer was in on the building of the first Penske F1 car, the Penske PC1, in the Penske headquarters in Poole, England. By this time, Kainhofer and Donohue were inseparable, not only as colleagues but as friends. After Donohue's death, Kainhofer took on the duties of the Penske Indy car engine effort but he attended fewer races, a result of his growing fatigue with race days. Today, he lives in Pennsylvania enjoying his retirement and attending reunions and serving on panels to discuss the racing history in which he played such a pivotal role. John Wright recently spoke with Kainhofer about his fascinating career.

**So, Karl tell me about your life before you came to the USA so many years ago.**

Kainhofer: Well, I was born in Vienna, Austria, but lived most of my early life in Graz. I lived with my foster parents and worked in my father's grocery store. I left school at 13 and worked in the store while he was a POW but then went into an apprenticeship at 16 with a motorcycle

racer who raced prewar bikes on various dirt tracks around the country. I greased motorcycle chains, I polished things—you do anything in an apprenticeship. This racer had various prewar motorcycles, like Ariels, BSAs, and some bikes with JAP engines. After three and a half years, I was not only a journeyman mechanic, I became a machinist too. Then I went to another shop, which did motocross racing in the 1950s. I worked there and then in 1954 I changed to automobiles and worked for a Porsche/VW distributor in Graz. The Porsche service people would come around monthly, and they knew I was interested in working for Porsche. I had to apply and, through the service engineer, I got a job with the Porsche factory in Stuttgart. They sold Spyders and Carreras back then, and I did chassis repairs on the Spyders, as well as engine and gearbox repairs. I also did racing prep. That's where you become a specialist. I then moved into the foreign service division of Porsche.

**That was when you came to the USA?**

Kainhofer: My chance came when they told me I could go anywhere they had Porsche racecars. I chose to move to the USA and in 1958 went to work with Ed Hugus in Pittsburgh, Pennsylvania. He had a Spyder but not long after, he bought a Ferrari, but I was a Porsche specialist and that didn't jibe with me. Porsche USA didn't like it either. I ended up leaving there after ten weeks and went to Greenwich, Connecticut, to work for Harry Blanchard, who was running a Carrera Speedster and an RS Spyder. There is a funny story about that move. I took the train and my English wasn't too good. I had to go to New York on the way to Connecticut and at one station I got off when the conductor called out, "Newark." I mistook it for "New York" and got off. There I was standing on the station platform wondering where New York was! That was about April of 1959. I went to Vineland, New Jersey, with Harry to a race, and that's when I met Roger Penske for the first time at an April 12 race. Harry did well in 1958, but we did even better in 1959 when we won the production sportscar championship. Then, in the fall of that year, we went to Nassau and won a sportscar race there. After that, I took the Seidel Spyder—it belonged to a fellow whose name was Wolfgang Seidel—and made it into a single-seater car.

**Let me get this straight. You created a Porsche single-seater car before the factory went into Formula Two and Formula One in the early 1960s?**

Kainhofer: Yes, I converted it to a single-seater car, and we entered it, with Harry Blanchard driving it, in the first U.S. F1 Grand Prix at Sebring in December 1959. Bruce McLaren won that race in a Cooper. We finished 7<sup>th</sup> in that converted Spyder, even though Harry ran off the track. The existence of that car is a story in itself. No one has talked about that, and it was not an official Porsche entry. Porsche did go ahead and create single-seat cars for Formula Two and of course Formula One cars with the eight-cylinder engine. That Spyder single-seat conversion raced that one race only.

**Your association with Harry Blanchard has a sad and tragic ending, though.**

Kainhofer: Yes, it does because in January of 1960, Harry was killed at the 1,000 km of Argentina. In those days, it happened and all too often. I have lost a lot of good friends in racing. Harry had gotten together with Heinie Walter, a Swiss driver in a Spyder. Harry flipped the car, and he died. There was not much protection and few safety regulations.

**But you stayed with Porsche.**

Kainhofer: After the Sebring F1 effort, I stayed with the company and finished the year out. I rebuilt cars and then by mid-1960, I took some time to think things out. My contract was done and I went freelance. Then I started working full-time for Roger Penske and others like Bruce Jennings. In 1961, I began working for Tom Payne who drove Porsches initially and then Cobras later on in 1964-1965. During that time, Roger had a Birdcage Maserati and Roy Gane worked on that Maserati, as well as the Cooper Monaco Roger had. I did some work on those cars but mostly stayed with Tom Payne. I worked on Roger's Cooper F1 car at Watkins Glen that year and went to the West Coast with the Monaco and Formula Junior as well. I also worked on the Lotus he drove in the 1962 U.S. GP. You have to remember that Roger rented those cars, and that they were almost works entries—we just worked on them in the smallest shop you could imagine. That was Roy's shop in Bryn Mawr, Pennsylvania. In those days, the teams would come over to the USA with a spare car, which they would rent out to an American driver. As I remember, we did fairly well. Then, after all that, I went to Europe and brought my future wife back with me.

**Karl Kainhofer and Roger Penske score the first of many victories together, this one at Marlboro MD, in 1959.**



We were married during the winter of 1961.

**Then, you had a very busy 1962.**

Kainhofer: I came back around the time of Sebring, and I needed a job. I worked for Tom Payne for four years in total. The Cobras were very active in racing in the USA and we had many good races against Ferraris and Corvettes. We did the Cobras in 1965 and won the GT Championship for Carroll Shelby. Now, in the meantime, Roger started with John Mecom and Jim Hall. However, in 1964 Roger retired from racing. By the end of 1965, I went to work with the Kar Kraft division of Ford preparing the Mark IVs and the J

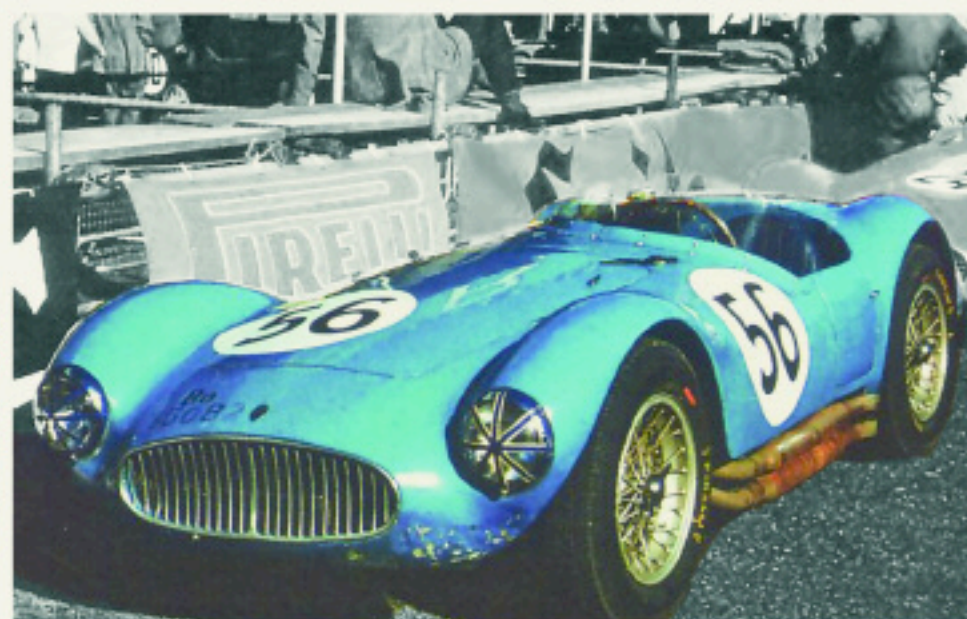
**“Our shop in those days was a one-car garage, and it was so narrow. I had to take the doors off the car before I could work on it.”**

cars, which won at Le Mans in 1966. At around the same time, in March of 1966, I went with Roger as he had decided to start his own team. Now, remember we had no cars, only a team which consisted of Roger and me. I was on vacation but I worked for him. Then, we moved from Ypsilanti, Michigan, where we were living to Newtown Square, Pennsylvania. Roger and I didn't even have a car. Roger and I went to Mecom's place and he bought a Lola T70,

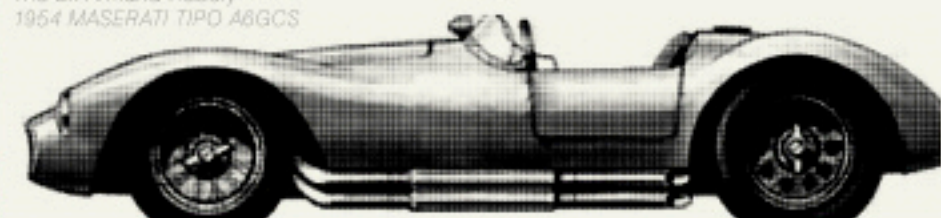
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## David Purley

by Robert Newman



David Purley was a hero you have probably never even heard of, but a hero he most certainly was. If you remember him at all, it will be for his one-man attempt to rescue his friend and fellow F1 driver, Roger Williamson, from a burning car during the 1973 Grand Prix of Holland.

Purley was driving a March 731G sponsored by Britain's biggest refrigerator manufacturer Lec, a company owned by his father. He was dicing with Williamson when Roger's March crashed, overturned and caught fire. David immediately stopped his car, ran to the burning March and tried to tip it back onto its wheels with his bare hands. Marshals with fire extinguishers and the crew of a nearby fire

engine just looked on and, incredibly, the race was not stopped. Purley could see Williamson was alive and heard the stricken driver pleading to be freed, but David just could not right the car. The flames were minimal at first, but spread and intensified after a couple of minutes. With no thought for his own safety, David kept straining to lift the blazing car with his bare hands and screamed for help, but no one came. In the end, he snatched an extinguisher from one of the idle marshals, but the fire had become too intense for it to have much effect. Purley said later that if he could have righted the car he could have gotten Williamson out, and the Briton would not have lost his life in such a horrific way. David was awarded the George Cross, one of Britain's highest civilian awards for valor, in recognition of his selfless rescue attempt.

A keen flier, David became Britain's youngest holder of a private pilot's license

in 1962, when he was 17. His father gave him a job as Lec's company pilot, but initially the lad was more inclined to buzz the beaches of his hometown of Bognor Regis on Britain's West Sussex coast. Later, he matured somewhat and ended up flying all over Europe and Africa for Lec. But after an argument with his father and a brief respite as a builder's laborer, Purley impulsively joined the exclusive Coldstream Guards, not long after which he was selected for an officer cadet course at the Sandhurst Military Academy.

On active service in Aden during the troubles there, 2<sup>nd</sup> Lieutenant Purley's armored car was blown up by a land mine. The vehicle exploded and six of its occupants were killed: Purley was the only survivor.

David did his jump training and qualified as a paratrooper. He narrowly missed certain death when his army parachute failed to open after jumping

David Purley, at the wheel of the March Ford 731, during a very wet first practice for the 1973 Dutch Grand Prix at Zandvoort.



Roger Dixon



BRDC Archive

David Purley pushes his specially built 3.4-liter V6 Cosworth-powered Chevron B30 F5000 to victory over the Chevrons of Dave Walker and Tony Dean in the 1975 Easter Monday race at Brands Hatch.

from a Hercules. Incredibly, he managed to maneuver himself onto the top of his platoon sergeant's parachute below him and rode the billowing silk canopy down 10,000 feet to a safe landing.

In 1968, David went motor racing for the first time in his AC Cobra road car, but soon moved on to a Chevron B8, and then got himself a Brabham BT28, in which he beat James Hunt and his Lotus 59 to win the 1970 Grand Prix des Frontiers at Chimay, Belgium. It was a hat trick, really, because Purley won the race again in 1971 in the Brabham and once more in 1972 in an Ensign.

After a brief spell competing in F2 with a March 722, in which he took 3<sup>rd</sup> at Pau but not much else, Purley went into Formula One with a Lec-sponsored March 731G and made his heroic effort to save Roger Williamson at Zandvoort on July 29, 1973.

He did not have much stomach for motor racing for a while after that, but he did win the 1975 Easter Monday F5000 race at Britain's Brands Hatch in his Cosworth-engined Chevron B30. The following year, he won the ShellSport Group 8 Championship in the car. The final race in the series was a tribute to the new 1976 F1 world champion James Hunt at Brands Hatch, in which Purley led from

start to finish, and put up the fastest lap to claim his championship in a blaze of glory.

David went back to Formula One with his own team in 1977. He drove a Ford-powered car called a Lec CRP1, designed by Mike Pilbeam. He briefly led the Grand Prix of Belgium at Zolder and stood his ground as Niki Lauda probed Purley's defenses in a faster factory Ferrari 312T2. The Austrian eventually slipped through and went on to finish 2<sup>nd</sup>, while David came in a lowly 13<sup>th</sup>.

After the race, Lauda stalked off to Purley's pits at the head of a pack of journalists. Niki started wagging his finger at David, admonishing the Englishman for not moving over and calling him a rabbit. But an unruffled Purley simply told the Ferrari driver that, if he had wanted the lead earlier, he should have taken it. Then he returned the compliment and called Niki a rat. After that, Lauda raced with a rat painted on his car and Purley a rabbit.


Less than two weeks after the Lauda clash, Purley was out in the Lec at Silverstone qualifying for the British GP when his throttle jammed wide open as he was coming up to Becketts. The car hit the Armco at over 100 mph and stopped dead within five feet. It was a miracle David was not killed. As it was, it took nearly an hour and a half to extract him from the

wreckage and get him to the hospital, where it was found both his legs were shattered and his pelvis was broken in three places. But the next day, he started telling anyone who would listen that he would be back. And he was.

But not before some agonizing operations to regain the two inches his left leg had lost in surgery. The process took much of 1978 and consisted of breaking the leg again, letting it calcify and repeating the process until his two legs were the same length once more.

David's comeback was in late 1978 in his new Shadow DN9. He kept up with the leaders for much of the race and came in 4<sup>th</sup>. But he was exhausted and had to be lifted out of the car by four men. He retired soon after that.

On July 2, 1985, David Purley, who was 40, died the way he had lived: on the razor's edge. He was coming out of a roll over Bognor Regis when his aircraft lost power and crashed into the English Channel. Rescuers found his body a few hours later, still strapped into the sunken aircraft.

Purley's smashed Lec CRP1 and his spare car, which is all in one piece, are part of Tom Wheatcroft's Donington Collection, silent reminders of one of life's true heroes. 



## F1—The Wrong Place at the Wrong Time

by Henri Pescarolo



For many years now, I have been synonymous with sports cars and sports car racing. Of course, when I started my career, I was like any other driver. I started in single-seater racing cars and wanted to become a Formula One racer, not only that but World Champion! My ladder of success took me to European F3 Champion, and 2<sup>nd</sup> in European F2. The successes in these formative formulas led me to being chosen to race for the Matra F1 team alongside my compatriot Jean-Pierre Beltoise. In my first year in F1, I had a podium place, 3<sup>rd</sup> in the prestigious Monaco Grand Prix. I think my position in the race may have gone

unnoticed as I was behind an intense battle between Jochen Rindt and Jack Brabham. In four of my races, I finished in the points, scoring 8 in total. I think you would agree that was a great start to a promising F1 career. Unfortunately, the momentum stopped there. Looking back, I was never able to secure a drive with a front-line team; cars I drove were only capable of midgrid or back of the grid positions. I drove for teams like Frank Williams, who was just starting in F1, and BRM who were coming to the end of their reign in F1, and finally a last season with John Surtees. You cannot motivate yourself to race properly when the car you are driving is not capable of qualifying or finishing in the top six places.

I have been asked if the problem was one of sponsorship, but I'm not too sure that was the case. My most promising season was in 1970, my first full season in

F1, with Equipe Matra Elf, and the MS20 V-12 car. I was learning my job as an F1 driver and the car responded well to my driving style. I picked up points here and there and was very satisfied with my performance. I didn't believe 12<sup>th</sup> place in the World Championship was too bad. Unfortunately, Matra team-manager, Jean-Luc Lagardere, wanted Chris Amon in the team as the number-one driver. In turn, that demoted Jean-Pierre Beltoise to second driver and left me surplus to requirements, and looking for a drive for the 1971 season. I ended up with a drive for Frank Williams who, as I have previously stated, was just starting out in F1. Frank Williams was a fantastic guy to drive for, I liked him very much, and his team was very good. Logistically, he was good. The basic fact of his having inadequate machinery, a March 701, was that he had no money. It is very difficult to compete without proper

financial resources. BRM was in the same position as Frank Williams, they had no money. The difference was Frank had enthusiasm to push him forward as he was starting out; BRM, conversely, was a little battle weary as they were on the way out. Beltoise and I took money with us with Motul sponsorship, but it was too little too late. Summing up my F1 career, historically, I suppose I have been with some really good teams, but not at the right time.

A vicious circle started to ruin my F1 career; I could not get good results because I was in a poor team—because I was in a poor team and unable to get good results, better teams did not want me. Fortunately, I was driving in sports prototype events with Matra, one of the best teams around. Winning and picking up good results is always good for your motivation. I had good experience in sports car racing; my first Le Mans race was in 1966, about the same time as I was in F3. My F1 career did not really start until 1970, although I had had a few races in 1968 and one in 1969.

I know I am renowned for winning the 1972 Le Mans 24-Hrs race with Graham Hill in a Matra MS670. I must say that when I was first told I was being paired with Graham for the race, I was very disappointed. Yes, I knew he was a fantastic guy, but, in racing terms, he was an old man. I didn't think he was capable of dealing with the dramas of a Le Mans race, the dark, the fog, and the rain. On the other hand, I had to respect him for winning the F1 World Championship twice, and his victory at the Indianapolis 500. I wasn't thinking he would not be determined, I just thought he might not be up to the job of 24-Hr racing. I was proved wrong. In the race, he performed very, very well; we "struck up" a good partnership and, of course, won. My doubts of his ability were completely unfounded, when, in the rain at night, Graham's lap times were the fastest of all. I regard that Le Mans success as possibly one of my greatest achievements. You have to remember, not only I, but also Matra, were hungry for a Le Mans win. So much had been put into the design and preparation of the cars, so much time had been put into the race performances; the win was the culmination of all that hard work. It was my first Le Mans win and Graham's too.

My second Le Mans win the following year, 1973, was another to remember for a



Graham Hill co-drove the Matra Simca 670 to victory, with Pescarolo, in the 1972 24 Hours of Le Mans. Pescarolo went on to win Le Mans an unprecedented three years in a row.

different reason. The race was so competitive and intense. Our main rival was Ferrari. Sports car racing, normally, is a question of pace; getting the most out of the car without pushing too hard—it has to last for 24 hours. Ferrari, however, put that ideal to the test. It was like a 24-hour Grand Prix, at the maximum all the time. Great tribute must be given to Matra for giving Gérard Larrousse, my teammate, and me a very good car, the 670B. Gérard and I were fortunate enough to win the 1974 race too; three in a row for me. The last time I won the 24-Hrs was in 1984, with Klaus Ludwig in a Porsche 956. The 956 took the first six places that year to totally dominate the race. In those ten years from my last win, I had only managed to complete two full Le Mans 24-Hr races, in 1976 and 1979. It shows how fickle motor racing can be: three wins then nothing much for 10 years.

Looking back, over my driving career, with the exception of Formula One, I have been privileged to be part of some great teams, the best. When one considers, what shall I do when my racing finishes? One has two directions, to leave the sport altogether and pursue something else, or get deeper into the sport and try to give back something that one has accumulated

over 30 or 40 years of racing experience. I have chosen the latter. My last race was the 1999 Le Mans. Driving a Courage C36 Porsche, it was my 33<sup>rd</sup> start; I was pleased with my 9<sup>th</sup> place finish. Unquestionably, one knows when one should stop. After that race, I knew my time was at an end for competitive driving. Forming my own team has become just as great a challenge, if not more so, than driving. I wanted to start as a small private team and just see where that would lead. Fortunately, I have had good success and have become a renowned team in the sports car racing world. I have tried to look at the success and failures of teams I have been involved with throughout my life, to learn through mistakes I have seen others make, and to get things right. In recent years, if you look at my team, we have been the only team to offer any sort of fight or competition to the all-conquering Audi team. For me, fighting against such a big manufacturer gives me a certain satisfaction. Looking forward, I hope the good competition prevails, but using different and new fuels, such as diesel. My team this year, 2006, has already been very successful in winning the European Le Mans series. Long may that last!

As told to Mike Jiggle

Henri Pescarolo drifts the Matra-Simca through Clearways during the 1970 British Grand Prix at Brands Hatch.





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“1957 Maserati 250F”

The 1957 season was Juan Manuel Fangio’s swan song. With four World Championship victories under his belt, Fangio rejoined the Officine Alfieri Maserati team to drive the 250F in his final season of Grand Prix racing. Having already won the season opening race in Argentina, Fangio and the Formula One circus moved on to Monte Carlo for the Monaco Grand Prix.

At the start, Fangio and Moss, in a Vanwall, shot into the Gasometer bend, side-by-side, with the Ferrari of Peter Collins in hot pursuit. Within a handful of laps, Moss got around “The Maestro,” with Collins to soon follow suit. However, on the fourth lap, Moss overcooked it going into the chicane resulting in him, and the closely following Collins, collecting the barrier and retiring. This allowed the ever-smooth Fangio to retake the lead which he controlled for the balance of the race—this despite losing the use of second gear on the 85<sup>th</sup> lap!

Fangio not only won the 1957 Monaco Grand Prix, but also went on to win the French and German races, clinching his fifth, and final World Championship. This drawing, by artist Alberto Ponno, was commissioned by Maserati S.p.A. for a series of limited edition postcards.

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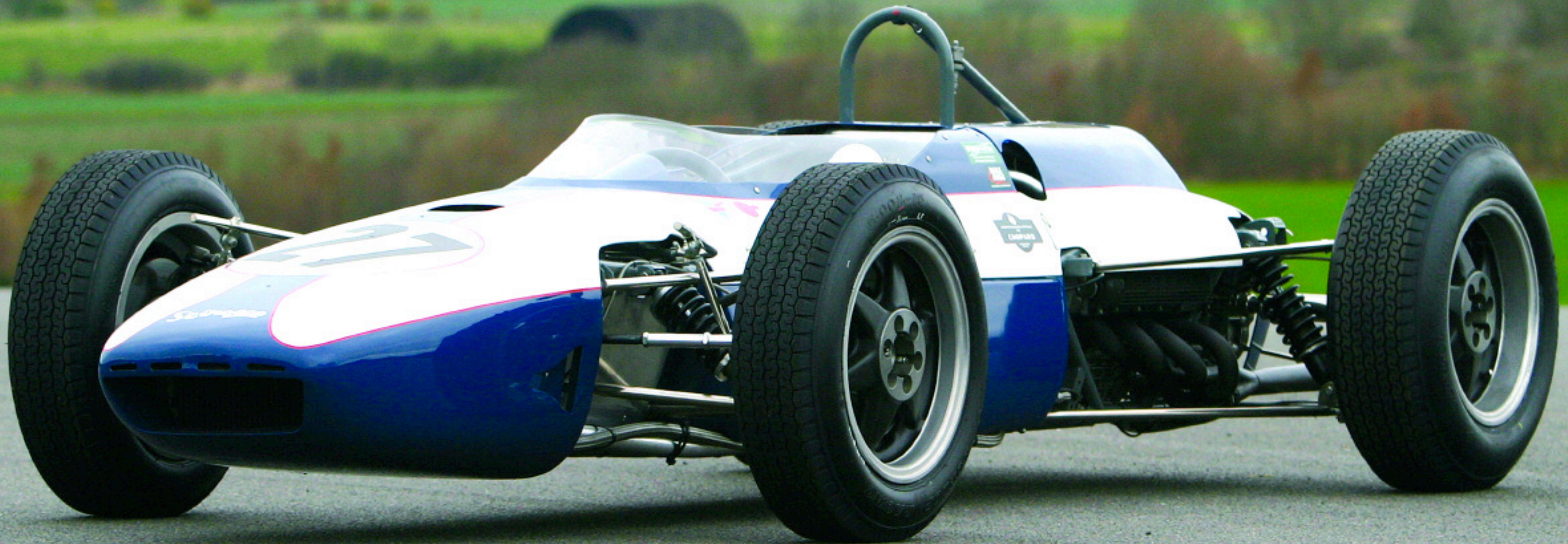
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# WINDS OF CHANCE

1963 Scirocco

by Ed McDonough



By the time you read this, a superb collection of famous, bizarre, futile and fantastic Grand Prix cars will be gathering for what promises to be a unique and stirring event at Donington Park in the UK. The weekend of May 18–20 is when GPLive brings together the good and great—and the not so great—of Grand Prix racing, from the 1,000-horsepower turbo cars to the little-known and oft-forgotten...like the beautiful Scirocco you see here. With a promise of drivers like Andretti to Zorzi, mechanics, team managers, designers, sponsors and hangers-on from yesterday and today, GPLive should stun both the current “Schuey” fan and the ancient anorak alike.

### Scirocco—a car for its time

Modern GP fans, when you ask them to list “interesting” cars, will rattle off Ferrari, McLaren, Williams, etc., and when you say go back a few years, they will come up with some of the same plus Lola and Surtees and so forth. A bit further back, and there will be Maserati and Vanwall, and then the struggle begins. But every decade from the beginning of the F1 World Championship has produced many, many cars, far more than those easily recalled. They included the winners we remember, but there were also the great almosts, the cars which had potential but didn’t quite make it, as well as the bizarre and the futile. The 1950s gave us the Diedt, Ewing, Snowberger, AFM, Veritas and Emerson, among

others. Then the 1960s saw the Epperly, Phillips, Shannon and Derrington-Francis. In the 1970s, we had the DeTomaso 308, Bellasi, Connew, Maki, Parnelli and Token. A decade later, in the 1980s, it was the Theodore, Spirit, RAM, Zakspeed, AGS, Coloni and Rial. Some of the best and the worst came in the 1990s: Larrousse, Fondmetal, Andrea Moda, Simtek, Forti and the Life. The Life, named after its Italian owner Mr. Vita—yes, Mr. Vita! did the whole 1990 season and never made it past pre-qualifying! Post-2000, there were fewer brave people going F1, but we did have the Prost, Jaguar and now Spyker. And at this moment, that very Life GP car, with its W-12 engine, is being put back together for GPLive. I hope it makes it.

The Scirocco will also be at Donington. In fact, for our test, we took it to Donington in preparation and ran it on the “old Melbourne loop,” part of the prewar Donington GP circuit, which has been recently resurfaced.

The 1961–1965 1,500-cc Formula One era had its own collection of fast, furious and futile machinery. You all know the Lotus, BRM, Ferrari, Brabham, Cooper, Porsche, Honda and Lola tales, but what about ATS, the South African Alfa Special, the Derrington-Francis, de Tomaso, Emeryson, the ENB, Ferguson, Gilby, JBW, another South African...the LDS, the Stebro and the Scirocco. There were 21 different chassis in Grand Prix races in that '61–'65 period. Lotus, BRM and Ferrari won World



Pete Austin



Pete Austin

**(Opposite and Above)** The author puts the Scirocco through its paces at Donington Park, in preparation for the car’s appearance at this month’s GPLive event. **(Right, Middle)** The very tight cockpit of the Scirocco features a very early attempt at a removable steering wheel (note triangle on the center hub for releasing the wheel) and a gorgeous shiftgate reminiscent of those used by Ferrari. **(Right, Below)** Jewel-like 1.5-liter BRM V8 utilizes Lucas fuel injection and generates 190 bhp @10,000 rpm.

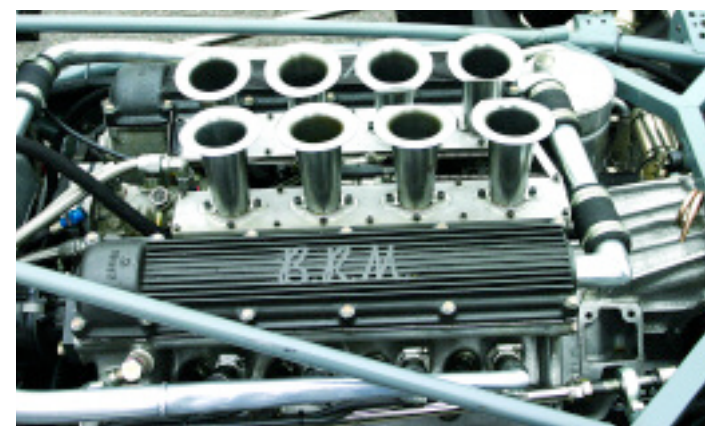
Championships in that short space of time, so they must have been the most successful...or were they? Depends on how you look at it. Lotus earned the most championship points, with BRM 2<sup>nd</sup> and Ferrari 3<sup>rd</sup>. But who had the best start/finish ratio...it was the little ENB-Maserati...one race...one finish! Lotus finished less than half the races it started, BRM about two-thirds, Ferrari about the same, while the Alfa Special had a 50% record. Some of the lesser-known finishers never made it to the checkered flag, and the Scirocco was in that group, but that doesn’t really tell the story at all.

### The Powell-Scirocco story

The Scirocco story has its origins in the work done by Paul Emery, a talented engineer who had been building cars for a variety of formulae during the '40s and '50s. After the war, Paul Emery had taken over Emerson Ltd. from his father, who had been building racing specials back in the '30s. He produced the Emerson F1 car for the new 1961 formula, and while he ran Climax-engined cars, his customer, Ecurie National Belge, chose a 1.5-liter Maserati engine. The Emerson company was in trouble by the end of the year, and a young—very young—American by the name of Hugh Powell, a teenager with very rich parents,



Pete Austin



Pete Austin



James Hanson Collection

Tony Settember made the field in the Scirocco's second race, the French GP at Reims, but suffered a rear hub bearing failure on lap 5.

stepped in and bought part of the company. He had been encouraged by West Coast sports car driver Tony Settember who had F1 ambitions. When this pair arrived at Emerson at the end of 1961, the staff left and Emery stayed on as designer. The 1962 season was unsuccessful though Settember did make it to the flag at least once in the Emerson. Emery left before the end of 1962, and in Belgium, ENB were rebuilding their old Emerson into the...ENB... for its one GP. Paul Emery was typical of many industrious and talented engineers in Britain who could set their hands to many tasks. A whole network of similar racing people lived and worked in and around London in this period. After the F1 period, Emery made his name preparing racing Hillman Imps, had several notable races himself at the Nürburgring and even tried to enter Imps at Le Mans.

Powell and Settember decided to create their own new team and car for the 1963 season. While virtually all the F1 manufacturers, or at least the British ones, had resisted the 1.5-liter formula initially as being too slow and uninspiring, it had turned out to be much more competitive than expected. Less power forced creative thinking in other areas, especially in weight saving, and the records set by the previous 2.5-liter engines were quickly being broken. It was never going to be a formula that drivers loved, but it bred a very special group of drivers. Jim Clark, Graham Hill and Jackie Stewart were in the forefront of this new breed, with many others breathing down their necks.

For 1963, the team was renamed Scirocco-Powell Racing and the operation was moved from the Emerson base in Send, Surrey, to a rather small and unimposing lock-up garage in the Goldhawk Road in London. It was located directly behind the Seven Stars pub and hence the original Scirocco badge had seven stars on it! The intention was to win races with what Powell and Settember saw as an American team and have perfectly presented cars. They managed to achieve the second ambition, but the first was a little more difficult. Hugh Aiden-Jones was the team's consultant engineer and team manager. He set out the design for the new car, a multitubular space frame, though it largely resembled the second version of the Emerson, though the engine bay had been

modified to accept a BRM V-8 engine and Colotti 6-speed gearbox. Changes included using the rollover bar to reinforce the center-section. This had a sheet steel fuel tank welded to it, and with the steel driver's seat also welded into this section, it was indeed a proper semimonocoque. There were also additional strengthening tubes running from the roll hoop to the cockpit bulkhead and, in the rear, these attached to the top chassis tubes. The suspension was pretty conventional early '60s, with double wishbones and outboard coil spring/damper units in the front with a single upper link, and a reversed lower wishbone with twin parallel radius arms in the rear. There were also 11.5" disk brakes and rack and pinion steering. The outcome was a narrower chassis and much narrower body panels. The finish was indeed very impressive, with Scirocco having produced the smallest F1 car of its period...I discovered this, firsthand, when I tried to get in and, especially, out! The BRM engine was a 1962 unit without the single plane crankshaft but with Lucas fuel injection. The output from the tidy BRM engine was around 190 bhp at 10,000 rpm.

John Tojiero had done the suspension and the car was built up by Roy Thomas. Thomas, known as "The Weld," wasn't happy with the layout, considering it too heavy with the chassis tubes running through the fuel tank. He made the best of a complicated job with the first car, chassis SP-1-63. The team was going to run two cars, and the second, chassis SP-2-63, the car you see here, was much tidier, lighter and even narrower than the first.

### Scirocco goes racing

The year 1963 was going to be a busy one for the Scirocco-Powell endeavor, and the original plan was for a full season of championship Grand Prix and nonchampionship races. It didn't quite work out that way. The team failed to show up at any of the seven nonchampionship events that started the 1963 season, and then missed the first Grand Prix at Monaco. Graham Hill had won at Monaco and was on pole at Spa, sharing the front row with Dan Gurney in the Brabham BT-7 and the amazing Willy Mairesse in the Ferrari 156 alongside. One car, chassis SP-1-63, appeared at Spa for the Belgian Grand Prix for Tony Settember on

June 9. To capture the atmosphere, remember that Jim Clark had just finished 2<sup>nd</sup> at the Indy 500 where Gurney had been his teammate. At Spa, not only did the Scirocco, well presented in its American blue-and-white color scheme, make its debut, but the ATS and BRP cars also appeared for the first time. The ATS was a mess, and the BRP looked promising when Innes Ireland put it on row three. Phil Hill got one ATS on the second to last row, 12 seconds slower than Graham Hill, while Settember was a further 19 seconds adrift but still 8 seconds quicker than Baghetti's ATS.

Of the new cars, the Scirocco had the "best" result, though it was by no means glorious. Baghetti, Ireland and Phil Hill were all out by lap 13 and Tony Settember managed a plucky 26 of the 32-lap race distance. The Spa rain arrived and the conditions were appalling. At about the time Settember spun and had a minor accident, Colin Chapman was trying to get the race stopped as lap times had increased by two minutes. Jim Clark finished 5 minutes ahead of Bruce McLaren, and had the race been stopped when Chapman was trying, the Scirocco would have finished in the points and in fact was eventually classified 8<sup>th</sup>. Disappointment, but the team didn't feel too bad.

The Dutch Grand Prix was given a miss to repair SP-1-63 and continue work on the second car. Settember appeared at Reims with his repairs done for the French GP on June 30. Clark had won at Zandvoort and was now putting together his string of four

Tony Settember and the Scirocco, at Spa in 1963, as they power up Eau Rouge.



James Hanson Collection

straight victories. Any hopes that the Scirocco team might make, among the front-runners, was not helped at Reims, when Settember, alone again, was at the back of the grid. He was in some salubrious company with fellow Americans, Jim Hall and Masten Gregory alongside and Bandini's Centro-Sud BRM behind. But he only managed five laps before a wheel bearing gave way and he was out.

Three weeks later, the British Grand Prix took place at Silverstone and that break had given the little Scirocco team time to complete the second car, chassis SP-2-63, our test car, which was tidier, smaller and incorporated some further modifications. This was to be Brit Ian Burgess's last season in F1 and he was eager to turn in some good performances. Tony Settember qualified on the 5<sup>th</sup> row of the grid, a shade slower than F1 debutant Mike Hailwood in a Reg Parnell Racing Lotus 24, while Ian Burgess was 2 seconds further back between Carel de Beaufort's Porsche 718 and Ian Raby's Gilby-BRM. The Gilby was another of those little-known cars of the time. Settember's car went out after 20 laps with ignition failure, followed 16 laps later by Burgess with the same malady. Burgess had driven a good race while it lasted.

A week later Burgess was the lone Scirocco entry at the non-championship Solitude race, qualifying a pretty lowly 27<sup>th</sup> and retiring again with ignition problems. For ignition difficulties, please read "the car just wouldn't run." This perhaps had



Tony Settember achieved Scirocco's only result when he finished 2<sup>nd</sup> to Jack Brabham in the nonchampionship Austrian GP at Zeltweg in 1963 after retirements by Clark, Amon, Rindt, Bonnier and Siffert.

something to do with a cash-flow problem, which now seemed to be plaguing the team. A week later, both cars were at the Nürburgring for the German Grand Prix. This was a circuit where some good driving could make up for faults in the car, which Bandini proved by putting his year-old BRM 3<sup>rd</sup> on the grid ahead of the works teams. However, the Sciroccos were still at the back, with Burgess ahead of Cabral and Collomb but Settember in last, 10 seconds slower than his teammate. John Surtees scored his first Grand Prix win, beating Clark, and Bandini made a mess of his chance by taking himself and Ireland off on the first lap. Both Sciroccos went off the road on lap 5, Burgess having suffered a broken steering arm.

The only bit of glory for the Scirocco-Powell team came at the nonchampionship Austrian Grand Prix at Zeltweg on September 1. A small but quality field showed up at the featureless circuit, where Ian Burgess was trying hard and qualified 13<sup>th</sup> in SP-2-63, but a con-rod broke during the race. There was a battle between Jack Brabham, Jim Clark and Innes Ireland for much of the race, until Clark and Ireland both had engine failures. Tony Settember ran consistently and ended up 2<sup>nd</sup>, though five laps behind Brabham. The Italian Grand Prix took place a week later, and Burgess was withdrawn because he had no spare engine. This race was intended to be run on the combined banking and road circuit, but there was so much damage and complaint that it was switched to the road circuit exclusively, for the race. Settember was then bumped from the grid to allow Baghetti in the Italian ATS into the race. Surtees was on pole and Bandini had made it back into the Ferrari team, but it was Clark's win and championship.

By this time, team owner Hugh Powell had tired of racing and was much more focused on a new girlfriend. Meanwhile, the team had been hiding the team transporter in various locations around London, trying to avoid the bailiffs and debt collectors. Settember and Burgess, who had been working as the team manager since July, organized a loan so Burgess could race at the Oulton Park Gold Cup. The pair begged Hugh Powell to rush back to the USA and bring back some more money. He agreed, but then they discovered that he had booked himself and his girlfriend into a stateroom for a slow cruise to New York on the Queen Elizabeth! They confronted him at Southampton docks where he handed over some cash, but he never returned. When they contacted his father, the senior Powell informed them that Hugh was a teenager, not 22 years old as he had claimed, and had no right to promise the money and that he was not legally liable. Sadly, Burgess managed an 8<sup>th</sup>-place finish at Oulton Park but that was the end of the road for the team.

### 1964 and SP-2-63 turns yellow

The cars were subsequently sold to pay off the team's debts. Barrie Carter bought the cars and he had Tim Parnell run "our car," SP-2-63 for Andre Pilette, in the yellow racing colors of Belgium. The team was called the Equipe Scirocco Belge. A total of nine races were entered and six run for Pilette. In March 1964, he qualified 15<sup>th</sup> and finished 7<sup>th</sup> in the Daily Mirror Trophy at Snetterton, and again qualified 15<sup>th</sup> for the News of the World Trophy at Goodwood where he finished a reasonable 6<sup>th</sup>. However, the car had changed more than its color by then, as the

Parnell mechanics had removed the temperamental BRM engine and replaced it with a 1.5-liter Coventry Climax FWMV unit. In April, Pilette qualified 7<sup>th</sup> at Syracuse but retired with a broken gear linkage, and a week later managed 11<sup>th</sup> at the Aintree 200. He failed to qualify for the Monaco Grand Prix but managed to just get into his home Belgian Grand Prix at Spa. In an amazing race that should have been won by Dan Gurney, Pilette had the engine stop after 11 laps. He then didn't qualify at the German GP, finished 8<sup>th</sup> at Pergusa at the Mediterranean Grand Prix, and finally couldn't qualify at the Italian GP.

Both cars more or less disappeared after this. SP-2-63 was bought by a Bill Jones and, at one time, had a supercharged Triumph Stag engine installed! In 1991, it was found by Spencer Elton who found many of the original parts, while more recently it found its way to James Hanson and Speedmaster. As for SP-1-63 it eventually ended up with Dean Butler, and now both cars have been carefully restored by Hall and Hall.

### Driving the Scirocco

It had often been said that had the Scirocco found itself with a talented young driver and some development time, it could have been a competitive car. When I saw the finely prepared little car at Donington, reunited with a proper BRM engine, it was easy to see how this would have been possible. The Scirocco was a carefully turned-out car and deserved much better than it got from Powell and Co. The BRM, in the car postrestoration, was a 2-liter unit, and that was subsequently returned to proper 1.5-liter capacity using the block from the engine in the car, with substantial other modifications to return it to the way it was

meant to be.

It was something of a squeeze to get into this very narrow F1 car, tighter than other cars of the period that I have heaved my bulk into. You are immediately confronted with an odd triangular device on the steering wheel and that was the early attempt at having the wheel be removable. The gearshift for the Colotti Type 34 box sits close at hand to the left, an easy straight-forward six-speed which was very simple to use, and it got some use as the BRM engine likes to be revved. The rev counter is slightly raised on the instrument panel and reads to 10,000 rpm...though we didn't go near that!

The 1.5-liter formula may have been viewed as being "under-powered" but when the BRM V-8 burst into life, it was clear that there was something magical about the shriek of those relatively small motors. In fact, all BRM engines rated highly on the good sound scale, I think, even the maligned H-16. After some warming up, the Scirocco was surprisingly docile, as it trundled around posing for the camera, and as the oil temperature went up and the tires got functioning, it was soon possible to start pushing it around the interesting little circuit that is part of old Donington. Prewar photos show a number of places on the track where the immense Auto Unions and Mercedes would crest a rise and leap into the air. One of these places is the uphill return from the tight little hairpin at the "Loop." The BRM picked up quickly in first gear, the revs rushing up to 7,000 in first, second and third, when the crest was reached. The narrow tires, Dunlop Racing 5.00-15 on the front and 6.00-15 at the rear, just left the ground for a fraction over the blind brow, and the car flicked left through the Armco-lined wooded section, into fourth, then hard on the

Ian Burgess in chassis 02 at the German Grand Prix in 1963—neither of the Sciroccos finished.





Nick Loudon

A young Chris Amon tries the now Climax-powered Scirocco on for size, in 1964, and seems to be amused that the removable steering wheel has come off in his hand!


brakes and down to third, and second for a looping right and a short dash back to the wide-open runway. Another flick right and SP-2-63 was poised at the top of the hill ready to plunge down to the Loop again, just touching fifth and sixth...really just to see that they were there, and then down the box with the musical BRM singing behind my head.

James Hanson, who has now raced the car a few times, really likes it: "I find it very...impressive. It's only one and a half liters but the power delivery is impressive. The only thing is that you have to keep the engine revving all the time. It revs to 10,000 and anything much below 7,000 doesn't do a great deal, which is why it has a 6-speed gearbox on it. Having said that, at Goodwood, we didn't need sixth, and I was running up to the limiter near 10,000

in fifth. It does everything you want it to, and doesn't do anything untoward. It stops well. The Colotti boxes had their idiosyncrasies, but this is easy to use, as you will find. You just have to take your time with it. We are going to do a small modification to the lever which tends to float at the moment."

That didn't turn out to be a problem...I just had to feel where each change was and make sure the lever moved correctly to the next slot without expecting it to spring into the next gear. In fact, for a narrow gate, it was very user-friendly. Second to third gears took some getting used to, and it went second to fifth at least once...or twice. Even the cockpit seemed pretty comfortable after I relaxed into it. The pedals are close together but manageable. The cockpit is extremely tidy and well laid out, matching the overall good looks of the car. In spite of Roy Thomas's early reservations, SP-2-63 was well put together, making its rather lackluster career all the more sad as this is clearly a "good F1 car." At Goodwood, it started midfield and finished 4<sup>th</sup>, and had a good dice with Richard Attwood. The handling was, and is, neutral. There is lots of feel to it, even coming into a corner under harder braking. It doesn't "load up" and, provided you keep the power on, it pulls very smoothly out of slow corners.

After a number of laps, I noticed our intrepid photographers had dropped their lenses and were just watching...and smiling. It is that kind of machine...just very nice. It has some nice touches too, like the forward-pointed front roll bar, located the "wrong way around" to fit with the location of the steering rack necessitated by the slim lines of the Scirocco. If only Hugh Powell had come back with the money....!

This car is up for sale at about \$350,000, but James and Speedmaster are in no hurry to part with it. It seems to have grown on them too. 

## SPECIFICATIONS

Chassis	Semimonocoque with tubular space frame, reinforced and welded center section and fully braced rollover bar
Suspension	Front-conventional double wishbones and outboard coil spring damper units; rear-single upper link with reversed lower wishbone with twin parallel radius arms
Gearbox	Type 34 6-speed Colotti gearbox
Tires	Dunlop Racing-Front-5.00L-15; Rear-6.00L-15
Engine	BRM Type P56 1.5-liter
Cylinders	90-degree V-8
Stroke/bore ratio	0.74:1
Carburetion	Lucas fuel injection
Valves	2 per cylinder
Piston area	294.9 cm <sup>2</sup>
Maximum power	190 bhp @ 10,000 rpm

## RESOURCES

Many thanks to James Hanson and Speedmaster ([www.speedmaster-cars.com](http://www.speedmaster-cars.com)) and to Hall and Hall's Andy for a great day at Donington.

Whitelock, M. 1 1/2-Litre Grand Prix Racing 1961-65: Low Power, High Tech Veloce Press, UK 2006

Pete Austin

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## Lime Rock's "Big Bend"

By Bob Ziegel

Lime Rock Park's Big Bend really is a big bend and represents a significant chunk of the total lap time at Lime Rock. Because of its unique shape—and length—no other corner at Northwest Connecticut's famous circuit offers so much potential for improving lap times as does Big Bend.

While it's not a Type One corner (one that leads onto a long straight), it is a very long corner with two apexes and three distinct radii. The first and biggest radius lets you carry monster entry speed on the way in, and the second lets you go quite fast mid-corner for several seconds. The third, and shortest, radius is defined by the second apex. Many fast guys turn into Big Bend at full chat, then trail-brake on a diagonal toward the first apex (a little past the end of the first curb), rolling off the brakes just as they reach it. The big advantage: They're holding straightaway speed longer, and it reduces the tendency to over-slow early.

What's happening dynamically is this: As you ask the tires to corner more and more on the way in, you're matching it with less and less brake-pedal pressure, until you have slowed the car to an appropriate speed by the first apex. You then roll your right foot back to moderate throttle, to maintain

speed, and keep the car balanced until the turn-in for the second apex. That turn-in comes quite late in the corner, but its exact location depends on what grip your tires are providing on the asphalt and/or concrete (more on that in a minute).

There is a painted curb denoting the apex area for what is called "Turn Two," but is really the second apex of Turn One—Big Bend. As the leading edge of this curb first comes into view you should be getting the car turned-in for the final apex so you can accelerate out. This is the slowest part of the corner, yet it's only a few mph slower than your mid-corner speed. Some drivers simply lift to rotate the car into the corner; some brake lightly. Either way, the important thing is getting 6 to 8 degrees of rotation before the final blast out.

The surface in Big Bend (and most of the corners at Lime Rock) is asphalt, with long, concrete replacement patches on the line where the high-grip cars have rendered the asphalt unusable. Some tires work better on the concrete than others and this will influence your mid-corner line through Big Bend. Experiment in early practice laps to see which surface is best suited to your tires, and modify your line accordingly. The good news is that everywhere else at Lime Rock, the concrete and asphalt are much more compatible.

PRESENTED BY  Skip Barber

Years ago racers were told, "Always brake in a straight line." And while this was once mostly the case (because brakes at the time were not nearly as balanceable as they've since become), if your car has solid braking with good front-to-rear balance, trail-braking is a tremendous way to get better lap times without spending money on more power.

Trail-braking, simply stated, is this: Until you need all of your tires' cornering grip, why not exploit the "unused" grip to extend the braking zone deeper into the corner? You do this by bleeding ("trailing") off the brake pressure as the cornering load increases.

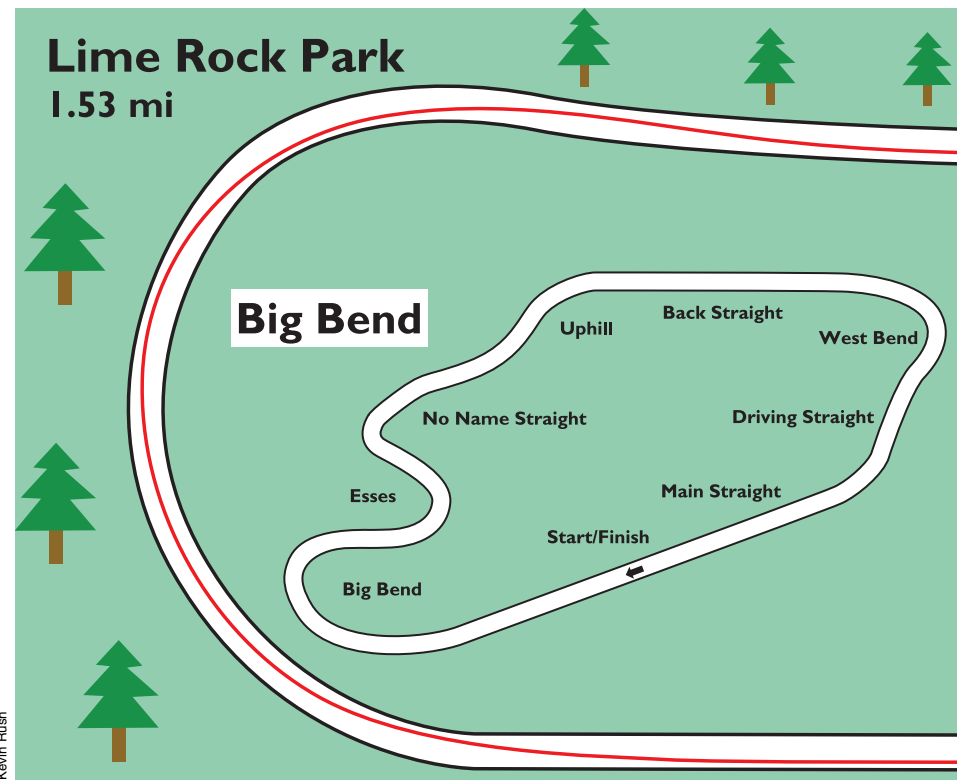
And that means later braking which means maintaining higher speed longer which means—eureka!—faster laps.

I learned trail-braking from Mark Donohue in 1970 at Lime Rock, at an RRDC advanced school. It was a revelation that reduced my lap times by almost 4 seconds. Much of that improvement came in Big Bend (and The Lefthander that follows it; see "Hot Laps," *Vintage Racecar*, March 2006). In most cars, Big Bend and The Lefthander are the only trail-braking corners at Lime Rock.

As with any new driving technique, it is best to approach trail-braking gradually, transitioning from straight line braking by braking at the same spot as usual, but with a lighter foot on the pedal and a plan to brake longer into the turn. Later you can work out the best braking point, when you have confidence in you, and your car's, ability to brake-and-turn at the same time.

Once you master trail-braking, you can take advantage of it in at least one or more corners at virtually every track you ever drive. The basic rule: The slower the corner, the more likely it's a trail-braking corner.

Eyes up. Go fast. Have fun!  
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# The Mod Squad

The H-Modified Etceterinis

By Carl Goodwin

The H-Modified class in American road racing was derived from the FIA small-displacement sports racing machines popularized in Italy and France. In the fifties, it was dominated by cars derived from the Italian National Racing classes, which were in force from 1937 to 1965. Development of the 750-cc class in the U.S. was spurred by the availability of the Crosley engine, a lightweight, very-tunable, single overhead camshaft design. It was widely used, both in Italian chassis and in American racing specials. There were eight dominant Italian builders in H-Modified, powered by tuned Crosley engines or by engines of their own manufacture (mostly Fiat based). These often featured DOHC cylinder heads and exquisite billet-machined crankshafts, as well as speed equipment that was more difficult to identify.

These cars fell into the group that enthusiasts like to call the “Etceterini” cars. These are those miscellaneous Italian machines characterized by big quick-release aluminum gas caps, pin-style Marelli ignition switches, aluminum bodies, Borrani wire wheels, Weber carburetors and wood-rimmed steering wheels—whether they were Nardi cars or not. Of course, these were all low-volume

automobiles and no two of them were exactly alike, because the Italians find that boring in the extreme. The large American H-M (and G-M) market helped make some of these builders true “constructors” rather than mere “special” builders. Some people feel it is not right to lump all of them into a single descriptive, noting that it tends to minimize the distinctive personality of each marque. They are quite right. To those people, we ask their forbearance for occasional use of this collective term Etceterini, which generally means anything Italian except Ferrari, Maserati, Lancia, Alfa Romeo and Fiat.

The marques we’re talking about here are SIATA, Bandini, Stanguellini, Giaur, Nardi, Moretti, Abarth and OSCA. Of course, a SIATA is very different from a Bandini, as we will see in a moment.

These cars occupied the small-bore class from 1951 through about 1966 along with the numerous specials with Crosleys and SAAB two-stroke engines, well into the years that saw the transition to midengined machines powered by Ford, BMC, OSCA, Abarth and even the Hillman Imp.



The H-Modified start at Lockbourne AFB. Toward the back of the pack we see a couple of Crosley Hot-Shots and a couple of specials. Further up, we see two Siatas and two Bandinis. Toward the front are Porsches and MGs, so this must be the HM and FP event.



Isabelle Haskell takes the checkered flag for a win in Siata #63 at Lockbourne AFB, August 8, 1954. Note the huge crowds lining the runway—some of these races drew up to 40,000 spectators.

## SIATA

The Siata 750 Spyder was one of the first imported cars in the class. Built in 1952 and 1953 by Giorgio Ambrosini and his son Renato, these charming little machines were bodied by Bertone and imported by Tony Pompeo.

A car built as early as 1948 became the conceptual prototype of the competition Spyder. It had a lightweight aluminum body and the same general specification as the 300BC Spyder. It had a tube steel frame that was either “SC” (“Sport Corsa”) or “Amica” in origin. The car had a rather plain body, unlike the ones to come later.

Otto Linton drove this “Amica Sport” for Tony Pompeo at Watkins Glen and at Elkhart Lake in 1951. Noted Etceterini expert John de Boer notes that the chassis was designed by Augusto Monaco, who was also a draftsman and a consultant on the Nardi-Danese cars. “According to Renato Ambrosini,” de Boer says, “the tubular chassis was difficult to make straight, as a lot of warping occurred during welding and cooling. So the decision was made on the platform box section. This was quite rigid, sturdy and effective, particularly in the version that was under the 300BC.”

Linton subsequently bought this Siata “prototype” from Pompeo minus the engine. But Otto’s new powerplant was problematic. Raced at Vero Beach, and Sebring, Florida, it had a tendency to seize pistons and this was traced to poor cooling in the number-one cylinder—the cure for which was to increase

clearances in that one bore. Linton’s English mechanic Tom Luck wrecked the Siata at Bridgehampton in 1953 and the engine then went into a TQ midget racer. The car was reported destroyed, but it actually had a short life afterwards in the hands of the Diaz brothers, who raced it several times in 1955 in the G-Modified class, with an engine of unknown origin.

The production Siata 300BC Spydres fitted, generally, with Crosley engines, were largely trouble-free. Several of them were sold through Ohio dealerships, with Pompeo acting as distributor. There were two of these in Cleveland—Blaushild Chevrolet in Shaker Heights and Sports Cars Ltd., a dealer on Euclid Avenue near East 55<sup>th</sup>. There was also one in Columbus. Together they supplied cars for the Put-in-Bay and Akron Airport sports car races, as well as events from Road America to Watkins Glen. Other outlets for Siata Spydres included Fergus Motors in New York City and Otto Linton’s Speedcraft Enterprises in Pennsylvania.

John de Boer offers some additional detail: “Early production defies too many generalities, but the first 30 cars were generally set up to receive a Crosley engine and each had a Fiat 1100 transmission fitted with special Siata ratios and bell-housing ready to mate to a Crosley engine. The Crosley engine would generally be fitted by the selling dealer or the customer’s chosen mechanic. Very few cars had engines fitted by Siata and they can be identified from the ID plate which had the engine number stamped with matching-font numbers in the ‘Numero Motore’



Siata 750 Spyder at Brynfan Tyddyn in 1953. The 3.5 miles of public roadway made a beautiful circuit but a dangerous one.

spot that was otherwise blank on the plate for many of the cars. These cars had 'large' Fiat 500 brakes that had the addition of aluminum cooling fins shrunk onto the drums. A few of these early cars did not receive the intended Crosley.

"Ernie McAfee in particular fitted a few cars with other adventuresome engine packages that generally broke out of the H-M mold. These efforts included a pair of Triumph 500-cc motorcycle engines siamesed and then supercharged. This car later had a J.A.P. engine fitted and then a Singer 1,500-cc engine. Another engineering adventure used a Barker 1,500-cc prototype engine that was to have been produced in quantity, but that

dream never was fulfilled. Another McAfee Siata Spyder venture was promoted as having a secret powerplant, but it turned out to be a highly tuned Crosley that apparently had too many teething troubles for the owner and was never developed into a successful racing threat. In the East, one early car was fitted with a Fiat 1100S engine and had a fiberglass roof fitted at times.

"Leaving the H-M realm, from the 31<sup>st</sup> car onward, it appears that all 300BC cars were fitted with Fiat 1100 engines, for racing in G-Modified, but there were additional changes to come. It is not yet clear at what point there were changes, but the bodies were made by Bertone up through at least chassis number 35 (ST\*435\*BC) at a minimum. It seems likely that there were a few more Bertone-bodied cars as well. A request from Pompeo to Siata for some certain 'improvements' and cost savings yielded at least ten Motto-bodied cars that had increased space in the cockpit, a full-height windscreen, a convertible top, side curtains and some additional 'improvements' in design that make the cars a bit more practical but less spartan and perhaps a bit less 'cute.' The tuned Fiat 1100 engine used in the last 20 cars had just enough oomph to make the cars really quick and exciting, but the added torque, power and speed also tended to overstress some of the other mechanical components. Axles, rear-end gears and transmission parts started to show some fragility as a result. It became more important to set up these parts correctly and inspect them often."

You could buy these cars complete or set up for installation of an H-Modified Crosley engine, usually with a Fiat 4-speed transmission and an adapter plate and/or Siata bellhousing. The ones with engines already installed usually arrived with a modified Fiat 1100, for the G-Modified class. All Spyderys had Borrani wire wheels, and most had big aluminum brakes—if not initially, then later—and their handling was superb.

Early race wins for these cars included the Index of

Performance at Vero Beach in 1952—not Linton's car with the bad engine, but the Briggs Cunningham entry which had its 863-cc engine built by Ernie McAfee on the West Coast. The drivers were George Huntoon and Bob Gegen, who snatched victory from the traditional Index winners, such as Deutsch-Bonnet, OSCA and Porsche. According to de Boer and racing records, it is likely this car was bought by Isabelle Haskell, and raced in G-Production during 1953 and '54. However, Otto Linton thinks she may have bought the McAfee engine only and had it installed in a Siata she already owned.

Many ranking amateur drivers started out in Siata Spyderys including Chuck Stoddard, former national champion in Alfas and an Alfa TZ team driver. More recently, he's been known in the vintage racing fraternity for his rapid Porsche 907 and 917. Stoddard's Spyder came to the states prepped for a Crosley, leaving engine installation and instrumentation to Chuck. He also upgraded the brakes to aluminum Fiat 1100 drums. With transverse leaf-spring independent front suspension and semi-elliptic rear springs, the well-balanced little cars had predictable, almost neutral, handling. Stoddard raced and won with the car at Put-in-Bay, Akron and many other venues. He concludes, "It was the epitome of what a real sports car is supposed to be—a beautifully proportioned car, and very competitive."

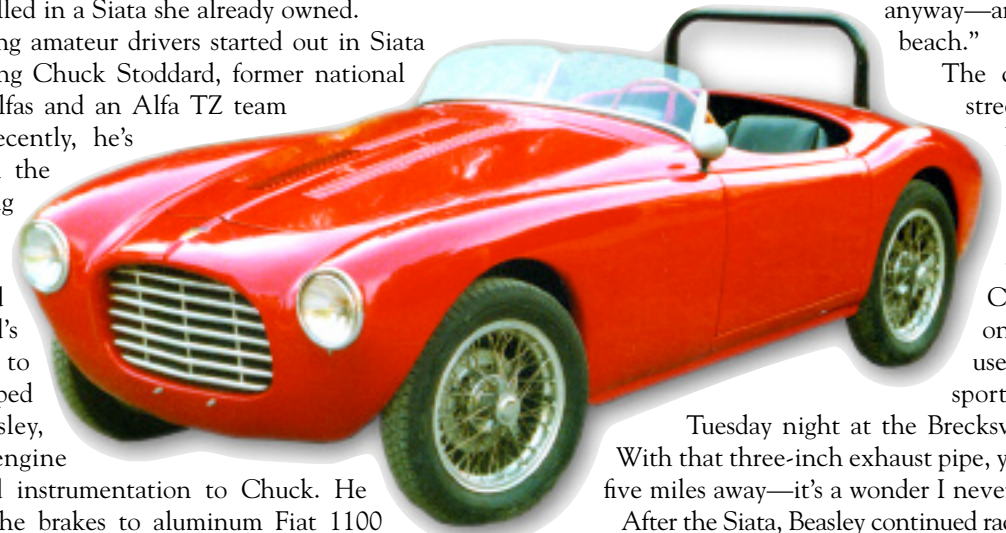
Al Beasley had a Siata Spyder, too. So did Kaye Hier, Dick Yares, Herb Whiting, Dick Brown and others. They were all from the Cleveland area, from whence the cars migrated to California or, in the case of the Hier brothers' car, to John

Igleheart in the East. Beasley, a frequent competitor of Stoddard's, raced his Siata for three years, at places like the 'Bay, Road America, Louisville State Fairgrounds, Montgomery New York and Daytona. The little 750 had lively acceleration and great handling, but could only reach 90 mph. "I could get up on the bank at Daytona," Beasley recalls, "but it only made the course longer because I could drive at top speed at the bottom. My wife and I decided if anything went wrong with the car, we would just take a vacation. Well, a rod broke—they were fragile anyway—and we went to the beach."

The cars were frequently street-driven, and both Beasley's and Stoddard's went on the SCCA "Run to the River," and 300-mile jaunt from Cleveland to Marietta on the Ohio River. "I used to drive out to the sports car meetings on

Tuesday night at the Brecksville Stagecoach Inn. With that three-inch exhaust pipe, you could hear the car five miles away—it's a wonder I never got a ticket."

After the Siata, Beasley continued racing in H-M and DSR with a Bobsy-Saab and a Decker AMW. Beasley stopped racing and sold his car two years ago, after racing for 48 years and winning several national championships. "Back in the '50s," he observes, "a good Crosley would make 60 horsepower, and the Siata was about 1,100 pounds. My AMW, 2-cycle, reed valve engine would make over 180 hp, and the car weighed 850—I had to ballast it to be over the limit—and it went 150 mph. It had much wider tires, a lot more safety equipment and only 2.5 inches of ground clearance. You could never run it on some of the old courses like Put-in-Bay. I remember Mel Sachs would hit those bumps in the Bandini and go up in the air a foot and a half."



## STANGUELLINI

Stanguellini, to most enthusiasts, means beautiful Formula Juniors—very much like a scaled-down Maserati 250F—or perhaps the swift 1,100-cc sports racer as driven by Sandy MacArthur and later owned by Jim Jenne.

But the one in H-Modified was, of course, smaller, though not altogether different. It featured a large diameter frame like the FJ, in contrast to the small-diameter, multitube frames of the Bandini, Giaur and Nardi. It was powered by a 750 version of the bialbero (twin-cam) design of the larger 1100 sports, with the intake on the left side and the distributor driven off the right-side camshaft. Both engine sizes were built on blocks cast by Stanguellini. The 750 made 60 hp in 1953 (and the 1100 developed 90 hp in 1956). The impressive output made an outboard motor magnate so curious that he blew up a Stang 750 on the dynamometer while trying to learn its secrets. But we're getting ahead of ourselves.

Florida Italian car owner Howard Banaszak is restoring the ex-Cunningham Stanguellini 750, and he has passed along a few



Siata #81 is at Smalley's Garage in Watkins Glen, 1952. Driver Jim Carson is reading the race program next to a cycle-fendered MG-TD with a tow bar. The Siata, entered by Henry Wessels, took a 3<sup>rd</sup> in the Queen Catherine Cup.



With Marshall Lewis at the wheel, the #198 Stanguellini 750 speeds by the crowd at the 1954 Watkins Glen race on the second course, a 4.6-miler up on the hill, outside of town.



The #2 Stanguellini 750 is one of four such cars imported by Tony Pompeo for racing in the U.S. Seen at Thompson, CT in 1954, it is driven by Gordon Bennett.

technical details on the car: Fiat 500 front suspension, Stanguellini rear suspension with coil springs, trailing arms and simple lateral locators consisting of cables, Fiat drive train, wheelbase at 78", and total weight of just 793 lbs. Like the bodies of Giaur and Bandini, the fenders were removable which, in Italy, allowed the car to run corsa 750 Formula III. This is conceptually similar to the F3 that the British Cooper-Nortons ran, but the Italians, being independent thinkers, decided to make theirs a 750 class.

The car's best-known race win would be the time Marsh Lewis beat Candy Poole's PBX at Watkins Glen in 1954. Lewis was Jim Kimberly's mechanic, a former oval track champion who co-drove distance events with Kimberly on occasion.

MacArthur later bought this car from the widow of the late Herm Behm, a VW dealer in Oshkosh, thought to have been financed by Carl Kiekhaefer. MacArthur explains: "The Behm Stanguellini was imported by Briggs Cunningham for the Watkins Glen race in '54. I was there with my Bandini, but the Stang ran off and hid from everyone. Right after the race,

Kiekhaefer bought it and blew up the engine on a dyno—and eventually put in a Mercury, as they had done in my Bandini for Sebring '54. Kiekhaefer gave or sold his Stanguellini to Herm Behm, who died shortly afterward. I bought his Mercury-powered Stang from his widow and drove it another four years until 1960.

"I sold it to Steve Hawxhurst, who put a Panhard twin in it and did fairly well with it up at Wilmot and other Chicago races, mostly because it was very dependable. I am sure the Mercury was faster—and as dependable too."

According to race reports, there was only one other H-M Stanguellini competing in the U.S., and that only after 1962—John Wetherbee's car, later powered by a BMC 850 (in '74, Wetherbee acquired the Bobsy Fiat Abarth from Bill Mundus). The strong suit of the small cars from Modena—where the Stanguellini family is still in the motor trade—was engines, with 70 hp later claimed for the twincam 750—and it is interesting to speculate on the performance of one of these engines in the Bandini chassis.

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## GIAUR

A Giaur is something like a Bandini, which explains why Sandy MacArthur had one of each. He ran it in national and regional events throughout the Midwest, as well as hillclimbs like the one at Blackhawk State Park near Chicago. But neither of the two best-known Giaur cars were actually Giaurs.

The name Giaur ("Jowwer"), which is barely pronounceable, even by people who owned these cars, is a contraction between the names of engine builder Domenico Giannini and, inexplicably, an observatory in Turin named Urania, which is the name that Berardo Taraschi gave to his small sports racers. Then again, what is the connection between Lotus and Chapman? Or Rosebud and Kane?

The Giaur was built in small numbers and, according to de Boer, only 17 were registered new in Italy from 1950 through '57. That doesn't include those sent to Switzerland, the U.S. or elsewhere. Built upon a ladder chassis, the Giaur, like many of the Etceterinis, liberally used Fiat Topolino suspension and drivetrain parts. A true Giaur is one built by Berardo Taraschi. Neither the MacArthur car or the Dominianni car are really Giaurs, but they were sold as Giaurs by Tony Pompeo. Instead of trying to explain exactly why, we'll just call them "Giaurs," in quotes.

Frank Dominianni, in later years a ranking Corvette driver, raced a "Giaur" from 1952 through 1956. He describes the car: "It was about 900 pounds, and the engine hung over the front end. Mine had an Italian-built Crosley, with a stroker crank to bring it right up to the 750 limit. It had aluminum rods from Stanguellini, a Nardi intake manifold with two downdraft



Sandy MacArthur brakes for a corner at the old Milwaukee Fairgrounds in the #89 Giaur. These cars vied with Bandini for the title of the lightest 750-engined car. The Giaur was built for the Italian Formula III class (750, not 500-cc). Twist a few Dzus fasteners and all the finders come off, making it a formula car.

Webers—I think they were 36 mm—and tube headers. It had a \$1,500 billet cam from Harman Collins, with lobes twice as big as stock. It developed about 50 horsepower and would rev freely to 10,000 or 11,000 rpm. The original brakes were inadequate, so I got Bernie Taraschi to send bigger ones with eleven-inch Alfin drums. The transmission was a Fiat 4-speed with a close-

*continued on page 80*



The #44 Giaur of Frank Dominianni is passed by Hank Rudkins #4 Bandini at Thompson Raceway, September 6, 1953.

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**Criteria used when assessing valuations for this guide include:**

**Degree of Originality**

Is it a true original car, which has survived its long life without serious accidents; is it complete and well-maintained, perhaps even with original paint (a collector's dream); or is it the other extreme—a car built up from the remains of one or more cars, with more reproduction parts than original, i.e. “the rear section of your car crossed the finish line in that race but the front half did not,” (a collector's nightmare)?

**Overall Condition, Restoration**

Was the car restored to its original condition with proper mechanical drivetrain, period look, etc., by a true marque specialist with excellent receipts, photos, etc., resulting in it being a multiple race winner or concours winner; or is it an example of a restoration gone wrong with improper mechanical components, modern changes by an unqualified shop with little receipts for work supposedly performed, resulting in it not having racing success or show potential?

**Technology, Design, Coachbuilder**

Was this car an example of an innovative new technology—say disc brakes as on a Jaguar C-Type or a center-steer Porsche Spyder? Was it a unique design or did it feature a beautiful coach-built body?

**Production Numbers/Rarity**

Were thousands made, or is it a one-off design which every car lover lusts after? If 10 were built—and it is beautiful, fast and rare—it only takes 11 enthusiasts to make it a good investment.

**Competition History**

Did Jim and Bill race this example around some hay bales in Kansas once, or did it get raced by famous drivers as a factory team car to win international races and score points, which contributed to winning a world drivers and manufacturers championship? Is this history well documented in a variety of periodicals or manufacturer's archives?

**Ownership History, Documentation**

Does it sound like a tall tale, or is the complete ownership from factory-build sheet through each sale from owner to owner well-documented? This is important in getting FIA history identity papers.

**Modern Event Eligibility**

Has this automotive masterpiece been declined entry to everybody's party, or does it meet the criteria for event eligibility to all of the great racing events? After all, historic racing cars were built to be raced.

Most of the time, we are able to document known sales or closed escrows, as they say in real estate. When this is not possible, a logical estimate of the car's value is given, based on its sales history and relationship to cars of its type.

**The valuations tabulated here are suggested guidelines; they are in no way absolute. The valuation of an individual example may be significantly higher or lower depending on a number of the factors listed above.**

**Classification Categories**

Level I = The best combination of all criteria

Level II = Satisfies mid-range of criteria

Level III = In need of restoration or satisfies only a few points of criteria

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Brabham	BT2	\$60,000.00	\$70,000.00	\$80,000.00
	BT6	\$70,000.00	\$80,000.00	\$100,000.00
Cooper	T52	\$30,000.00	\$35,000.00	\$40,000.00
	T56	\$35,000.00	\$45,000.00	\$55,000.00
	T59	\$40,000.00	\$50,000.00	\$65,000.00
Elva	T67	\$70,000.00	\$80,000.00	\$90,000.00
	100	\$20,000.00	\$25,000.00	\$35,000.00
	200	\$25,000.00	\$35,000.00	\$40,000.00
Gemini	300	\$35,000.00	\$45,000.00	\$50,000.00
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	Mk3A, 4A	\$25,000.00	\$30,000.00	\$40,000.00
Kieft		\$25,000.00	\$30,000.00	\$35,000.00
Lola	Mk2	\$35,000.00	\$40,000.00	\$50,000.00
	Mk3	\$45,000.00	\$55,000.00	\$65,000.00
	Mk5, 5A	\$65,000.00	\$75,000.00	\$90,000.00
Lotus	18	\$35,000.00	\$40,000.00	\$50,000.00
	20	\$30,000.00	\$35,000.00	\$40,000.00
	22	\$35,000.00	\$45,000.00	\$50,000.00
	27	\$80,000.00	\$90,000.00	\$100,000.00
Mallock	U2	\$30,000.00	\$35,000.00	\$40,000.00
Merlyn	Mk3	\$30,000.00	\$35,000.00	\$40,000.00
	Mk5	\$30,000.00	\$35,000.00	\$45,000.00
OSCA		\$40,000.00	\$45,000.00	\$55,000.00
Stanguellini		\$30,000.00	\$35,000.00	\$45,000.00
Taraschi		\$30,000.00	\$35,000.00	\$40,000.00
Tojeiro	Britannia	\$30,000.00	\$35,000.00	\$40,000.00
Volpini		\$30,000.00	\$35,000.00	\$40,000.00

The Formula Junior Category was introduced in Italy in 1958 by Count Giovanni Lurani, and in 1959, it became an International Formula. Shortly thereafter, in 1960, the British began to take a serious interest in the category beginning the rivalry between British and Italian cars.

The original FIA Formula Junior regulations defined the cars as single-seater racing cars with the mechanical components from a touring car of which a minimum of 1,000 units had been produced in 12-months time. The chassis was built within certain dimensions and to a weight minimum. The engine, gearbox, brakes, etc., had to be as derived from a production touring car. Therefore, there were a great variety of choices on different cars, such as engines from BMC, FIAT and Ford and gearboxes from Citroen, Renault and VW.

Formula Junior was, in effect, Formula Two and Formula Three combined with a maximum engine capacity of 1-liter or 1.1-liters, depending on the car weight. It was a single-seater training ground for young drivers from 1959 to 1963. It produced an endless list of future Formula One stars including Chris Amon, Richard Attwood, Peter Arundell, Jim Clark, Denis Hulme, Peter Revson, Jochen Rindt, Joe Siffert, and John Surtees.

Lotus was the dominant force in Formula Junior, winning the British National Championship from 1960–1963; however, a dozen other small companies also produced cars including Bandini, Brabham, Cooper, Elva, Lola, Merlyn, Osca, Stanguellini and Taraschi.

These were, in effect, mini-Grand Prix teams with first class drivers, designers, and mechanics. Ironically, Formula Junior, which was started as a cost-savings effort, was ultimately stopped because Formula One technology of the day was being used in this lower formula. The monocoque design of the Lotus 27 was a prime example of this technology.

Today, the large number of premium venues combined with very competitive grids has translated into a very strong market for Formula Juniors, especially in Europe. Having a legitimate Formula Junior allows one the opportunity to race at Goodwood, the Monaco Historic, and the Monterey Historic, to name but a few events.



**1959 GEMINI MARK 2**

The Gemini Mark 2 was first called the Moreland. Then Graham Warner of the famous Chequered Flag Company took over the racing effort and named it after his birth sign. It was a tubular space-frame design with front-mounted engine, four-wheel disk brakes with rear in-board. The engine was either a BMC or Ford 105E, mated to a BMC 4-speed gearbox. The debut race for the Gemini, on Boxing Day at Brands Hatch, was also the debut single-seater race for one Jim Clark driving a Gemini. Other drivers included Mike Beutler, who went on to Formula One in the early 1970s and Geoff Duke, the motorcycle racer. Many Mark 2s were exported from England to the USA.



**1961 ELVA 300**

Frank Nichols' Elva Car Company of Rye, Sussex, England, was evolving into a successful sports and single-seater racecar manufacturer. Elva's 1961 Formula Junior effort, the 300, designed by Keith Marsden, was the lowest Formula Junior built. It had a rear-engine design with in-board rear brakes and a 5-speed gearbox. Just six cars were built, two of which went to the USA. Some interesting drivers raced the 300, including current Formula One czar, Bernie Ecclestone, and Chris Ashmore, who had Elva sports car success in England, as well as Chuck Dietrich in the USA. Dietrich, of Ohio, had success racing in England and back in the USA with a winning record in Formula Junior and sports racing Elva's.

Laguna Seca's Fiftieth

by Art Evans



Fifty years ago, the world-famous Laguna Seca race course was created by a tree. It's interesting as well as tragic to see how it happened. Interesting in that a lot of circumstances had to come together; tragic in that it involved the death of a good friend. First, some background:

Automobile racing started on roads—real roads—early in the last century. As time went by, however, competition in the U.S. diverged from the rest of the world. The premier American event became the Indianapolis 500, held on an oval built for the purpose, while in Europe, Le Mans and the Mille Miglia, on real roads, were the most important. By the outbreak of WWII, virtually all American racing was on ovals and on roads everywhere else.

The end of the war saw a resurgence of U.S. road racing. Races once again took place on real roads with the first running at Watkins Glen in New York State in 1948. On the West Coast, racing over private

roads at Pebble Beach on the Monterey Peninsula started in 1950 when America's first World Champion, Phil Hill, won his first victory.

But due to safety concerns as well as the expense of creating temporary circuits, little by little real roads gave way to purpose-built venues. Road America was finished in 1955, followed by Watkins Glen in 1956 with Riverside, Lime Rock and Laguna Seca in 1957. Today, only a very few races are held on real roads.

The last racing at Pebble Beach was in 1956. The tree-lined course, which wound through a forest was, to put it mildly, rather dangerous. Luckily enough though, drivers treated it with respect. But tragedy struck in 1956 when Ernie McAfee, one of the premier American drivers of the time, was killed when he crashed into a tree. As a consequence and also because of complaints from homeowners, racing at Pebble was banned by Samuel F. B. Morse, chair of the Del Monte Properties board.

The Monterey Weekend, which combined racing with the world-famous concours d'elegance, had developed into a happening, as it were, as well as an important source of revenue for area businesses. Because the Pebble Beach races

had drawn more fans than any other peninsula event, the Chamber of Commerce formed a separate non-profit corporation, the Sports Car Racing Association of Monterey Peninsula (SCRAMP), headed by Lou Gold.

A search started to find a suitable alternative. Near Monterey was a U.S. Army base—Fort Ord—that encompassed a very large tract of land. As a soldier, I considered it the best post at which I was stationed, due to the year-round moderate weather plus nearby Monterey, a town to which comely young women from San Francisco would come for holidays.

At any rate, a suitable site was found in a valley that encompassed a small lake, Laguna Seco (dry lake). Due to influence at the Pentagon from Congressman Charles Teague, the Army approved the project and appointed Colonel Edward Hathaway to take charge. SCRAMP secured an initial five-year lease from the Army in August of 1956. In addition, SCRAMP contracted with the San Francisco Region of the SCCA to sanction and operate races. Ownership of the property remained with the federal government and SCRAMP profits were (as they do today) to go to charity.

The Fort Ord Army band marches towards the Start/Finish Line to celebrate the opening of Laguna Seca on November 8, 1957.



American Racing Museum, courtesy Gary Horakforta



Lester Nehamkin

Appropriately enough, since the course was on an Army base, Pete Lovely appears to be saluting. He says no, however; he was shading his eyes from the sun.

Colonel Hathaway estimated that construction would require \$80,000. SCRAMP rapidly received \$60,000 in pledges from some 60 local businesses and presented the Army with a cash advance of \$10,000 to get things underway.

San Francisco SCCA members, assisted by Aston Martin honcho John Wyer from England, mapped out a two-mile circuit. SCCA sent National Contest Board member and famed race driver Jack McAfee to look over the design. McAfee asked San Francisco Regional Executive, (president) Jim Orr, to run races counterclockwise rather than the initial clockwise plan. Jack felt it would be safer to run up the long hill to the Corkscrew rather than speeding down the hill into a fast sweeping curve with no place for a runoff.

Incredibly enough, the new course was completed the year following the last Pebble and in time for the SCCA-sanctioned National Championship Sports Car Road Races held on November 8-10, 1957. It was titled the "8th Annual Pebble Beach" event. Because of a myriad of legal obstacles to overcome, actual grading and paving didn't get underway until two

months before the date of the first event. The actual course construction took only a remarkable 38 days.

The honor of winning the very first race—for small-bore production cars—went to Skip Hudson in his Porsche Speedster. Sam Weiss in a Porsche Spyder won the small-bore main event followed by Jack McAfee in a similar car.

In a respectable field that included Carroll Shelby in a Maserati plus Richie Ginther and John Von Neumann in Ferraris, Pete Lovely won the main event in a 2-liter Ferrari Testa Rossa, the same car that had taken Bruce Kessler to 2nd place at the first Lime Rock event.

The previous weekend at Palm Springs, Carroll Shelby had won in a 4.5 Maserati followed by Max Balchowsky in Ole Yeller and Pete Lovely 3rd in the Testa Rossa. Shelby's sponsor, John Edgar, entered two cars for one driver at Laguna Seca: the Palm Springs 4.5 and a 3-liter Maserati. Carroll decided on using the 3-liter because he thought the 4.5 would be too powerful and a real handful on such a tight course. Paul O'Shea brought two identical Mercedes-Benz 300SL Roadsters,

one to race, the other to rob for parts.

Lovely remembers that on Saturday, "Shelby was going like the wind. He was the fastest. But before Sunday's main event, the Edgar crew, thinking it was going to rain, changed tires, but the track stayed dry. Within the first few laps, Shelby looped it." For much of the rest of the race, Pete and John Von Neumann put on a nose-to-tail dual. At the end, however, Von Neumann's 2.5-liter Ferrari lost third gear and Lovely won by 10 seconds. Almost a lap behind, Paul O'Shea in a 300SL Roadster was 3rd and then Shelby, having made a stop to check tires.

Race Chairman Steve Earle plans to celebrate the anniversary during this year's Historics. There will be special activities including a display of some of the original cars that ran in 1957 and a parade. All of those who competed in the inaugural event are encouraged to come. You can call Steve at General Racing (805) 686-9292 or send him an email at grlisus@aol.com. You will receive complimentary tickets and passes to the new Red Bull hospitality center where you can relax, have a drink and smooze with friends.

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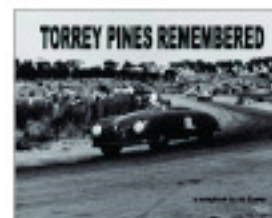
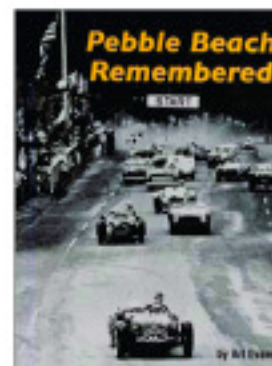
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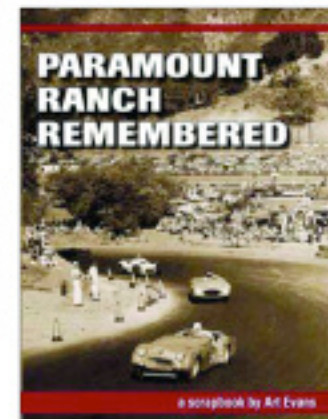
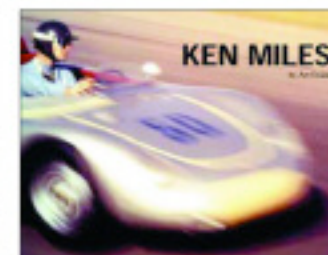
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**TARGA 66**

Moroso Motorsports Park, Florida  
February 23–25, 2007

Photos: Chuck Anderson

- 1 An unidentified Maserati Birdcage.
- 2 Farrell Preston in his '65 TVR Griffin.
- 3 A nicely restored, but unidentified, Allard.
- 4 Brian Redman driving Lee Holman's '64 Ford Fairlane 500.
- 5 The ex-Peter Revson Yardley McLaren.
- 6 The ex-FAZA Fiat Abarth 1000.



**RETROMOBILE**

Paris, France  
February 16–25, 2007

Photos: Peter Collins & Thierry Lesparre

- 1 Bizarre Dommartin dominates the front of the Galerie des Damiers stand.
- 2 Fabulous Indy Peugeot was one of many historic Peugeot racecars on the manufacturer's stand.
- 3 Famed Ferrari 250 "Breadvan" up for sale on Klaus Werner's Klassische Automobile stand.
- 4 Part of the whimsical Christies pedal car sale.
- 5 Club Ligier stand.

## HSR-WEST PHOENIX HISTORIC FESTIVAL

Phoenix International Raceway, AZ  
February 10–11, 2007

Photos: Brian Green

- 1 Bob Wass and his 1967 Alfa Romeo GTV.
- 2 Brent Berge's 1978 Lola T333 center-seat Can-Am.
- 3 Jim Hendrix in a 1974 Porsche 911 RSR
- 4 Dan Allen's 1967 Chevrolet Camaro during the One Hour Enduro on Sunday.



## RALLYE MONTE CARLO HISTORIQUE

Monte Carlo, Monaco  
January 25–31, 2007

Photos: Peter Collins

- 1 Choc's BMW 2002 Tii.
- 2 20 kilometer view for the Liberatore Alfetta GT from the Col.
- 3 Binciaz and Peyre above Pont des Miolans in their Triumph TR3.
- 4 The Sidrac Fiat 124 Abarth Spider heads for Digne above Lac.
- 5 Devigny and Abbatista in the snow on Carri.
- 6 Peck and Tomlins in their 1961 Austin Healey Sprite.

## SPRINGBOK SERIES REVIAL

Zwartkops, South Africa

February 3-4, 2007

Photos: Neil Phillipson

- 1 The McLaren M8 of Michael Campagne.
- 2 David Piper can just be seen in the green Ferrari chasing down his other Ferrari in the hands of Howard Spooner.
- 3 The Nissan Skyline of Richard Sorenson.
- 4 Alan Poulter's Perana MK2 Cortina put in a respectable performance to finish first in the HRCR Class B race.
- 5 The Springbok steps back in time.



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Karl Kainhofer (right) and Mark Donohue shared a very close friendship.

and that was the first car Mark [Donohue] drove in the Can-Am. He drove it at St. Jovite, Mosport, where he dropped out and at the 1966 Watkins Glen USSRC race where it burned to the ground in an accident where he ran into John Cannon. Our first race as the Penske team was at Kent in Washington where we won. Then, at the first Can-Am race at Mosport, we finished 1<sup>st</sup>. We then won the last race they held at Nassau at the Speed Weeks.

***I've heard you basically had a different version of the car at almost every race, is that not so?***

Kainhofer: We had a different looking car every race, you must understand. It was completely remodeled after every race. We went from a small block engine to a big block, wet sump to dry sump, from a 350 cubic inch engine to a 427 cubic inch engine overnight. At the Mosport race, we had a wet sump engine from Traco and couldn't keep oil in the engine. It ended up in the driver's seat, in Mark's lap! The car was the same, but it looked different. In those days, you could do that without calling it cheating. Organizers didn't mind. There was something different all the time. It was different from what I would call the "spec" cars of today. Today, the cars all look the same. They pretty much have the same horsepower from race to race—not like the old days. We changed wheel sizes all the time and, likewise, wheel manufacturers and a lot of other stuff. Then, in the Can-Am race at Mosport in September 25<sup>th</sup>, I think it was in 1966, we won. There's a funny story about that race. Mark won and did a victory lap. He came in and went into the victory circle to receive his reward. Then, when we started up the car to run it back into the pits, it wouldn't move! The oil in the gearbox had not cooled down properly and turned into

something like varnish. It seized up. We had to jack the car up on axle stands and move it to our paddock area! It was embarrassing. You know that our shop was not that big. When people think of Penske Racing, today they think of huge garages with sparkling floors. Our shop in those days was a one-car garage, and it was so narrow. I had to take the doors off the car before I could work on it.

***Is it true that Mark Donohue was not originally Roger Penske's first choice for a driver?***

Kainhofer: At first, Dr. Dick Thompson was going to be Roger's driver. He had him in mind, I knew that. They had known each other for a while and had been competitors. Walt Hansgen was a good friend of Roger's and of Mark's. I knew Walt because we raced against him in the Spyder he drove for Cunningham. He was killed, as you know at Le Mans. Walt was also a mentor of Mark's and at his funeral, Roger and Mark got together and Mark became Roger's driver.

***Can you describe your relationship with Mark?***

Kainhofer: If you wrote a book about Mark and I believe someone is, the title would have to be, "Captain Nice," because he used to be called that. He was a nice person. He was hard working. We worked together to the last breath. Donohue was my favorite driver because of the type of person he was, and I was involved with him and we did a lot of things together. You get to be molded with a driver and with him it was special. For example, the time we went to Mosport for the June 1966 USRRC race, we worked on that car day and night beforehand. We finished that car at 1:00 a.m. and loaded it onto the trailer. We were on the road at 1:30 a.m. He got in the truck with me and we drove to Mosport from Reading, Pennsylvania, to make morning practice. We'd switch over driving by slipping under each other with the truck still moving on the road! But, we got so tired, we had to stop. That was the weekend we had the wet sump engine 427 ci engine. Wet sump! It was wet all right! Mark was wet with oil in the cockpit. We didn't do well at that race, but we won the fall 1966 Can-Am event as I said before.

***Penske Racing was involved in many series in the late 1960s and onward.***

Kainhofer: Roger was heavily involved in the Trans-Am from 1967–1971. 1970–1971 represented the Javelin years. It is hard for me now to read Roger's mind. The number of series we were involved in had to do with economics. We also became involved in Indy car racing, stockcar racing, the Can-Am with Porsche and Formula 5000. We were doing a Formula 5000 car at the same time as going all out in our Indy car program. We lost out at Indy in 1969, 1970 and 1971, but won the race in 1972 with the McLaren M16. As far as the Can-Am Porsche program was concerned, we sent one guy to Germany to be part of the program and took over the car for Mark. The Turbo Porsche debuted at Mosport in 1972, after Mark had won Indy, and finished 2<sup>nd</sup>. Then, at Atlanta, Mark crashed the car and was out for a couple of months. George Follmer took over the car and Mark came back to lose a tire at Donnybrooke. Mark won at Edmonton, and George Follmer won the two California races to take the championship. In 1973, there were two cars, the Porsche 917-30 Turbos, but one driver, and that was Mark and only Mark. Over that winter, we weren't sure whether McLaren would be

back with something really strong and we wanted a car, that would beat anyone. You know the whole Can-Am series was mishandled. They could have controlled it. After Can-Am died, I was out of it and, by 1973, we were changing to full-time work on the Formula One project.

***A great deal has been written on what some people see as the failure of the Penske Formula One program. You don't see it that way do you?***

Kainhofer: No. Here's how it happened. I went straight to England in 1974 after the Indy 500 race where we had Mike Hiss as our driver. We built the car, and I did the first test myself on the skid pad. At that time, Mark had retired and then he unretired. I stayed with Mark and with Penske Racing.

***What kept you in there, in racing?***

Kainhofer: It's in my blood. Geoff Ferris was our Formula One car designer and he also did our first Indy cars. I did the building of the car and we really began in 1974. We had two PC1s when we started the 1975 season. It was successful in a way. I think we did well. Even in 1974, we finished at Mosport. At Watkins Glen, a pick-up to the back suspension broke. It wasn't designed properly. Then, in 1975, we started the season at the Grand Prix in Buenos Aires and finished in the points. In Brazil, we qualified well but had a problem with the rear wing. Roger wouldn't let us finish the race. We always qualified and made points. Nothing really disastrous happened and we had a reliable car. Monaco was different. We had two cars there, one with a short wheelbase and one with a long wheelbase. Both got wrecked, and we were really scrambling for the next race. But, really, only McLaren and

Karl Kainhofer (left) and the Penske crew unload Mark Donohue's Lola T70 for a USRRC race, circa 1966.



Kainhofer Collection

Brabham were quicker. March had Brambilla and while he was fairly quick, he never lasted. We were at Zandvoort and didn't do that bad. After that race, Roger, Mark and I went to London and talked to Max Mosley and bought a March F1 car. It was the same type of car that Brambilla and Lela Lombardi raced. We did a test with one of their cars at Silverstone, and I went back to the March factory and built a March F1 car for us. We took it to a race at Silverstone and did a race, and we finished in the pouring rain. It really wasn't a good place and environment to test the characteristics of the car. The next race was at the old Nürburgring track, and we had problems with tires. We had chronic understeer. We practiced and qualified and, on the first lap, lost a left front tire. On the second lap, we lost the right front tire. I realized there was a problem. Brambilla and Lombardi never finished either. Two weeks later, we went to Austria and you know what happened there. [Donohue was killed.] I should say that in those two weeks, Mark returned to the USA where he set that closed course record in the Porsche 917-30 turbo.

***However, your team was not very large and your facilities were a bit sketchy.***

Kainhofer: By mid-1974, I started to build a dynamometer in Reading, Pennsylvania and started an engine shop, as we had never had such a facility. You talk about a small team! I'll tell you, there were five people on our program, three mechanics, a truck driver and a manager, versus 15 or 20 people with the other teams. Our staffing was ridiculous. Heinz Hofer who had worked on the Can-Am program became the team manager of the Formula One program from the start in 1973. It was hard in 1975 at the track; we had five guys plus Mark and that was it. For example, at Monaco that year, it was raining and then it would stop. Mark was a rookie



Kainhofer makes an adjustment on the McLaren that Mark Donohue drove to victory in the 1972 Indianapolis 500.

over there and everything was new. Three mechanics, just three! In a pit stop, we had to go from wet tires to dry and then to wet again, and here's how it worked: I changed one set of tires front and rear on the left and one guy changed one set of tires on the right. The other fellow would jack up the front and then run to the back of the car to jack it up so we could change the rears. It was hard work.

**Then there was Mark's accident and death that year.**

Kainhofer: It's still hard to talk about it. At the Austrian Grand Prix, he lost a left front tire on the March and a fencepost hit him in the jaw. He went to the mobile hospital and I was with him. We talked. Then, he got worse. They airlifted him to a hospital in Graz. I had to drive his wife on a motorbike to where Mark's Porsche was parked and we went to the hospital. He died in Graz, my hometown in Austria.

**The team was devastated, but you carried on.**

Kainhofer: After Mark, we still had a car and finished the season, but missed two races. We hired John Watson to drive and finished our season at the Glen, and that was it.

**But, Penske Racing had been branching out in new directions.**

Kainhofer: By that time, we had our stock car program, an Indy program and a Trans-Am program. I'll also back up and say that, in 1973, we also had the IROC series with Porsches. It went on. Now we had a 10,000-square-foot building in Reading, Pennsylvania, later to expand to over 40,000 square feet, stuffed full with cars and programs. After I finished the F1 program, Roger said we would

build engines. At that point, we had Mercury with Bobby Allison. I came back to the USA and did the Mercury engines. We did three races and then, in 1976, we decided to build our own Indy engines and started with DFXs. We dropped everything else and specialized in Indy racing. As part of that program, I went to McLarens at Livonia, Michigan. We did DFX engines, and then Mario joined us for some races like Indy and ran our car. We also had a number of drivers, like Tom Sneva who started for us in 1975. In the early days, we had used Offies built by Traco for our first win. I stayed at Livonia for some time and then came back to Reading and did our program from 1977 on. We got very successful and won nine Indy 500 races, while I was responsible for the Indy engines.

**Tell me how Penske Racing got involved with Mario Ilien and Paul Morgan of Ilmor.**

Kainhofer: We first got involved with them in 1986 when they left Cosworth. They wanted to do their own thing and were looking for a start. They came to us and showed us some drawings of an engine. Roger looked at the drawings and turned to me to ask for my opinion. It looked good, and so we had a deal.

**Tell me about the controversial Ilmor/Mercedes-Benz pushrod engine and how it came about.**

Kainhofer: That Mercedes pushrod engine—that engine was the result of a loophole in the rules, and the officials missed that loophole. Roger and Ilmor took advantage of the loophole and built the engine. You see, Ilmor came up with this idea. It had a lot to do with boost levels. It should never have run; it was so unfair. It was

a bigger engine and was it strong! You could run 1,000 horsepower where the others were at 850 to 900 horsepower. It really outclassed the others. They finally realized it and it ran at Indy only one year. The rules were unclear and lots of other guys tried it. It ran at Indy in 1994 and won, but it was banned for the rest of the season. We did have success with the other Ilmor engine, the little one. We set a record that probably will never be broken. It was a big success story. With the Ilmor engine, not the Mercedes, we won five races finishing 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> with that engine. It'll never happen again.

**By now you were out of attending race days on a regular basis and were concentrating on the engine shop?**

Kainhofer: I got out of all of it by the end of 1997, for a simple reason. If you have a job, you must do a good job. I couldn't afford it. I was working 24 hours a day for extended periods of time. I wasn't looking for publicity. I've gone to more races after I retired from racing! I would take the home team to a race every now and then, 30 to 50 people in a bus, that type of thing. You know I was involved in every engine test done at the Reading facility. When I retired, they gave me the hour meter from the dynamometer and it read 3,164 hours.

**At the racetrack and in the engine-testing facility! How is your hearing after all those years of noise both at the track and in there?**

Kainhofer: After fifty years of being next to engines, my hearing's fine. I worked on motorcycles, GP cars, Indy cars, and the like and racecars of every kind and I never had hearing problems. I never wore ear protection. You can hear things, pick up noises, which you wouldn't pick up wearing protection.


**What were your favorite racecars?**

Kainhofer: They would be the Porsche Spyders. They were fun to work on. I would have to say they were my favorite cars, reliable and fast. I could do the whole car, engines, and gearboxes myself. They were a one-man operation. I did two all by myself for Penske and Holbert. They were good cars from the 1950s to the early 1960s. Those were my favorite years, being fresh from the Porsche factory. I did a lot of work on other cars and I would have to say also that I liked working with Tom Payne on his Cobras. They too were fun cars to work on and reliable, especially the 289 Cobras and later the 427 Cobras. When you have a successful car, that's fun to work on too, like the 1971 McLaren Indy car, because we were so quick. But it was never all milk and honey you know. I liked the Penske PC1 because I was involved in the building of it. You could almost call it your own.

**And the cars you disliked?**

Kainhofer: The Formula 5000 car was a disaster with that AMC engine. We were always understaffed with that project, working day and night with few good results. It was a pain in the neck with its heavy engine.

**Today, how do you spend your days?**

Kainhofer: I make every hour count. I enjoy my family, my grandkids. I have a big property with ten acres with two homes on it. My younger daughter lives next door and I've got plenty of work to do, cutting 4 acres of grass! 

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Since the Odyssey is a dry-cell, the mounting flexibility is unlimited. In the case of one racecar (a Turner), we removed a 35-pound battery from the trunk and replaced it with a 15.4-pound Odyssey battery that fit behind the passenger seat, flush against the rear bulkhead at a 30-degree angle. It is now closer to the center of the car, thus improving the polar moment of inertia. And, it lowers the overall weight by 20 pounds. Dimensions of the battery are: height 6.67", length 7.27" and width 3.11". While this is not their smallest battery, it is one that offers the best compromise of size vs. power.

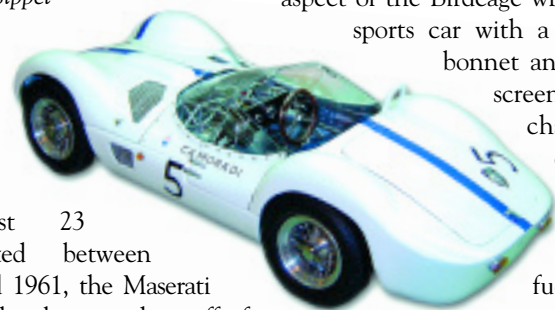
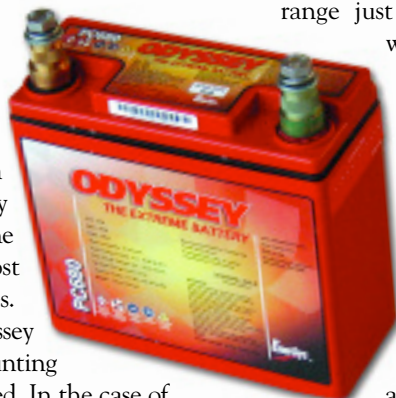
EnerSys has numerous other batteries, both larger and smaller. You may find one that suits your needs at their Web site: [www.odysseyfactory.com](http://www.odysseyfactory.com).

Suggested retail price is US\$144.67. Worldwide dealers can be located at their Web site.

★★★★  
Reviewed by Norm Sippel

**CMC Maserati Tipo 61 "Birdcage"**

With just 23 constructed between 1959 and 1961, the Maserati Tipo 61 "Birdcage" has become the stuff of legends. Perhaps one of the most successful Birdcage owners was American Lucky Casner whose Camoradi Team won the 1960 Nürburgring 1,000-km race with Stirling Moss and Dan Gurney at the helm. Casner



backed up the result the following year sharing the drive himself with Masten Gregory.

Back in April, last year, we looked closely at the CMC 1:18 scale Maserati 250F and frankly were lost for superlatives as it was that good. I honestly remember thinking that any model within that price range just couldn't be any better. How wrong I was! If you only buy one model a year, and sports racing cars are your bag, it must be the CMC Maserati Tipo 61.

CMC's Birdcage is a 1:18 rendition of the Camoradi car that won the 1960 Nürburgring 1,000-km race and is made up of 1,140 separate parts of which 507 are in stainless steel, copper and brass. The detail of the four-cylinder engine is surprising, and the little Webers are superb—even down to the hollow ram tubes. It is so detailed that there is wiring coming from the dash-mounted voltage regulator and from the backs of the gauges. Inside, the cockpit is just magic with blue cloth seats, wood/aluminum steering wheel and, armed with a magnifying glass, it's possible to follow the accelerator linkages and wiring through to the engine.

However, it's the intricate tubular chassis of the car that surpasses everything else and, after all, that was the stunning aspect of the Birdcage when new. Being a sports car with a forward-opening bonnet and sweeping clear screen allows for the chassis to be displayed in all its glory. Then there is the correctly riveted fuel tank, rear-mounted gearbox, detailed suspension and gorgeous hand-laced wheels. However, if you want to see more, it's possible to remove the body and wheels for the intricate chassis to be revealed in all its glory.

The CMC Maserati Tipo 61 will set you back around US\$245 and is available direct from CMC at [www.cmc-modelcars.de](http://www.cmc-modelcars.de) or perhaps a little closer to home at [www.motorsportcollector.com](http://www.motorsportcollector.com) or [www.ewacars.com](http://www.ewacars.com)

★★★★  
Reviewed by Patrick Quinn

**Westwood—Everyone's Favourite Racing Circuit**

By Tom Johnstone

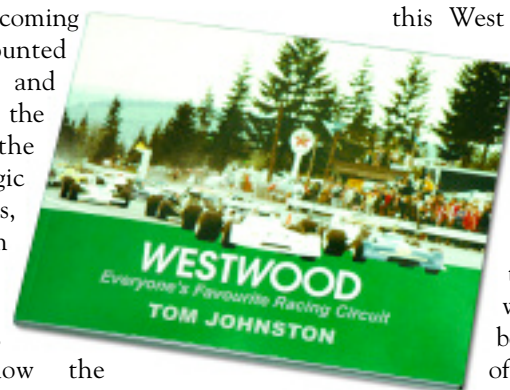
While it is often overlooked by the rest of the racing world, Canada possesses a long and rich road-racing history. Of the many purpose-built tracks in Canada, Westwood—located near Vancouver, in British Columbia—was the first, and some would argue the best, of Canada's many circuits.

In "Westwood," Canadian racer Tom Johnston, examines the 32-year history of this West Coast, club-owned track, both in terms of the racing, as well as the people that made the racing possible. While this book covers the usual track history that one would expect in a book of this genre, one of the interesting things that makes this book different, is its dedicated historical sections covering everything from concession sales and the people who ran the track, to racing in the rain, the significant cars and drivers, and all the various turns and landmarks that made the facility special. All this combined with an appendix of major race results, and even portraits of the hundreds of drivers who raced at Westwood over the years, makes this book a very unique look at Canada's racing heritage.

Available for US\$54.95 (softbound) or \$300 (leatherbound with a slipcase) at [www.granvilleislandpublishing.com](http://www.granvilleislandpublishing.com)

★★★★  
Reviewed by Casey Annis

- ★ Not Recommended
- ★★ Moderately Useful
- ★★★ Recommended
- ★★★★ Excellent



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We investigate some of the more interesting sites for vintage racing enthusiasts.

**Timeless Racer**

This month's featured Web site comprises a large collection of photography from East Coast road racing events in the 1960s. Some of the many events and locations include USRRC, Can-Am and SCCA regional events at places like Bridgehampton, Watkins Glen, Lime Rock, Vineland, Marlboro and Bryar. In addition to being able to view photographs by event, the collection can also be viewed by car type or driver, with prints of any shot being able to be ordered online.

One of the really interesting things about this site, and the collection, is that it includes a lot of the smaller races and lesser-known cars from the period. There's a lot of photos here, so be prepared to spend some time sifting through all the galleries.

[www.timelessracer.com](http://www.timelessracer.com)



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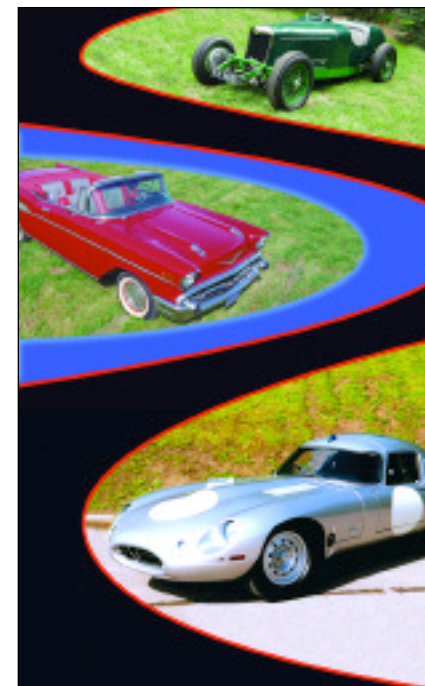
**BATHURST FLYER**

Patrick Quinn test drives the mighty Holden Torana L34 that won the grueling 1976 Bathurst 1000.

**FEATURE**

**THE MOD SQUAD, PART 2**

In the final installment, Carl Goodwin explores the H-Mod history of such "Etceterini" legends as Bandini, Nardi, Abarth and OSCA.



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**Mercedes-Benz W125**

by John Surtees

I have certain fond memories of the first single-seater racing car I drove, which was a Vanwall. Tony Vandervell gave me a wonderful opportunity of driving it at Goodwood. There are a number of single-seater racing cars that I would have liked to have driven, throughout my career. It could be that I didn't, necessarily, put enough attention into making certain I sat in the best car at the best time. My championship-winning Ferrari 158 was a good basic car, but not a special one. The "special one" was the car fitted with a flat-12 engine. I drove this only on one occasion at Monza 1965. In this guise, I really had the opportunity of "playing" with the opposition, and this was the only Ferrari I ever drove that was capable of doing that. The little 1.5-liter V-8 was a good, sound car, capable of being driven hard, but we were always playing "catch up"—it wasn't a Lotus! The direct injection caused a lot of finicky problems. Coventry Climax had an engine that was far more advanced than ours. It is true to say

that the F1 side of Ferrari always suffered at the expense of their Le Mans program.

A sports car I was particularly proud of racing, although I had an enormous accident in one due to parts breaking, was the Lola T70. It was wonderful to be part of its creation and development, it gave me great satisfaction—it was a really good motor car. Another along that line, which was a superb example of a car "built for the job," was the 300SLR Mercedes, the type that Stirling Moss drove. It is well-balanced, but at the same time a Jekyll and Hyde car. I, again, have had the privilege of driving it. You can make it so well behaved all the time, but also having the advantage of really pushing it and it responding in a way that many other Mercedes cars never did. The others were a bit "tip-toe." The 300SLR is such a forgiving car, ideal for races such as the Mille Miglia.

My choice of a greatest racecar, however, is rather an emotional one, out of my period of racing, into the prewar period of motor racing, a real beast of a car, the Mercedes W125. In some ways it could be described as a great big "go-kart." I have

driven this 1937 machine for the Mercedes museum on several occasions at different venues. It is just an incredible—I use the term again—beast. When I see period pictures of it, my emotions run high, thinking of the great drivers who drove it, such as Rudolf Caracciola and Dick Seaman. I realize how fortunate I am having the opportunity of sitting in the same seat they used to campaign the great prewar races; a tremendous sensation. I remember turning up at Spa for my first ever demonstration run. Stirling and I had been invited to drive. In front of us was the W196 of the mid-1950s and, as I have already described, "the beast" W125 with its great big wheels. Stirling looked around the car inquisitively, paused, and then said, "This one's yours John." I looked closer and found it was throttle in the center, brake on the right. I had to continually repeat to myself, "throttle in the center, brake on the right," all around the track. I have since found the car a terrific car to drive, a great pleasure.

*As told to Mike Jiggle*

John Surtees drives the Mercedes W125 during the Goodwood Festival of Speed.



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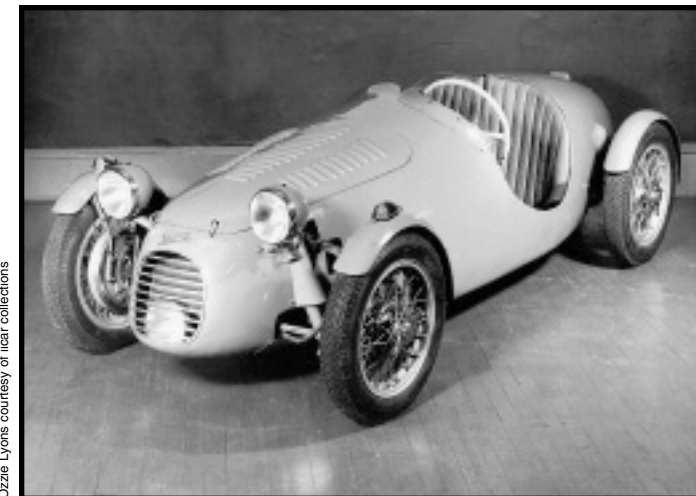
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A Tony Pompeo publicity photograph for the Giaur. Note, the removable cycle fenders, which in Italy, qualified the car to compete in the Corsa 750 Formula 3 class.

ratio gearset.”  
The late Tony Pompeo, importer of probably the most interesting cars in the world and a friend of Dominianni's, recommended the car and sold it to him. Was it as fast as the then-reigning Bandinis? “In my experience it was,” Dominianni replies. “I used to race a lot against Henry Rudkin, and I won a few more than he did. In spite of the engine being so far forward, the “Giaur” had near-neutral handling. I could dirt-track it at will—I used to terrorize everyone with it!” This is no doubt the reason that Bill Bett's Giaur (a real one), raced in western events

and was nicknamed “The Giant Killer.”  
Frank Dominianni used to tow the little racer to events all over the east behind a big Cadillac convertible coupe boosted with an Italimeccanica/SCOT supercharger. Frank had bought 300 of these from Pompeo. “I had the fastest Cadillac around,” he quips. He used to carry spare engines in the trunk of the car. His most memorable race in the “Giaur”?

“Once in 1952,” he says, “there was a 3-hour race at Floyd Bennett Field in Brooklyn. It was very hot, over 100 degrees. Later, at the race, many people passed out from the heat. On the way there I had a problem with the Cadillac's fuel pump. It was vapor lock. I bought a watermelon for 50 cents and cut the end off and put it over the fuel pump. That fixed it and I drove to the event. During the race, my distributor loosened up and retarded the ignition. That saved the engine and I finished ahead of Candy Poole in the PBX, which was a faster car. After the race, we ate the watermelon. We had a wonderful time.”

This event, incidentally, was the one in which the C-Type Jaguar of a well-to-do young Masten Gregory caught fire and burned in practice, so he bought another one on the spot from Henry Wessells, so he could race in the 3-hour enduro.

Giaurs were raced with success in America from '52—when Paul Gougelman won a national championship in one—through the 1957 season. Other Giaur drivers included Gordon Wright, Bob Samuelson, Pete Lovely, Bob Hicks, Bill Loudon, Peter Bunn and John Wessale. To explain which, if any, of these cars were really Giaurs, would take more space than we have. In Italy, de Boer notes, the cars won many national events in the 750 class between 1950 and 1955.

tube frame with suspension and drivetrain mostly made by Moretti of Fiat derivation, on an 84" wheelbase.

The beautiful twin-cam 750 engine was not Fiat. Like Pasquino Ermini and the Maserati brothers, Moretti elected to build his own engine. Unlike them, he used only three main bearings for most of the cranks. On the other hand, T-Series MGs were plenty rugged with three mains. The heads were cast with the valves at a 90-degree angle. On the intake side of the hemispherical heads were downdraft Webers, though sidedrafts were sometimes used. The power was rated 58 at 7,000 rpm—good for 45 cubic inches, but not enough for 1,350 pounds.

Next Month—The Mod Squad, Part 2 covering Nardi, Abarth, OSCA and Bandini.



Ernie McAfee at the wheel of Bill Doheny's Moretti Spider 750, circa 1954–1955.

## MORETTI

In H-Modified, the Morettis were known more for their beauty and craftsmanship than for their ability to win races. Heavy and somewhat underpowered, the diminutive Italian cars could have been competitive in a production class—if there had been one for them. Past wins include a 1<sup>st</sup> at Lockbourne AFB in 1954 by Jerry Rigden and a 1<sup>st</sup> at Palm Springs in 1954 by Ernie McAfee, plus entry at Watkins Glen in 1955 (finish not known) by Isabelle Haskell.

A Moretti coupe was driven once in H-M at a mid-fifties Watkins Glen race by Max Goldman—then a Porsche pilot, later to drive for the Arnolt Bristol and Fitch's Corvette teams. The regular driver wasn't there, but Dolph Vilardi in the PBX was. The car owner asked, “Can you beat him?” And Max replied “I don't think anyone can.”

“I remember that the Moretti had tremendous understeer,” Goldman says, “but maybe that was only compared to the Porsche. The car was heavy, and not tuned quite right.” He let some air out of the rear tires and, by the end of the race, one of these had gone flat. He finished 3<sup>rd</sup> after the PBX and a Bandini. “I got the impression,” Goldman notes, “that they started out to build a nice little coupe that would sell, and then tried to put a twin-cam engine in and tried to make a racecar out of it.”

True to Etceterini tradition, the Moretti Spyder and Gran Sport coupe were deliciously styled miniature Ferraris complete with eggcrate grille and aggressive stance. They are believed to have been styled by coachbuilder Michelotti. The years of manufacture were 1952–53, by Giovanni Moretti of Turin. The chassis was a square



Jerry Rigden takes a passenger for a ride during the race at Lockbourne, in 1954. Rigden went on to finish 2<sup>nd</sup> in the first H-Mod heat that weekend and 1<sup>st</sup> in Race 3.

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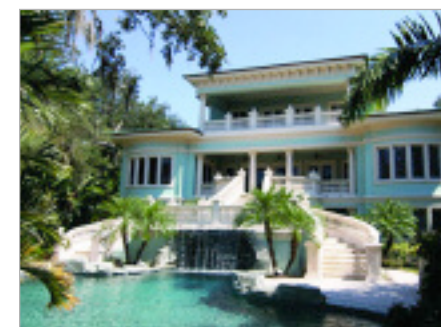
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**Abarth**

by Mike Lawrence



Hardly a month goes by without some bygone marque being resurrected. The majority, thank the Lord Harry, sink with barely a ripple. News that

Fiat finally intends to do something with Abarth made my day more pleasant.

Initially, the new Abarths will be variations of Fiat models, as often they have been in the past. There is already a competition department in operation, however, and, when Fiat puts its mind to something, it often succeeds. Fiat has been pretty good at preserving heritage.

In the 1980s, Alfa Romeo was reduced to making the “Arna,” a Datsun Cherry with Alfased running gear. Look at what Fiat has done with Alfa Romeo and marvel at its work.

Under previous ownership, Maserati made only the Biturbo sedan; now look at the range. Some Ferrari owners predicted that the death of Enzo would see a decline in the marque, but that has not happened.

In the UK, Lancia once had a strong presence for a niche manufacturer. Then came the “Beta,” a pretty good design. Fiat had set up the Lada works in the Soviet Union but had been paid partly in steel. The Beta rotted, Lancia did the honorable thing and recompensed customers. Lancias are no longer sold here.

VW had a similar problem with the 1961 Beetle, and buried the story.

I think that the last car with an Abarth badge sold in the UK was the 180 TC, a Fiat Strada with a turbo and stickers, a formula adopted by several manufacturers in the 1980s. The best you could say for the beast was that it was not as bad as the MG Montego Turbo—but then few cars have been.

When Abarth was in its pomp, roughly 1955–65, we saw few of them. Apart from all the paperwork, there was no category in which they could race. In the 1950s, most racing beneath a handful of international events, centered around what you could scrape together and that varied, country to country. Abarth was strong in Italy and had a following states-side, thanks to the SCCA.

Eoin Young once employed me on a part-time basis. He would go to auctions

and return with boxes full of you never knew what. I put the items into order. Much was dross, but what I learned from the experience was that those who follow Abarth are among the most dedicated of all collectors. Ferrari did not publish sales brochures in the 1950s. Jaguar did, for the C-type and D-type, and they were in a special class. Top of all the rest, by a country mile, was Abarth.

Fiat once claimed that Abarth had won more than 7,000 events. The figure seems unlikely, until you consider class wins. Abarth could come away from a hillclimb with half a dozen victories.

Abarth enthusiasts debate endlessly how many models the company made; 150 is a popular estimate. The company made many variations of engine, chassis and body, and the customer chose. I bet I’m not the only person, however, who

matter in art.

Abarth’s logo was a scorpion. I have never been convinced that it had much to do with the Zodiac apart from coincidence. A scorpion has a sting in its tail, and much of Abarth’s work involved improving cars with engines behind the rear axle-line, after all he was pals with Ferry Porsche.

Variations of the Fiat 850 were run with the boot lid raised, which created both improved cooling and acted as an aerofoil, long before the aerofoil was officially discovered. It’s like continents—you have to be termed an “explorer” to discover one, regardless of the fact that the people living there have discovered it first.

Drivers of Mini Coopers discovered that, if they nudged the boot lid, the beast in front would soon have cooling problems. John Whitmore did not tell me that...no sirree.

For years Abarth controlled his

**“Carlo Abarth did wonderful things with humble materials, and few cars come much more humble than a Fiat Topolino.”**

automatically thinks of the exquisite Zagato double-bubble coupes, which have never lost their freshness.

Karl Abarth was born in Austria, but his family moved over the Alps to Italy after WWI. He was five times a European motorcycle champion, and *Il Duce* made a fuss of him, so he became Carlo. He was a superb engineer, though without formal training, as some of the best have been. He was injured in a racing accident in Yugoslavia in 1939. War was declared so, after he left the hospital, he decided to stay put and found work as a machinist.

After the war, he became involved in the Cisitalia Grand Prix project, overseen by his old friend, Ferry Porsche. When Cisitalia folded, Carlo took over production of the basic car, and Abarth was formed. An important part of the company’s business was high-efficiency exhaust systems, sold as after-market equipment, at a time when few people bothered about such details.

Carlo Abarth was like an artist who works best on a small canvas—size does not

ambitions. He had a loyal clientele, mainly in Italy and the states. An Abarth did not even enter Le Mans in the 1950s, and Carlo gave Formula Junior a miss while other specialist Italian makers joined in and were humiliated.

Eventually, ambition got the better of the man, and he went into large-capacity sports racing cars. A 6-liter V-12 engine was prepared, and was killed by a rule change. An F1 engine stayed on the drawing board.

Abarth was irascible, charming and difficult by turn. Pride saw him take on the likes of Ferrari and, regardless of rule changes, he overstretched his resources. Carlo Abarth did wonderful things with humble materials, and few cars come much more humble than a Fiat Topolino.

My hunch is that Fiat will succeed. Last year, Abarth scored overall wins in the Italian and European Rally Championships. That’s a good start, but I will only be convinced when there is a modern version of those Zagato coupes, which you just want to pick up and hug.

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