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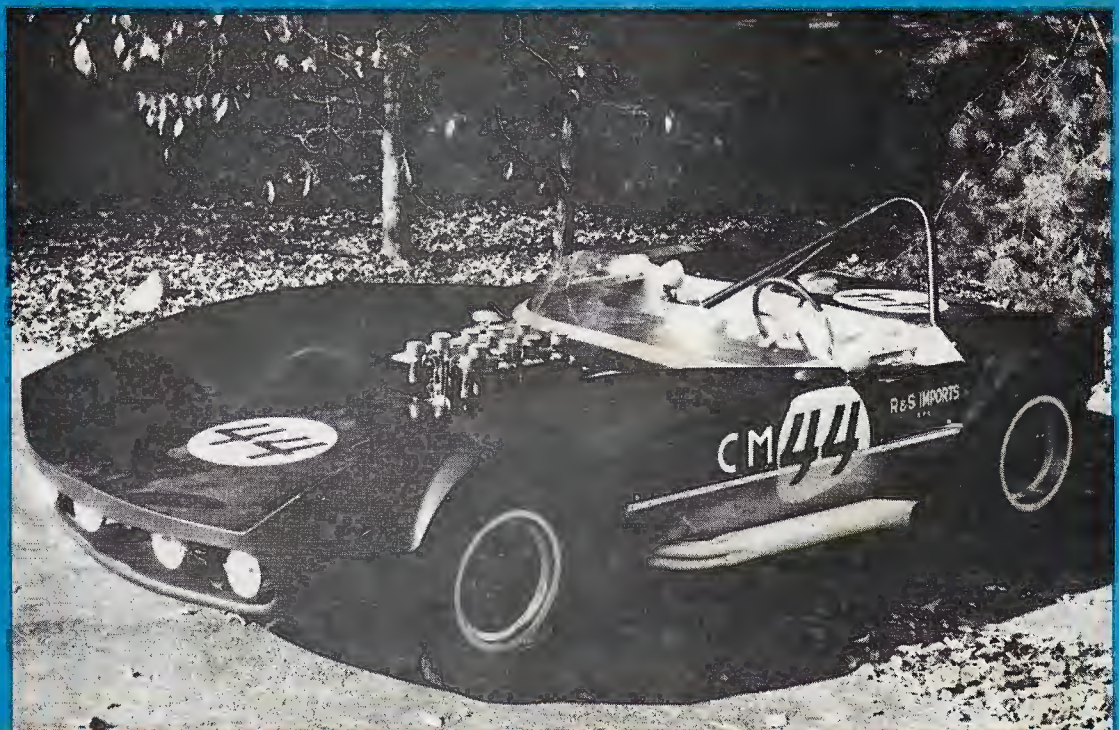
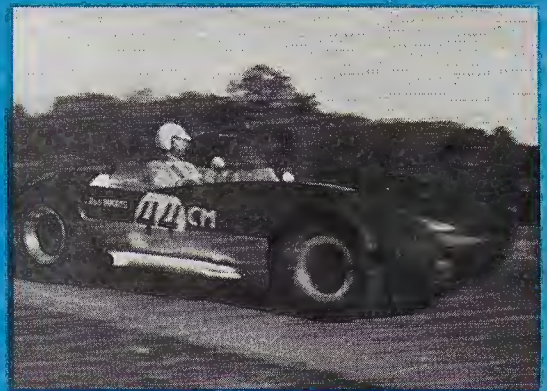
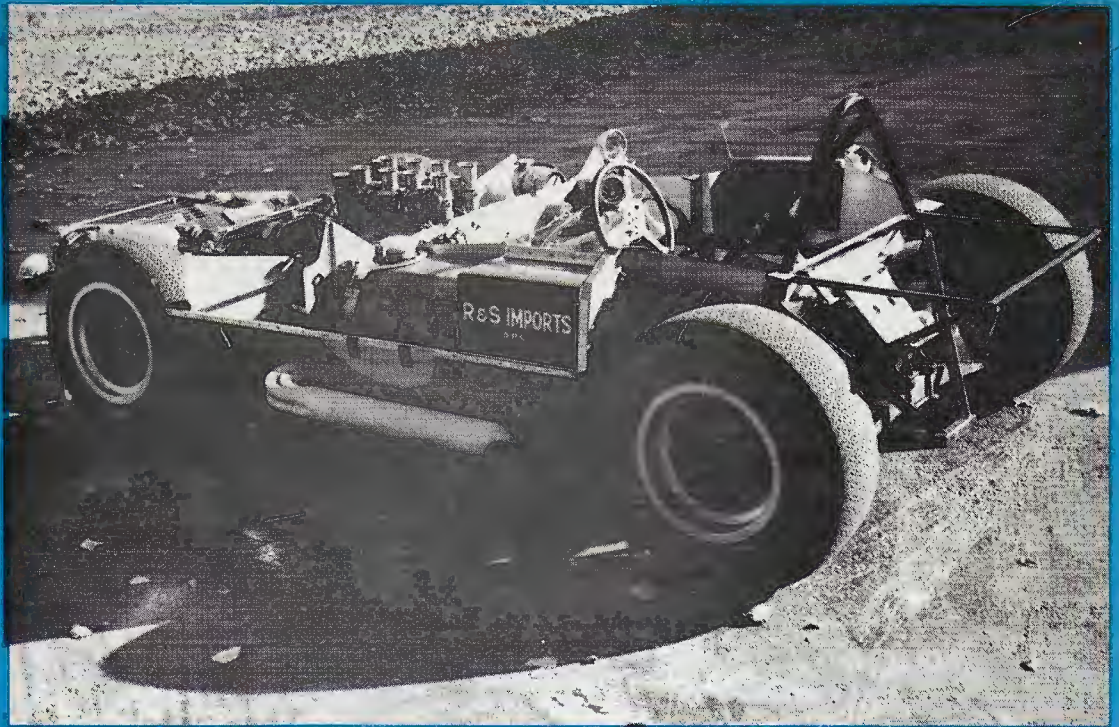
REGIONAL

MOTORSPORT NEWS

FEBRUARY 1965

THIRTY-FIVE CENTS

GEAR



TOP GEAR

Vol. III, No. 2 Feb. 1965

This Edition Features

The Way We See It	3
Driver Impression Report	4
Want to Run a Trial?	5
Race Weekend at VIR	6
Pa. Rally Roundup	8
International Photoquiz	9
In Memoriam — Bob Lally	9
Carliss C Modified Special	10
Letter From the Publisher	13
N. Y. Bulletin Board	14
Coffeekbreak	15
Villa Victor Concours	16
N. J. Sporty Car News	18
N. Y. Imported Service Guide	20
S. J. Rally Roundup	22
The Koelmels	23
Club Spotlight — TSCC/DV	24
The Beevers	25
Datebook Schedules	26
Delaware Valley SCC Register	27
DV Bulletin Board	28
DV Service Guide	30
Buy Sell Swap — Classified	31

Cover Story

The beautiful brute in its clad and unclad guise is the home-built C Modified race car of Kent Carliss. Full story and pictures are on Page 10.

—Photography by Bill Baker

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The way we see it

. . . some clubs seem to be biting the hand that feeds them! For instance, Marque Trophies. Many area clubs are always glad to find ways and means of reducing the cost of staging events. One item which cannot be escaped is the trophy department. Since amateur motorsports groups do not give cash awards, the prizes are of a trophy nature, therefore cannot be sidestepped in any way. Recently it has been the practice to add competition categories in rallies, gymkhanas and sprints, in order to attract bigger entries. Certainly the more pots up for grabs, the more grabbers for the pots an eventmaster is going to attract! An easy way of adding to the loot is the inclusion of marque divisions, and the great majority of trophy chairmen make the round of their friendly automobile dealers or distributors. Nine times out of ten a dealer will agree to underwrite the cost of such trophies, and write the expense off to advertising or promotion. And once having obtained the trophy support most clubs forget to acknowledge the donor except for an announcement at the next club meeting: "Oh yes, Joe Bloggs the Torpedo Eight dealer, he came across with a check for his marque award."

Let's face it, without such support our sport would be in poorer shape because of the lack. What we suggest is that all clubs issuing results lists give the marque trophy or special trophy donors recognition in the shape of an itemization of who gave the trophy. In the past year this office has yet to find a marque trophy results list to contain such an acknowledgment of trophy support. With one notable exception. The MG Car Club's (LIC) 1000 Miles Rally. This was no doubt due to the fact that all trophies for this famous event are donated by members of the automotive trade . . . in addition to a well-informed and appreciative organization committee.

Once again we are at that time of year when club activities chairmen and their assistants are in the throes of setting up their events calendars for 1965. Reported elsewhere in this issue are the to-date-scheduled events for the Greater New York and Delaware Valley areas. With regard to the latter locale, the PRCA sponsored scheduling meeting held last Jan. 4th dealt with only rally events, and a similar meeting held by the Keystone Trail sprint and gymkhana organizers dealt only with that type of event. Since both areas of activity are well-defined in their type of competitor/interest, it remains for us here at TOP GEAR to coordinate both rallying and autosprint schedules into a single event schedule. This we are in the process of doing, however since there were a few clubs which did not send representatives to either or both of the above meetings, we would ask their activities chairmen or corresponding secretaries to forward us a complete schedule of their year's activities for the 1965 season as soon as all dates have been settled and confirmed. This is your magazine, for your news about your events. So we'll be hearing from you?

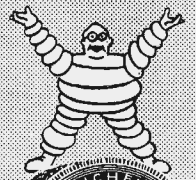
Delaware Valley clubs mail events schedules to:—Box 482, Warminster, Pa.

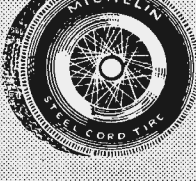
Greater New York clubs mail events schedules to:—Box 482, Yorktown Heights, N.Y.

Anyone in the Philadelphia-Camden-Trenton-Wilmington area interested enough in motorsports to look through the sports pages of that area's major daily newspapers for some inkling of a breakdown in the now traditional ignore-motorsports movement, must have either been shocked or left completely unsurprised upon seeing in one of that area's major newspapers a January 18th datelined story concerning the recent Motor Trend 500 stock car race at Riverside, Calif.

As the headlines declared: "Spectator is Killed . . . Foyt Suffers Injury," it was obvious on further perusal of the article that the only thing which was worthy of attention was the fact that some poor slob got himself impaled by a fork lift truck, that four others were injured, and that A. J. Foyt suffered chest injuries and a cut hand following a successfully survived flip in his 1965 Ford during the course of the race. True, mention was made of Dan Gurney winning, but the 60,000-plus fans were reported to have leaped to their collective feet with screams of horror on their lips when the fork lift rolled over. It is doubtful if much more than a hundred or so were in full view of this unfortunate incident!

The fact that Gurney is now the three-time winner of this particular race, that in fact, this race seems to be Gurney's only successful race these days, was either ignored or unknown to the editor who passed on this report for publication. And so once again we have been subjected to another insulting report which dealt only with the gory and spectacular instead of the skill and ability of the competitors. The Mortuary News has struck again!

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DRIVER IMPRESSION REPORT

by **DICK HAGY**



1800 S

A purely academic road test with mounds of statistics is the rule these days. Objectivity is, of course, important especially in the rare atmosphere of deciding to buy a \$4000 car. In the final analysis, one of the prime factors is what a car does for one's psyche. Those of us reared in an environment devoid of love but chock-full of cold statistical data and formal logic will find something of merit in the Volvo 1800S.

This car offers positively absurd fuel economy, fatigueless bucket seats of considerable plushness, excellent service facilities (at least in the Northeastern United States), and immensely exciting, if illegal, cruising speeds. Over rolling countryside, the Volvo serenely holds above 90 indicated miles an hour in fourth gear overdrive. When an uphill grade lowers the speed, as it inevitably will with only 108 horsepower on tap, flicking the overdrive toggle switch calls on fourth gear normal to maintain the average in true five-main-bearing-vibration-free manner.

Would it be trite to say the brakes pull you down smoothly? They do, and in a trite straight line! While all this effortless speed and braking is going on, the 1800S is riding in truly grand style. And this brings us to the other side of the objectivity-subjectivity coin. This car reeks of atmosphere. The

Scandinavians don't specialize in smell-type atmosphere as do the British in their genuine leather, but Volvo has heaped Swedish-modern design a-plenty into the 1800S. No apologies are needed for the interior design, the paint, or the panel fit. The clue to our appreciation of the 1800S is how we *feel*. Trying a few adjectives, we feel regal, plush, exclusive . . . downright *rich*.

Should the racing-driver shun the 1800S? Yes, if he expects to cavort on public roads at 130 plus miles per hour. Our Swedish wonder just won't go that fast . . . at least not as-is; changes must be made. Should the racing-driver make changes? Not if he really digs the plush, reliable economy of this precise GT car. He can get his kicks at lower road speeds utilizing the car's beautifully precise steering and Rock of Gibraltar predictable cornering behavior on unobstructed sweeping bends. The racing-driver may be assured that the stock Pirelli Cinturatos are just what the doctor ordered for maximum adhesion and comfort.

Can the car be faultless? No. But then, what is? A few things are present to remind us the car didn't cost \$10,000 or more; like a resonance in the exhaust system at about 1000 rpm that takes the form more of vibration than of noise; a sensitivity to carbur-



tor tuning not as readily displayed by smaller-displacement SU-equipped engines; air-vent cables under the dash which have minds of their own; a starter which seems to strain to turn over the engine.

Are these things which will keep a select group from buying an 1800S? We doubt it; any car that delivers 34 to 36 miles to the gallon (on overdrive) and looks Ferrari-ish can be justified by the statistic and economy minded of us as well as by those of us who just thrill to the sheer, carnal richness of it.



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N.J. Trials & Tribulations

So You Want to be a Trialist!!

by GEORGE JOHNSTON

"Quite often we are approached by various sports car buffs who seem to be completely in the dark as to just what a field trial consists of. Many a sports car owner, so it appears, does not realize that this particular aspect of the sport is open to him, or that it actually exists!

First off . . . you don't need a couple of thousand dollars worth of racing equipment added to your machine in order to be competitive in trials. I would say that at least 75%, maybe more, of the participating drivers are running strictly stock, street-prepared cars. Most of us merely adjust our tire pressures, give the carburetors a quick once over, unload all unnecessary junk out of the car, and 'way we go! Surprisingly enough, we come back with a trophy every now and then! Of course, the better prepared you and your car are, the better chance you have in any type of competition . . . including trials. Of course there are some of the trial pilots who go to excruciating extremes in order to extract that last ounce of torque from their mounts . . . even they, at times, walk off with a trophy.

You don't need any special qualifications, licenses, etc., to enter the average field trial. Basically, all that is required is YOU, your machine, seat-belts, helmet and valid drivers license. Oh yes . . . the nasty old entry fee.

This is not to say that you or your machine doesn't have to be adequately safety prepared. Almost all trials are preceded by a technical inspection. At this point your car will be checked for such items as reasonable tread on the tires, minimum looseness in the front system, proper seat-belt fastenings, good brakes, etc. These requirements are obviously not unreasonable. We are primarily interested in running safe events. An accident that might have been prevented on the tech line could well put a damper on our whole program, not to mention the possibility of bodily injury.

Trials are relatively safe. Even the fastest of them. Mainly because you are out there ALL ALONE. Only one car at a time runs during competition and each car runs against time . . . the relative times of each run are compared and the fastest run wins. Not all trials are alike due to different locations and conditions, however, all trials are basically the same. The host club trials committee gets together prior to a run and tries to lay-out a course that is both safe, and exacting. The direction of your travel is determined by a series of rubber-pylon gates, through and round which each contestant must maneuver his car. Your elapsed time is recorded, usually to at least 1/100 of a second, so naturally the idea is to put your foot in it as much as possible! However, if you become a bit careless and clobber a pylon (or two or more) you will be penalized at the rate of 5 points per boo-boo, or 10 points for not staying within the prescribed line of travel. A 5 or 10 point penalty is the equivalent of 5 or 10 seconds lost . . . this is usually enough to place you at the bottom of your class! Therefore, think first of negotiating a clean run . . . think secondly of going fast.

If you do go out for your first run and make a mess of things, don't let it annoy you! Most every trial gives you two shots at the course. One in the morning and one in the afternoon. Your best of the two runs counts towards finish position. The mistakes you make in the morning can usually be corrected in your second run. If you happen to goof up on both runs, so what! There's another trial next Sunday!

And this brings us to another don't of trials participation. Don't expect to go out there for the 1st (or 2nd or 3rd) time and grab off a handful of trophies! And don't be one of those faint-hearted souls who give-up after placing 8th in his class on his first excursion. Experience, perhaps more than anything else, is the key to the trophy circle in trials competition.

There's a milk truck-driver from North Jersey, Jack VanWettering, who has been pushing a Porsche around the trials tracks for quite a few years. Mention his name and everybody else in the class turns green. He was class champ in 1963 for the N. J. series and has been collecting pots at just about every trial he enters. Jack will be one of the first to admit that his constant participation has been one of the biggest factors in his outstanding success.

A more recent example of perseverance-equals-success is the case of Bill Brown from Harbor SCC. Bill, at the beginning of 1963, was a complete unknown in the sport. He, and his corvette, even though up against faster cars and more experienced drivers, came out as the 3rd place N. J. Champ in his class at the finish of the season. Why? Because he kept plugging away . . . Sunday after Sunday.

Now, let's get back to the original question of What Must I Do To Compete In Field Trials. Here are a few general hints to guide the novice and the beginner:

1. Tune your car as best you can. If you don't have a race-tuned, race-prepared machine, it likely won't matter. You will be running against a lot of other guys who just came back from a grocery shopping trip.
2. Be sure your seat-belts are properly installed. Remove all loose gear from the car. Check your brakes and make sure they will STOP you in a straight line. Check the front suspension . . . any play in the wheels?
3. Arrive at the trial EARLY. Try to walk the course prior to the time competition starts. Determine, as much as possible, where to use your brakes and where to shift gears. Try to gain different vantage points around the track in order to observe the other cars as they make their runs.
4. Adhere to the host-club regulations and requests. Be at the starting-line when it is your time to go. Use extreme caution when driving around the pit-area and the parking area . . . there are many families who come to these events and the kids might be playing tag.

Generally speaking, that's about the most we can tell you on paper. The rest you will find waiting for you at your first event.

We'll be looking for you!

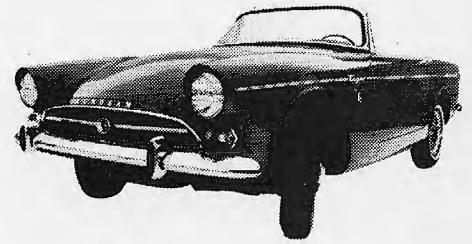
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Race Weekend at V-I-R

I love to race. I enjoy the challenge of racing an ancient Lotus XI. With such brave truisms before me I set out for 1964's last race in the Divisional Championship series at VIR in Danville, Va. Now Virginia doesn't sound as if it's all that far from my home in Pottstown, Pa., does it? But it is! So far away, in fact, that it's necessary to go in and out of North Carolina to get to the course from the highway. I found out that Virginia International Raceway (as the course is rather pompously named) is one *helluva* long way from Pottstown.

Being the thorough sort of fellow that I am, I had my tow-car in top-notch shape. Which is to say, in the case of my 250,000-mile Volvo, that it was full of gas and new spark plugs. Leaving Pottstown around four on a Friday afternoon gave me enough time to drive down and even get a little sleep. My careful preparation paid off in that the car ran flawlessly all the way to Oxford, Pa., over twenty miles from home. After getting on the excellent new Route 95 near Rising Sun, Md., the engine miss I had been trying to ignore got worse by the mile. By Baltimore I was convinced I needed a valve job and dashed into an auto supply store to buy a compression gauge. One-twenty down the line and I haven't seen the gauge since.

The car would run fine for a few miles

and then begin to break up terribly. Stopping to clean the plugs, or stopping to blow out the gas lines, or stopping to clean the points, or stopping to visit the rest room would all restore power for a while. The stopping part seemed a lot more important than the tinkering. Okay, by Richmond the idea light came on. A bad coil! When I changed the car over from six to twelve volts I had left the six volt coil in out of sheer laziness. It finally reached the point that it would barely work when cold and completely quit as soon as it got warm. A replacement coil restored everything but the two hours I wasted tinkering around with it.

By then I was going south and west through Virginia on some godawful two lane road filled with giant, impolite trucks and suicide-bent pedestrians. My constant radio companion was WWVA, blasting forth with "Sixteen Chickens and a Tambourin", and spot announcements advocating immediate purchase of \$1.98 plastic Jesuses. At 3 am Saturday I had made it to within 80 miles of Danville. It was then time to sleep so as to be daisy-fresh for Saturday's fun. I pulled off into the wilderness bordering the road, to surrender myself (as they say) to the arms of Morpheus. The next thing I saw was Smokey the Bear standing next to the car window. "Ya'll are parked 'cross the road to the boat landin'", said the ranger. I rolled down the window and heard in great detail about how privileged I was to be in a State park; Smokey never did explain just who would be launching boats at four in the morning. Rules are rules, I suppose.

So well advertised is this international raceway that I buzzed right on past and into Danville. Questioning a native gleaned the useful information that the course was eleven miles back the way I had come. Back up the highway, turn off, four miles more including one of the dreariest towns I've ever seen, and then the fun starts. There is a three mile, gooey mud, access road which led me in and out of South Carolina and when finished, it was impossible to tell the color of the Lotus without scraping off pounds of glob. Once there, all the usual argle-bargle transpired about where registration was to be held, by whom, and for what purpose — a discussion which, at that point, I didn't need. A new twist at Tech was them wanting to see the handbrake on the Lotus. In the semi-civilized North people kinda grin and wink about handbrakes on modified cars, but in the South rules are rules. An hour's work in the midday sun rigged up a handbrake to suit them. Three minutes got it off safely in the tow-car trunk.

As I made my first bleary-eyed practice laps it soon became evident that this track was one truly fine road course. It reminded



me of the best of various other Eastern courses. Going around once, you first see a series of sweeping, flat bends, reminiscent of Lime Rock, which lead under a pedestrian bridge and the newly, nearly completed vehicle bridge to the infield. A fourth gear trip up and down a hill lands you in the midst of a closing corner a little like Cappy's at Marlboro. After this starts the super-fast back straight, uphill at first, airborne over the crest, into a gentle left and a hard right. Downhill next through a series of sweeping lefts and rights, again, much like Lime Rock, and you're back on the pit straight, which has a gentle bend in it (like Thompson). A really first-rate course, fully suited to a Grand Prix event as far as the road itself it concerned.

I had brought along a new set of Good-year Red Diamond rain tires and decided to scrub them in in spite of the beautiful weather. Practice for the day ended (for me) with a five lap race; a good innovation that other regions might emulate. A bit of hard pushing showed that the Lotus overheated badly over 7000 rpm. I loaded the car on the trailer and left for town in search of a garage. In a strange city when you have a problem with a foreign car, I've found it best to go to a truck garage. Sure enough, the first chap I spoke to knew just what I needed (a tool that screws into the spark plug hole to which an air line may be attached and air blown into the cylinders to check for leaky head gasket). In a few minutes I knew that I had a slight leak in the gasket around one cylinder which was allowing compression to force water out of the cooling system. I also discovered what good moonshine tastes like, curiously smooth and very potent. The chap would take nothing for his help and hospitality — it seems that anywhere in the South, if you race a car, you're All Right. Even if you're a Yankee with a Lotus! The thought of put-

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For the MARCH issue
FEBRUARY 10

For the APRIL issue
MARCH 10



ting a head gasket in the single-cam Climax engine didn't appeal to me too much. There are approximately 17,000 little-bitty, very expensive parts which must be disassembled, and all of them suddenly become alive and jumping in the hands of someone who hasn't slept recently.

So, off to find a place to stay, and some dinner (my previous evening's meal had been ruined by the inclusion of a large, black roach in the soft ice cream cone I'd been munching on while the simple tow-car spluttered and backfired). One of the host of fanatic religious sects peculiar to the South was having its convention in town, and there were no lodgings available. So there I was 500 miles from home, with a sick engine, no sleep, and having completely forgotten the Bible and basket of snakes that might have gotten me a room. Finally, somewhere in the depths of the Carolinas I found a clean tourist cabin for \$5. Of course, I was told that I shared the bath with a Mr. Dunwoodie who was out of town for the weekend — speaking in tongues in a nearby tent, no doubt. After cleaning up, and going to dinner in the only decent Howard Johnson's I've eaten in in years, I went to the hosted beer party held by the region sponsoring the race. The last pitcher was just being served as I arrived and I was forced to help Gordon Heald deplete his wine supply while watching the aftermath of the festivities. And, so, home to bed.

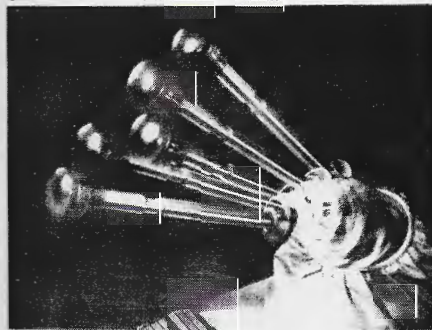
I awoke the next morning, bathed in sweat, radiators steaming, floral wallpaper peeling — and, worst of all — the sound of rain on the roof. Evidently the innkeeper decided to take the chill off his guests by introducing a blast of heat into their rooms which sent the temperature near 100. And the chap in charge of weather chose to harass the troops with torrential downpours. It never stopped raining from that time until I got back to Pottstown.

So, while dams were breaking elsewhere in South Carolina, and Jennings and Tullius sat out the race, sheltered by tow cars and

fat leads in the Divisional point race, others, more feeble of mind, raced. So few people chose to run that only four races were needed to accommodate everyone, and as few as four cars were running at the end of some races. I decided to try to squeak by without replacing the head gasket. All sorts of handy rationalizations were available: I wouldn't be using more than 6500 rpm, it was raining, I might find something really wrong, it was raining, I didn't have all the right tools, and it was raining. I was to race last and it wasn't 'til then that I knew why the first lap of the other races took so long. It was exactly like driving into the stream of a fire hose. The first lap was very gingerly done, with one hand mopping inside the bubble shield in order to see. Adhesion was pretty fair (thanks especially to the rain tires scrubbed in the day before) the big problem was in seeing where to go. Finally, after disposing of the shield, I got rolling right along. I don't especially relish 120 mph in the wet, so it didn't bother me that I had to keep the revs down. At the end of eleven laps I was soaked but beginning to really enjoy the drive, and it was over. In my class George Ralph took first in the ex-Tweedale Lola (moving me from third to fourth in Divisional points) and Gordon Heald (point leader) took second, with me in third. I believe Don Yenko won the race but I packed up immediately and left for home, so didn't hear any details.

It's not often at a Divisional race that you see a tow-car with the tire chains on. But Washington Region's all-time Champion of the Underdog (HP Abarth, Fairthorpe Electron, Elva V, etc.) Dick Lord used them to get out of the mire that the access road had changed to. The twelve hour drive home was nothing unusual — considering the balance of the weekend. My last dry set of clothes was a stunning pair of Bermudas (ah, the curse of eternal optimism!) and a tee-shirt, a garb which drew ripples of laughter as I entered truck stops on the way home. It was still raining and the temperature had fallen to around forty. Predictably, the windshield wipers quit after the first hour and a hand-operated substitute had to be devised. During that trip home came the culmination of thinking on a very important matter. Briefly stated, "Reynolds' Immutable Law of Highway Dawdling" says: "The probability is better than eighty percent that the lead car in the unpassable line of traffic ahead of you is either a Rambler or a ten year old Chrysler product". I'd be interested in hearing any refutations of this hypothesis. In any event, I got home in time to perform the three big "S's", go to work, and answer the inevitable question: "Howja do this weekend?".

But, all things considered, VIR is a hell of a course. It's well worth the trip for North Eastern people, just to drive on a track that makes the Glen and Lime Rock look like gymkhanas. Pity its so far out in the wilderness.



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alfa romeo



PENNSYLVANIA Rally Roundup

by ART HORST



The following procedures and code of conduct have been created for use by sports car rally sponsors on every level. While revisions and additions could undoubtedly be made from the outset, it is PRCA's feeling that adoption of the basic precepts of this guide will help standardize the handling and disposition of protests, and alleviate much of the frustration voiced about this particular aspect of the sport.

Certainly, all clubs and rallymasters endeavor to create and promote events that are devoid of protest possibilities. Those with even a limited amount of experience in this activity will readily admit that the odds are against achieving this ideal. Almost inevitably, protests emerge to be resolved. It is important, therefore, that we recognize that the mere act of resolving a protest, one way or the other, may be received as an act of unfairness and discrimination by one or more contestants. The contestant who had done well on a rally leg that is subsequently deleted from the scoring will seldom agree to the justification of such action.

Frequently, a protest *should* be decided in favor of a minority of one or two contestants, regardless of the majority interpretation of the protested instruction. Such decisions require a high degree of courage and objectivity on the part of the rallymaster. It is the Association's hope that adoption of this guide will provide the necessary objectivity, and that implementation of these rules and procedures will place all protesting contestants, novice or expert, on a common basis for equal, impartial consideration.

I. Contestants' Procedure for Filing Protests

A. The sponsoring club should clearly set forth in the General Instructions, the conditions required for the contestant to file an official protest. To preclude advantage to some contestants through post-rally discussion, it is strongly recommended that the following requirements be made a part of such conditions:

1. Each contestant intending to file a protest should declare this intention via a brief written note at the check point immediately following the

alleged deficiency. Such declaration need not be detailed beyond identifying the contestant, the route instruction, general instruction or other deficiency that will be protested. This limited identification will eliminate any attempt to embrace a later conceived or discussed probability.

2. After completion of the rally, and arrival at the rendezvous point, contestants who declared their intention to protest should detail their case in writing within fifteen minutes of arrival. The protest committee should police and enforce this rule by marking the time received on each protest. Prior to acting upon the protest, the filing time should be compared with the contestant's arrival time at the last check point, less a reasonable amount of transit time between the final check point and rendezvous.
3. A nominal fee should be required to accompany each protest. A suggested range is \$2.00 to \$5.00 per protest. It should be recognized that the fee is charged only for the purpose of discouraging minor and capricious complaints, but not legitimately conceived protests.
4. Protests not filed in accordance with the above procedures should not be accepted.

II. The Protest Committee

A. Membership:

1. The protest committee should be composed of no less than two persons (preferably a three person minimum) with five or six members being the suggested maximum.
2. Contestants should not be members of the committee.
3. If possible, committees should not include the rallymaster of the event.
4. A presiding member, or chairman, should be chosen by majority decision. Again, it is suggested that objective decisions will be more readily reached if the rallymaster is not chairman of the committee.

B. Obligations of the Committee:

1. To receive and discuss all protests with impartiality.
2. To arrive at decisions that are within the spirit and framework of the Protest Code.
3. To make public the subject of each protest, the decision reached, and the reasons used in arriving at each decision.

C. Operation of the Protest Committee:

(The importance of avoiding having the identity of the protesting contestant(s) known to the committee cannot be too strongly emphasized. Procedures 1, 2 and 3, below, are specifically designed to preclude such disclosure.)

1. A person other than a committee member should be appointed to receive all protests and deliver them to the committee.
2. The committee should meet and conduct their business apart from the general social room

occupied by the contestants. This rule should be adhered to under even the most trying of circumstances.

3. The chairman should read the protest to the other members of the committee, keeping the writer's identity to himself.
4. Following the reading of the protest a discussion of its merits should take place, with order, and direction of purpose being maintained by the chairman.
5. Contestants should be prohibited from approaching committee members or the committee meeting. No verbal arguments in support of a protest should be permitted.
6. On rare occasions a protest may not be written with sufficient detail or clarity to permit a fair decision. On such instances the chairman may properly choose to disclose the identity of the protestant for the purpose of asking him clarifying questions before the committee. Such action should be deferred until all other business before the committee has been resolved.
7. Following the discussion the chairman shall poll the committee for a verbal vote on the protest. The chairman should retain his vote for last.
8. If the majority decision appears to upset precedent, or run counter to the Protest Code, it is the obligation of the chairman to point this fact out to the committee. Further discussion and another vote should follow, with the subsequent majority decision being binding upon all.
9. The decision, and basis for arriving at same, should be recorded for dissemination to the contestants. Such notification should first be made to those who protested, then should also be made public to all contestants via an announcement prior to the awarding of trophies.
10. Fees collected on protests decided in favor of the contestant should be returned immediately. (Returning fees for protests not upheld should be discouraged, since this encourages, rather than discourages capricious protests.)

III. The Protest Code

A. The following listing contains both non-protestable and protestable deficiencies that have occurred during past rallies. The protests are grouped, with the recommended decision to be applied equally to all. This listing cannot possibly anticipate all the errors that can occur during the running of future events. New occurrences, or variations of those listed will be incorporated in the Code annually. Upon initial occurrence, such new errors should be decided within the spirit and framework of the Code.

The decision recommended for each of the protests listed is to be applied only if the protest is upheld. In some instances it may be necessary to physically verify the truth of an alleged infraction before a just decision can be made.

B. Non-Protestable Deficiencies:

During the promotion of a rally one or more of the following deficiencies may be "protested" by a contestant. Neither the fee or the protest should be accepted. It will be to the rally committee's advantage to preclude such "protests" by adequate explanation in the General Instructions.

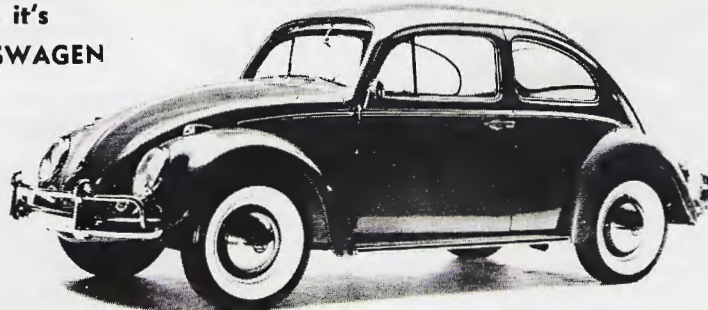
1. Any printing or spelling deficiency, or absence of a page or pages from the General Instructions, provided said instructions were made available to the contestant at least thirty (30) minutes prior to his departure time.
2. Any check point timing deficiency that was not taken up with the check point captain at the affected check point.
3. Any check point timing error of two (2) seconds, or three (3) hundredths minute, or less.
4. Any route sign or object that conforms to its written description and the intent of the General Instructions, regardless of its size or degree of obscurity.
5. Any ordinary traffic delay, a delay caused by the normal vagaries of weather, or a delay caused by a mechanical fault of the contestant's car.
6. Any protest that is not filed in accordance with the procedures set forth in Section I, above.

C. Protestable Deficiencies:

1. Discrepancies for which the recommended action is:
"Discard the affected check point from the scoring for all contestants."

The basic premise upon which this decision is based is the fact that the following listed errors are those that could affect all contestants equally, whether in fact only one, or all, contestants were affected.

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Continued on Page 12

international
photoquiz

Our Nov/Dec. Photoquiz managed to draw five correct answers, but the outright winner was Frank Lovett, Moorestown, N. J., who was the first to correctly identify the mystery car as a Kogyo Cosmo rotary valve sports car which is another of the growing band of Japanese cars which seem to add to their number almost monthly!
Among the several incorrect identifications we had a good number thought this was a custom-bodied Mercedes-Benz with a body of Italian origin.
Now to this month's mystery car . . . and, we hope, a difficult one which ought to stump many of you!



We want to know: - 1) the make of car; 2) the sport it is engaged in; 3) where this picture was taken; 4) when; 5) the record it broke and whose it was previously; 6) the driver.
The first person to reply correctly will win the usual free subscription to TOP GEAR. In the event no one is able to answer all six parts correctly, the one with the greatest number of correct answers will be declared the winner. Entries close March 10, 1965.

In Memoriam

Bob Lally

Bob Lally, veteran rallyist, and service manager for Geo. Roth & Co., Frankford Ave., Phila., Pa., passed away on November 28th. All who knew and liked him have suffered a great personal loss. Bob was a good sport, a fine mechanic and a patient man.

Lally, who was just 39 years old, had been ill with a severe cold for ten days. Two days before his death he became more seriously ill with pneumonia. His heart, weakened by a childhood disease, could not stand the strain and the end came at Frankford Hospital. Because of his heart condition, Bob was unable to carry life insurance.

Bob is survived by a wife, Rose, and four children, to whom we extend our sincere condolences.

—Charlie Mercer

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Kent Carliss' C Modified Car

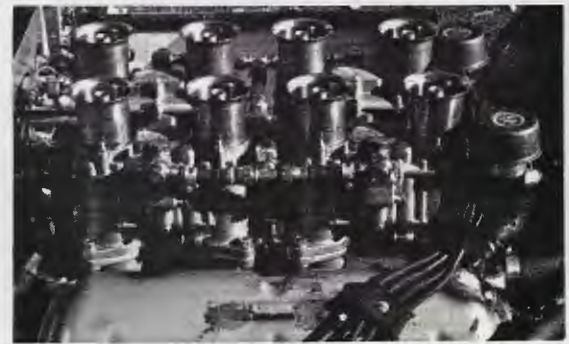
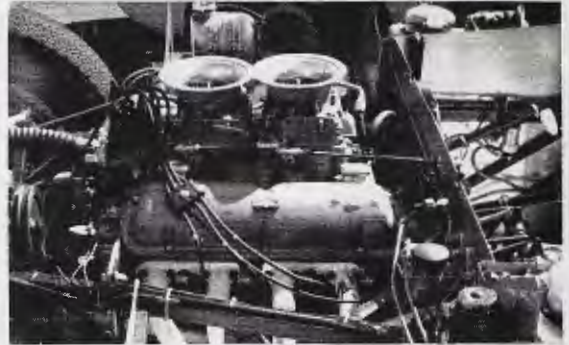


Razor-edged styling of the bodywork has resulted in a clean-lined smoothly executed appearance. Carliss, behind the wheel, contemplates further winter modifications. Four headlights are attached in pairs to the sides of air scoops which duct cool air to the front brakes.

At upper right: The R&S Special appeared at Reading last October with a Carter carburetor set-up, however this was found to be quite unsatisfactory, and a changeover to Weber aspiration was effected.

At lower right: Now endowed with Webers the car has showed a marked improvement throughout the rev range. Slight body modification to the hood has resulted in the need for a higher and wider air scoop than was previously fitted.

—Photography by Bill Baker



Originally conceived in 1961 and based on dragstrip principles, Kent Carliss set out to express his race car design ideas in metal. Within a space of three months he had built a frame to accept a Buick power plant which was to have been suitably modified. Following further investigation he scrapped his original effort and started with a clean sheet of paper. The result, almost four years later, is the striking C Modified machine which graces this month's cover as well as the following pages. The car is Carliss's brainchild, and it displays an unusual understanding of the old adage: "Keep it simple!"

Since the success of any race car design is decided on its record, the Carliss R&S Imports Special's competition achievements are as follows: Class 3rd and OA 5th at the September 1964 Marlboro Divisionals; Class 2nd and OA 4th as well as a Class 4th and OA 7th at the October 1964 Reading Road

Races; and a 1st OA and Index 5th at the 1964 Vineland 4 Hour Enduro. In its first three outings, therefore, the car finished in the silver, and most remarkably, completed four hours of Vineland lappery in the 1:02 to 1:05 range. Not bad for a homebuilt . . . and a first attempt at that!

At the time construction was started on the present frame, rear-engined V8 powered racing cars were yet to be sprung on the racing scene, therefore it is not surprising to learn that this car was (and is) a front-engine design. Subsequent re-design and component shuffling has resulted in the car's mid-engine position, which has put the driver almost over the rear axle. Learning the lesson of a heavy frame which lacked rigidity, Carliss saw to it that his second attempt would be just right. The full space frame is built up from 1 1/4" square .050" mild steel tubes. Additional strength and torsional resistance has been achieved

by using the engine and gearbox as structural members, thus taking a page from the Vincent-HRD motor-cycle book.

Suspension is via torsion bars at the front, with unequal length A frames, the upper ones being but half the length of the lower units which measure 22". Shock control has been handled by Gabriels, however these have just been replaced by Armstrong adjustable units. Beefy Buick spindles carry the wheel mechanics and nine different front end combinations can be obtained easily and rapidly.

Rear suspension affairs are handled by components from a 1964 Stingray, a la transverse leaf spring and Armstrong shocks. While the front is perhaps the car's weakest point, the rear has been found to be almost ideal. Present ratio has been 3.70:1. However, a 3.90:1 unit will be fitted when required and a 4.11:1 set is also contemplated for some courses. The gearbox



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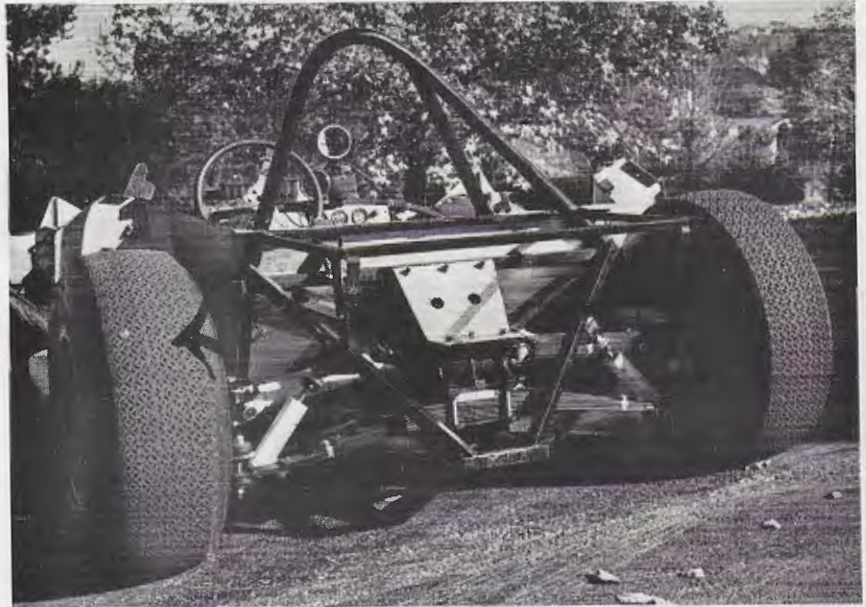
(215) OR6-3250 on Rte 63 opposite Philmont Country Club (215) W17-3250

Cobra-powered Homebuilt



Al Britt, engineering student, was responsible for the entire body design and construction. This in addition to assisting Kent throughout during the design and assembly stages.

The rectangular space frame members provide ease of construction, and simplified Dzus body fastener mounting. Track of 62" and Goodyear T7 tires take care of roadholding at the rear end, which also features 1964 Stin-gray hardware, Armstrong adjustable shock absorbers.



comes from a Chevy 409 vehicle and is of the well-known GM 4-speed variety.

The power plant which makes this car go so effectively is a Ford Fairlane 289 cu. in. Cobra-ized mill, which originally saw service in the car with a Holley 4-barrel carburetor. This was replaced by Carter AFBs, and many problems resulted. As carbureted for the Vineland 4 Hour the engine now has a full set of Weber Type 47s and no further problems have arisen in this department.

Minor mechanical components include Morris Minor steering gearbox; Harrison lightweight 12-quart radiator; double side gas tanks with a total capacity of 28 gallons, plus cross-over switch; fiberglass body shell.

The body configuration is certainly unusual and has yielded a side benefit in that the high arched casings over the front wheels provide a natural channel between which air passes. The end result has been a marked tendency for this car to keep its nose down and the wheels in road contact at high speed, something which Jim Hall knows just has to be, otherwise the whole contraption turns into a flying machine!

The problems which have been most bothersome have been in the handling department. A tendency to plow heavily is ascribed to a need for wider front tires plus a front track increase from 57" to 59". Rear track is 62". With regard to dimensions, a 92" wheelbase and an overall length of 149" has made for a large looking car, further accentuated by the overall width of 73". Despite good intentions and a natural curiosity, Carliss has never weighed the vehicle, however it is likely that his estimate of 1800 lbs is near

enough true. Prior to the start of the 1965 season it is hoped to pare off about 200 lbs, which should help things considerably. As geared at present, 7000 rpm approximates 155 plus mph.

All this rides on Goodyear T7 stock car rubber and has been stopped by Buick aluminum drum front brakes and Corvette drums at the rear. Again, one other modification will include disc brakes all around, which should prevent any last minute heart seizures.

In all his efforts Kent has been assisted by his father Ozzie, who has been a patient and understanding engineering consultant as well as an understanding parent! Mrs. Carliss too, pitched in and provided Kent and his project-lay assistant builder Al Britt with innumerable lunches and gallons of coffee throughout the gestation period!

Ozzie Carliss was responsible for the suspension geometry, his first attempt at such an item, and his exposure to this project has started him thinking along the lines of a rear-engine car for next season.

Al Britt, good friend and engineering student, apart from his considerable experience and assistance on the chassis and component installation phase of the project, is wholly responsible for the styling and body construction on the car. The body is notable that it has no compound curves, and it too reflects the high degree of personal care and skill which has been lavished on the car by both Carliss and Britt. After making full scale drawings of the body, Britt proceeded to construct a full-size model of Masonite. This was used as the mold for the ultimate fiberglass shell and, if needed, another identical body could be reproduced in a matter of 16 hours. No at-

tempt was made to achieve streamlining, however the car's wickedly handsome good looks have yielded the air pressure benefit mentioned earlier.

Kent has completed drivers' school and has stinted behind the wheel. He has also had Al Schall drive and it has been in Schall's experienced hands that the car has finished highest in its initial outings. Carliss allows that he is still learning, and the driver pair's strategy for 1965 will be to campaign Regionals and a few selected National events.

When asked about a marque name, Carliss credited R&S Imports for the support they have given him to date in the actual campaigning of the car. Employed by R&S (Bob and Steve Pitcairn), in Bethayres, Pa., Kent feels the car is named as it should be. No doubt in light of current plans for the future this car will become known as the Carliss Mk. I, however, until that time it will continue to be known as the R&S Special.

Its performance will be watched with interest in the forthcoming season, and no doubt other successes are in store for this beautifully constructed road racing machine. No less a chauffeur than Ed Lowther has expressed an interest in driving the car and offering his opinions on the now nearly-completed winter modifications. Lowther should be an excellent judge since he has a goodly amount of time to his credit in CM machinery.

Meanwhile, the two Carlisses, Schall and Steve Durst will combine their efforts in a competition preparation shop in Willow Grove, Pa., where they will build up the Carliss Sr., rear-engine car (Mk. II?) as well as undertake complete race preparation for drivers who would seek the best of such services.

MORE PICTURES ON PAGE 12

Carliss C Modified Special



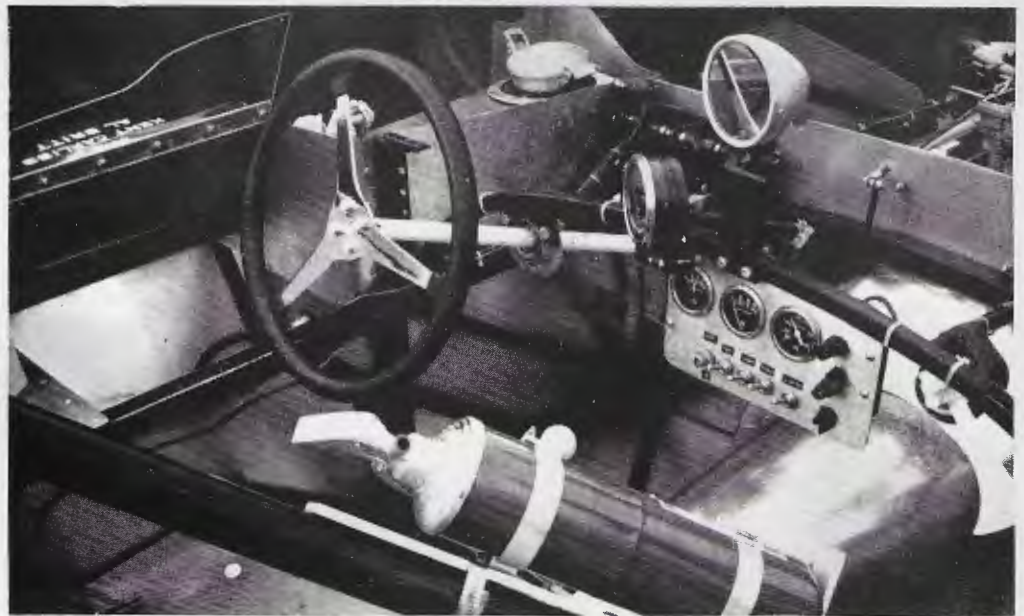
Upper and lower wishbones are of unequal length, have nine different front end setting possibilities.



Above: Al Schall (left) and Carliss (right) will share driving chores in coming season's racing. As seen here the car was fitted with Carter carb. setup, complete with neat air scoop in front of the windshield.

Right: Ozzie Carliss was responsible for suspension geometry.

Below: The cockpit is neat and tidy, with basic minimum of instrumentation and switches. Forward visibility is very good.—Photography by Bill Baker



PRCA Protest Resolvment Code

Continued from Page 8

- a. A protest on following the rally route resulting from a deviation from the General Instructions.
- b. Word grouping not in accordance with the General Instructions, an incorrect usage of "reading in part", or an error or inconsistency in a General Instruction definition.
- c. A route instruction or route sign spelling error of sufficient magnitude to cause logical doubt as to the proper route or action.
- d. A necessary sign or object missing from the rally route that is uncorrected by the lead car before the first contestant arrives at that point on the route.
- e. The omission of a route instruction from the route instruction sheets.
- f. Physical duplication of a sign or object along the route in such a position as to cause incorrect action.
- g. A route instruction written so that its verbal construction is confusing to a *significant* number of contestants. (Three or more independent protests should be considered a significant number.)
- h. Improper check point procedure for a *significant* number of cars, including confusing and/or contradictory delay time instructions.
- i. A navigational problem written so that its

verbal construction is confusing to a *significant* number of contestants.

j. A physical object used on the route that does not substantially agree with its written description. (Webster's Dictionary should be the authority.)

k. Any instruction requiring individual interpretation (a "Gimmick" clue) on a supposedly straight forward TSD rally.

1. A major accident or unusual delay caused by other than ordinary traffic to a *substantial* number of contestants. Such delays could be, inordinately severe and sudden weather (cloudburst, blizzard, etc.); a major fire; blocking of the road by police, etc.

2. Discrepancies for which the recommended decision is: "Adjust the protestant's score so the affected check point reflects the average score achieved at all previous check points."

The above decision is based upon the premise that the protested error affects *only* the protesting contestant.

a. Incorrect check point procedure or timing error not resolved at the check point. (Contestant must have voiced his objection with the check point captain at the check point being protested.)

b. A major accident or unusual delay caused by other than ordinary traffic to a *minor*

number of contestants. (Some form of substantiation should be required.)

c. An illegible key word on a protestant's route instruction sheet, unless a clause in the General Instructions placed the responsibility for pre-determining such illegibility upon the contestant prior to leaving the start line. (If a significant number of contestants are affected the leg should be discarded.)

NOTE: A score adjustment average should be based on at least two check point scores. If the adjustment is necessitated at the first check point the scores for the second and third should be used. If the adjustment is required at the second check point the scores from the first and third should be used.

The use of this guide as a means of resolving the protest situation is recommended to all area sports car clubs for the 1965 season. Suggestions and recommendations in the light of experience is encouraged, since PRCA has indicated that they would be open to the possibility of revising and adding to this protest guide so that it may one day become a model for unilateral action by ALL sports car clubs who take their rallying seriously.

Coffee break



by Judy Lent

Don't say we didn't warn you! While New York Region members sat around grumbling, MG Car Club, Long Island Center, walked off with the Rip . . . or, more accurately, that-rally-organized-in-this-area-for-which-National-points-will-be-awarded-in-1965: The 13th Annual International 1000 Rally.

According to the International 1000's 1964 chairman, Lou Batori, the rally will still be run by MG Car Club, LIC, and there will be "no change whatsoever" in its traditional format as a result of its receiving National sanction. The event will, however, start on the first Tuesday rather than the first Wednesday in August, very likely running through the usual overnight stops (Tues., Stowe, Vt.; Wed., Mont Tremblant, Quebec, Canada; Thurs., Syracuse, N.Y.; Fri., Allentown, Pa.). Saturday morning's feature is requisite, a regularity run to be scored as a tie-breaker, and on Saturday afternoon all will make merry at the Victory Banquet.

Of course, there's still time for NYR to whip a committee into action, lay out a route, round up checkpoint personnel, pray for sanction, and run the Rip Van Winkle, anyway, but there are those who think NYR has managed to look quite foolish enough as it is. Mayhap with hand-scrawled walls and bells tolling all over the place, it's time for those NYR-members-who-care to dig in and time for the free-loading, cat-calling rallyists within its geographic boundaries to cough up that \$18.50, hope the membership overlooks their noisy, if accurate, criticism, and together recreate a New York Region Rally Program.

Those people who have expended a great deal of vocal energy in caustic criticism of NYR's embarrassing inadequacies do not seem to realize that, as the outstanding rallyists of NYR's area, albeit non-members, they are simply criticizing themselves. All evidence to the contrary, NYR's Activities Committee is in no way, shape, or form,

A Letter from the Publisher

The appearance of this issue of TOP GEAR, we hope, will be a pleasant surprise to the great majority of our readers as well as to our advertisers. The step to include news and events coverage from both regional areas of operation has been taken after much consideration, and very largely due to popular response. For some months now our Circulation Department has been logging many more requests for subscriptions to both editions of TOP GEAR than we had experienced in the early part of last year.

In addition to this our respective editorial departments have also been processing mail replies to clubs asking questions about how things were done in other areas. So, really, the decision was not too hard to make.

Many residents of the Greater N.Y. area participate in the Pennsylvania Hillclimb Association circuit; virtually all the SCCA competition drivers from the Delaware Valley are as well known in the Greater N.Y. section as they are on their own home grounds. Vice versa for Greater N.Y. competition drivers. By including news, schedules and results of club events in both areas, in one edition, race meeting coverage will also be spread around a larger area, and no longer will we have to answer phone requests from GNY residents about how the weekend racing went at Vineland; or the Delval residents' inquiries about who blew his engine at Lime Rock.

Also it will be possible for one and all to read the Beavers, Harry Reynolds' Tech Specs, the PHA Uphill news, Norm Welsh's N.J. Sporty Car News, plus our many other regular features, and be wholly and fully informed about the East Coast motorsports scene. Our resulting current combined circulation of some 15,000 will still assure our advertisers of reaching the market in their individual areas which is most interested in the services and products allied and connected with the care and feeding of the imported or sports car.

Judy Lent will continue as the editor of our Greater New York news department, and the Greater New York area advertising department will continue to be administered by Wes Lent . . . both of them doing business at the same old stand, Box 482, Yorktown Heights, N.Y.

Our Circulation Department (Box 482, Warminster, Pa.) will automatically adjust the many hundreds of you who are subscribers to both editions, to an additional year's reception of TOP GEAR. We hope you will all enjoy the change, and especially the new writers and photographers you will be exposed to in our expanded coverage program.

Yours for the Sport

Stan Stephenson

Publisher

anti-rally. Bill Baldwin, Gus Veit, and Harry Newton all maintain a long-lived interest in rallying, though their current primary interest seem to be racing, flagging, and concours, respectively. These three, and many other loyal NYR members, will work with a rally committee if enough interest is shown, and whence the blame if the only interest in evidence is a lot of insulting noise? TOP GEAR hates to see one of its local SCCA Regions look so foolish so unnecessarily. We've heard NYR rallyists grumbling to the "brass" and we've heard the now-standardized reply: Have *you* any suggestions?

Yes, we have. Let every organized non-subversive sports car club within NYR's territory assign one or two delegates to NYR. Let at least one of those be a Stevens/Curta nut, preferably not already a member. (If rally interest in the Regions is to be increased, rallyist-members will have to be recruited.) Let each club pay for his membership if our local rallyists are so all-fired

broke, and then let there be a New York Region rally program!

The second delegate? Well, why not send a gymkhana nut, too? NYR is surely big enough, and it was once powerful enough to handle all aspects of the sport. Then, instead of putting on a whole new set of events thereby cluttering up the calendar and creating lots of work and worry getting something new started, let this committee of delegates act as an observation team as well as an organization team. Let individual clubs submit requests for Regional sanction — and NYR, you've got yourself a program!

There are more than enough Sunday-afternoon-TSDs of high caliber to do NYR credit were they sanctioned for Regional points. There are more than enough good gymkhanas, too, if it comes to that, though there are far fewer hours of preparation entailed in the presentation of a gymkhana than that of a rally, and, if any organization can find a good gymkhana site, NYR should be IT!

MONTE CARLO II

Jersey SCC will run the first New Jersey Council rally of 1965 during the night of February 13-14 and a Happy Valentine's Day to all concerned! Last year's Monte Carlo was likely the most talked about rally of the year, but those who haven't heard will want to know that it is a straight map-reading drivers' rally over 300 miles of New Jersey and Pennsylvania, primarily Morris, Warren and Sussex Counties. This is further elucidated by the fact that three flares are mandatory equipment and that shovel, sand, salt, flashlight, and a tow rope are recommended; the event will be run *regardless of weather*; and a sweep car will cover the entire course. Ample rest stops are included for food and gas. The rally will start and finish at the Satellite Diner, Route 22, ten minutes west of the Garden State Parkway (interchange at Union), Mountainside, N. J. with registration at 7:30 p.m. and fee at 8:31 p.m. There will be dash plaques to all drivers and navigators. Trophies will be awarded duplicate driver/navigator first through eighth, and the occupants of that car placing Dead Last But Finished and his one-better, Almost Dead Last But Finished, will receive one-year subscriptions to both the Greater New York edition and the Delaware Valley edition of TOP GEAR. Entry fee is \$6.00 per car. Pre-registrations may be sent to Vic Franko, Rockaway Drive, RD #3, Box 50, Boonton Twp., N.J. (201) DE 4-0941 or Bob Scheurle, 700 Suburban Rd., Union, N.J. (201) 687-3274. No more than two persons permitted per car.

Jack van W. Cops BTD at BSCOA Gymkhana

by GLORIA STEARNS

Classes for British Sports Car Owners Association's November 29 gymkhana at the Westchester County Center Parking Lot in White Plains, N. Y., were based on engine displacement: Class I, to 1099cc; Class II, 1100-1999cc; Class III, 2000-2999cc; Class IV, 3000cc and up; Class V, Sedans; and Ladies. By far the show of the day came when Len Bailey of Sayville, N. Y., and better known as a racing driver, arrived with famous or infamous as you see it, #97 XK120 Jag, taking Class IV in a clean sweep with the second placing car — an XKE driven by Gary Fader of Scarsdale — following at a full two seconds behind. Bob Rubinstein of Dobbs Ferry, N. Y., tooled his XK140 Jag to a third place win only 51 hundredths of a second behind the E. All three Class IV winners are members of BSCOA.

BTD was ably turned by Jack van Wetering of Gilette, N. J., in a 1600N Porsche, wiping out Class II. A Lotus Elan nicely handled by Ross Cameron of Weston, Conn., and then Philip Krauthoff, Providence, R.I., took both second and third places. A bug-eyed Sprite, fast becoming an extinct breed, took Class I honors with James Jenkins of Yonkers at the wheel. Sam Stephens, of Scarsdale, N.Y., piloted his MG Midget to second over Doug Mathewson's Sprite out of White Plains.

Four very able young ladies tried for the Ladies Trophy, awarded according to class

placement. The best placed lady was Joann Scott of Scarsdale, N.Y., who co-piloted the VW that took third place in Class V. Joann's 7th place in the Sedan Class garnered the Best Lady.

Class V, Sedans, proved to be most interesting with a 1965 Corvair Corsa driven by Hank Augustsson, Bethel, Conn., taking top honors. David Slockbower, of Ossining, went on to take second in his SAAB, followed closely by Joann's brother and co-driver, Bill Scott of New Haven, Conn., in third.

To the surprise and enthusiasm of all the entrants and spectators gathered, the showing made by a Barracuda was most spectacular. It was generally felt that a car of its size couldn't manipulate the type of course that was laid out and should be applauded especially due to the fact that its driver J. Wishnick had never done any competitive driving before. The American Sedans, the Corvair Corsa, the Barracuda, and a Ford Falcon certainly led everyone to believe the American Automobile Manufacturer is becoming aware that cars should be made to handle as well as to go fast and be plush. EDITOR'S NOTE: Outpost Touring Club's December 27 gymkhana saw a repeat in the Sedan Class with Augustsson, Stockbower, and Scott taking 1, 2, 3. The Elan shared by Cameron and Krauthoff also took trophies, second and third but in the opposite order—Krauthoff was second at Outpost and Cameron was third.

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MG CAR CLUB, LIC, DINNER DANCE

Friends of the MG Car Club are cordially invited to attend its annual Dinner Dance which will be held this year at the Bay Club in Huntington, L. I., on Saturday, February 27. The tab will be \$20 per couple and reservations may be sent to Mrs. Jean Henry, 4 Overlook Drive, Centerport, L. I., N. Y.

BULLETIN BOARD

CLISCC 1964 GYMKHANA CHAMPIONS

Overall: Peter Schmidt, Sperry SCC, XKE Jag. Team: Sperry SCC. Class A: 1—Peter Schmidt; 2—Sidge Ornston, SCAN, MG/Climax; 3—J. Joiner, PCA, Porsche S; 4—Bert dePedro, Sperry, Elva Courier. Class B: 1—Jim Butler, Team X, Sprite Mk II; 2—Joe O'Hagan, Grumman ASC, Sprite Mk III; 3—Vince Holder, Team X, Sprite Mk I; 4—Steve Moscovitz, Team X, Sprite Mk II. Class C: 1—Larry Spiewak, PCA, Porsche N; 2—Marty Schuenman, Team X, MGB; 3—Wally Ouellet, Grumman ASC, Porsche N; 4—R. Hodder, Grumman ASC, MGB. Class D: 1—Howard Davis, Sperry SCC, TR-4/Morgan; 2—L. Newton, Sperry SCC, TR-3; 3—J. Doumaux, SCAN, TR-3; 4—S. Sackstein, SCAN, TR-3B. Class E: 1—Leo Smith, South Shore, Stingray; 2—Pat Sorrentino, Queens SCC, AH-3000; 3—Herb Dusowitz, Sperry SCC, Stingray; 4—David Rivkin, Queens SCC, AH-3000. Class F: 1—Paul Sabert, Sperry SCC, Corvette; 2—Al Sovansky, Nassau SCT, Daimler; 3—Phyllis Sovansky, Nassau SCT, Daimler; 4—R. Garera, South Shore, Corvette. Class G: Don Booth, Sperry SCC, NSU Prinz; 2—E. Hulbert, Team X, Saab GT; 3—F. Boscarino, Team X, Corvair; 4—Paul Sabert, Sperry SCC, Prinz/MG1100.

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Ladies: Ann Schmidt, Sperry SCC, XKE Jag; 2—Mary Ann Huntington, Nassau SCT, Sprite; 3—Gogo Crenshaw, Team X, Sprite; 4—J. Friedman, Team X, Fiat 1200.

TOWN & COUNTRY SCC CLUB CHAMPIONSHIP

Sam Fast Jr. was rallymaster for this year's annual Town and Country SCC Club Championship rally on December 6th, and it turned out to be a REALLY championship event due to snow and ice conditions. There were no reductions in speeds, except an extra 5 minutes allowed to reach the odometer check. However, as it happened, the rallyists needed about 30 extra minutes because a road was closed and this presented quite a problem as to finding the course by a different route. One rally car did the job quickly, got back on course, and even zeroed a few of the morning checkpoints. The rest of the cars had varying degrees of bad fortune, one not making it at all. The morning run was not counted, since only two cars were timed into all the controls. The afternoon run, then, decided the championship, and first place went to Taconic Auto Sports Club with their three car entry of: Walter Eisenstark/Dick Klein, 33 points; Ray Sargent/David Kerner, 220 points; and Dick and Donna Leslie, 256 points. Although 18 cars started the rally, only three teams completed it, with second place going to MG Car Club, LLC, and third place to Sperry SCC. There were three women drivers who entered the hairy rally; one ended up in a ditch, another was lost a good bit, and the third took a trophy but all her points were due to not being able to make up time on the ice. Another factor which added to the contest was that we were to ignore dirt roads as possibilities to turn, or as possibilities to go straight ahead. With the snow, it was most difficult to tell whether a road was dirt, or pavement with sand, or solid ice. We got out and dug at one point, but as the rally wore on, we could distinguish between sand and dirt only *after* we drove on it for a while. This helped to add up the lateness, too. And it was a passage-control rally, so you had to make up the time or take the penalty for every control. I loved it, and I learned a lot about winter driving. Face it, you learn by doing, and this was a fun kind of learning. I think Sam and his Dad did a very good job of presenting a TRUE championship event. Thanks.

ARCTIC TREK RALLY

On Sunday, February 28th, the Valley Sports Car Club is putting on the fourth annual Arctic Trek rally. It is a standard TSD type event, with adequate challenges to keep both driver and navigator interested. There are no mathematical problems or mileage turns, and the rally is laid out with winter weather in mind. This event is planned as the first of the Connecticut Council Championship series for the year. The start is at the Farm Shoppe, Main St., Glastonbury, Conn., with first car off at 12:01 p.m. Trophies will be awarded to the first three places in Equipped, Unequipped, and Novice classes. Further information and entry forms can be obtained from Bob Davis, 121 Cedar Ridge Drive, Glastonbury (203) 643-8487. Pre-registration is recommended to obtain the general instructions beforehand.

HELP WANTED

Peter Slater and Lou Haase have been carrying the burden of our photography with help from Jack Ryer of Dumont Studios. Photos of New Jersey rallies and field trials have been conspicuously absent, however, and anyone interested in this type of coverage (black and white glossy pictures 5 x 7 or 3 x 4, or Polaroid b&w, please) may contact our Yorktown office, or our New Jersey correspondent — Norm Welsh, 194 Central Ave., West Caldwell, N.J. (201) CA 8-0340.

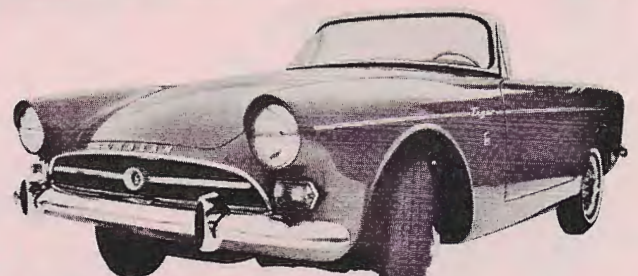
Although each area has at least one advertising representative, all work on a part-time basis and many could, therefore, use help. Inquiries about these positions should be directed to Wes Lent, Advertising Director, TOP GEAR, Box 482, Yorktown Heights, N.Y. (914) YO 2-7256.

CLISCC News

Sperry SCC's Elva driver Bert dePedro will preside over the Conference of Long Island Sports Car Clubs this year, a year which promises to be a vital one in CLISCC policy. With the entrance of MG Car Club, Long Island Center, and, at this writing, petitions for membership from both Polytechnic and from Long Island Sports Car Association, gib things may be expected. George Derringer of South Shore SCC will be second in command.

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FIRST ANNUAL VILLA VICTOR SPORTS CAR ASSOCIATION OF NASSAU CONCOURS d'ELEGANCE —by Steve Agins



Phil Wichard, Glen Cove, received Best of Show Cup for 1931 La Salle. — Photo by Lou Haase



Dick and Joy Monnich and Jack Griffith pose beside hand-painted plaid Griffith. — Photo by Lou Haase



Mrs. Malcolm Coxe enjoys her husband's Villa Victor Cup for the 1954 Rolls Royce Silver Wraith which also won at New Hope. — Photo by Lou Haase

Long Island, traditionally rich in races—Bridgehampton — gymkhanas —Bar Beach —rallies, and drags at Westhampton, ironically has few, and in recent times, no, events of the Concours d'Elegance type. This began to change on November 8th, 1964, when the Sports Car Association of Nassau and the Villa Victor Restaurant played host to 50 breath-taking beauties of days gone by.

Classic trophy as well. Second in the Classic division was W. H. Jackson Bailey with a 1941 Lincoln Continental coupe. Third place honors in this class was captured by the 1935 Packard belonging to Gates Willard, the well known enthusiast who served as a judge in another category.

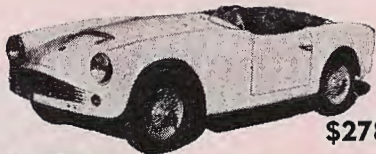
The Antique category presented judges with a nearly impossible situation. The cars represented in this division were so fine and so well cared for that the judges were almost at a loss for first place. E. J. Beney, of Syosset, Long Island, took the honors here with his entry of a fine 1922 Oldsmobile 43-A Touring car. This automobile had admiring crowds around it all day long and the people were still there at the close of the meet when Mr. Beney went to drive home from the Villa Victor. Second place went to Lew Schaefer with a 1924 Rolls Royce Touring Car. Third was won by Earl Herbst and his 1932 Ford Station Wagon.

The Sports Category, and one for Special Interest cars were combined in order to make a class large enough for equitable judging. The 1954 Rolls Royce Silver Wraith of M. Coxe easily captured the big Villa Victor cup in this class while second went to Eugene G. Beardslee, a collector of

note who loaned his valuable experience and knowledge to the organizers and served as a judge. For third place, the cleanest car considered was a brand new Ford Mustang Fastback belonging to George Stagna, and since the rules used in judging were those of the Classic Car Club of America, which do not provide for new cars, the trophy was delivered to Mr. Stagna.

Some of the many other cars that attracted crowds all day were a factory entered Griffith, finished in plaid and complete with a driver in a plaid racing suit, and a team of pretty women in plaid outfits; and a 1953 Frazer Nash owned by George Walthman. This is the exciting Le Mans replica car so popular with enthusiasts of another era of automobile racing.

The Villa Victor grounds present a perfect setting for the concourse which is tentatively scheduled to be run again next summer. The property is one of the few scenic locations left on Long Island yet not far from New York City, and is complete with gentle sweeping lawns, a pond and weeping willow trees. The winners, as they came forward to receive their trophies, brandy snifters, were further rewarded by having the head waiter fill them with vintage



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Henry Austin Clark congratulates Mr. & Mrs. Beatty, Whitestone, L.I., on their 1913 Ford. —Haase



Howard Bennett and his Darrin-bodied one-off Rolls. —Haase



Classic and Antique lineup at Villa Victor. —Haase

champagne, one of the many fine varieties served at the Villa Victor.

All in all, the first annual Villa Victor Sports Car Association of Nassau (SCAN as it is better known) Concours d'Elegance was a huge success with competitors returning to homes several states away after the meet.

Famous judges in the personae of Henry Austin Clark, Jr, owner of the well known Long Island Old Car Museum; Jan Norbye, *Car and Driver*, technical editor; Bob Greenberg, of the Ford Account at J. Walter Thompson; and highly qualified collectors such as Gates Willard, W. H. Jackson Bailey, and Eugene Beardslee combined their many talents to scrutinize each car.

When the meet was over, Philip Wichard of Glen Cove, Long Island, walked away with the Villa Victor, Best of Show cup for his immaculate 1931 La Salle roadster. This classic, in the grandest tradition of the old timers, had flawless bodywork, chrome, interior, and a paint job that looked as if one could reach into it up to the elbow. The La Salle, in fact, scored higher than a brand new 1965 Ford Mustang entered in the sports classification. Naturally the owner, Wichard, and his beauty, took the

Successful First Inter-Council Gymkhana

The conference of Long Island Sports Car Clubs organized this first attempt at an inter-council meet of gymkhanists. Held at Roosevelt Raceway on October 18, the event was a benefit for the Herald Tribune Fresh Air Fund. Coordinator Peter Schmidt of Sperry Sports Car Club, invited the New Jersey Council of SCCs, the Connecticut Council of SCCs, and Organization of Sports Car Associations to send 25 of their best drivers to the event and 10 alternates. It was understood that if the quotas were not filled with pre-registrations by the deadline, the positions would be shared by those councils whose quotas were filled. 100 cars were registered, though there were six DNRs. Long Island ran 39 cars; OSCA 33; New Jersey 17; and Connecticut 11. According to Jan Stafford of Wappingers Falls, N. Y., who was one of the five Ladies participating, the course was 1.3 miles, marked with 97 pylons. Everyone seems to be in agreement that the event was a highly successful one, destined to become an annual affair. The only criticisms we heard were as to course marking and the length of time before official results were received. As to the former, course maps were mailed to contestants in advance and the 97 pylons were strategically placed. Slightly more than 29% of the total runs taken were "off course," however, and the suggestion was made that in the future such a course be marked with lime. As to the mailing of official results, what more can we say than that they missed two TOP GEAR deadlines?

Long Island emerged the victor with 94 points; New Jersey followed with 92; OSCA (British SCOA, Liverpool MC, Poughkeepsie SCC, Taconic ASC) 72; Connecticut 55.

CLASS A: 1—Leon Rubinstein, XKE Jag, OSCA; 2—Peter Schmidt XKE Jag, L. I.; 3—Herb Greenberg, Lotus Elan, OSCA; 4—Tom Stafford, Lotus 7, OSCA.

CLASS B: 1—K. Wood, MiniCoop, Conn.; 2—Bob Carrington, MiniCoop, N. J.; 3—Joe O'Hagan, Sprite L. I.; 4—B. Abbott, Turner, N. J.

CLASS C: 1—Bob Avery, Healey 4, N. J.; 2—Bob Nadile, Porsche N, Conn.; 3—Gail Avery, MGA, N. J.; Tom Pendergast, MGA, N. J.

CLASS D: 1—Bill Caruso, Morgan, Conn.; 2—L. Newton, TR3A, L. I.; 3—G. Newton, TR3A, L. I.

CLASS E: 1—E. Lee, Sting Ray, Conn.; 2—Pat Sorrentino, Healy 6, L. I.; 3—J. Sheridan, Sting Ray, Conn.

CLASS F: 1—Bob Rubinstein, XK140 Jag, OSCA; 2—Paul Sabert, Corvette, L. I.; 3—Al Sovansky, Daimler, L. I.

CLASS G: 1—E. Hulbert, Saab GT, L. I.; 2—D. Booth, NSU Prinz, L. I.; 3—Wayne Girard, Volvo, OSCA.

LADIES (based on index): 1—Gail Avery, MGA, N. J.; 2—Mary Ann Bradley, Ford Cortina, N. J.

OVERALL: 1—Bob Avery; 2—Leon Rubinstein; 3—Peter Schmidt.

MARQUE AWARDS (donors in parentheses): Triumph—L. Newton (North County Motors, Ltd.); Sting Ray—E. Lee (Don Allen Chevrolet); MG—Gail Avery (British Motor Corp.); Midget—C. Briody (British Motor Corp.); Best German—Bob Nadile (Daimler-Benz of North America); Sedan—K. Wood (Fleishman's Ford); Sprite—Joe O'Hagan (Trencher Motors); Volvo Sedan—Wayne Girard (Volvo Distributing, Inc.); English—Bob Avery (British Automobile Manufacturers Assoc.); NSU—D. Booth (Transcontinental Motors); Porsche—Bob Nadile (Porsche of American Corp.); Healey—Bob Avery (British Motor Corp.); Alfa—Bob Landon (Alfa Romeo, Inc.); Jaguar—Leon Rubinstein (Jaguar Cars, Inc.); Corvette—Paul Sabert (Roosevelt Chevrolet); Volvo Sports (Volvo Distributing); Elva—Bert dePedro (Elva Fan Club).

MAIL CALL — Cont. from Page 18

entry fees, and has fun. Can the fighting minority say it is having fun?

It is my belief that a sport should be fun. Buying equipment is no fun. As a matter of fact calculations are no fun, either. Fun is driving a car, driving over interesting roads through new areas, etc. If rallies are made for fun — who cares who was first? — who cares what the classes are? — who wants to fight over clues? etc.

I want to see rallies made for fun. I want to read whether the roads were new, whether there was interesting scenery, if the rally was too long or too short, etc. I don't care who won!

I might be called a nut — but in this case the nuts are in the majority and we are having fun.


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I have come to accept the fact that *Car & Driver*, *Sports Car Graphic*, and *Sports Car* will seldom give the enthusiast and especially the racing driver the straight scoop. Ex-editor of *C & D*, Carl Ludvigsen, left that esteemed mag for a cushy job with General Motors, but new editor, David E. Davis, has continued it as a GM house organ for purposes as yet unrevealed. John Christy of *SCG*, so intent on grinding his own Riverside axe, managed to distort the importance of the Divisionals all out of proportion, at the expense of newsworthy events which might have competed interest-wise. *Sports Car* of course is a propaganda device of Westport and knowledgeable drivers have learned that everything here is part of "THE PLOT" as schemed by arch conspirators Bishop, Van der Feen, and Kaser. ("THE PLOT" is too involved for me to write out; I'll talk with you about it if you'd like.)

You can imagine my surprise at reading in TOP GEAR (December '64) in "Coffee-break", the following: "Speculation had it that the Board of Governors do away with National races, which had begun to look obsolete against the current divisional program. There will be many surprised people, therefore, to find it was the Divisionals which were eliminated."

I'm disappointed to say I never expected anything as naive and uninformed to appear in TOP GEAR especially when it affects the drivers so greatly. A rose by any other name etc.

The facts are irrefutable:

- 1) *The Nationals* as we have known them for years are eliminated. They drew over 132,000 spectators.
- 2) *The Divisionals* have been continued and now have the name "National." They had poor attendance compared to the Nationals. Driver attendance was slightly less. Read the facts in *Sports Car*.
- 3) The U. S. Road Racing Championship which was very poorly attended for a promoted professional program now has a clear field. Watch the big Nationals of the past become USRRC races in the near future — Cumberland, Bridgehampton. The Nationals at Watkins Glen and Elkhart had cut into USRRC spectator attendance at these tracks.

As early as this time last year *Sports Car* started laying the ground work for scuttling the Nationals. Westport had already watered down the program by instituting new Nationals in out-of-the-way places, thereby hoping to make percentages look bad. (That failed). If attendance figures at a particular National had previously been good, a USRRC race was put on the calendar for that track. Elkhart Lake and Watkins Glen went along with this, but Marlboro and Cumberland rebelled. Interestingly enough, these are the same regions that stirred up all the fuss with those petitions last year. (Seems they're not going along with "The Plot.")

Box 482, Yorktown Heights, N.Y.

The Nationals continued to draw more drivers than the Divisionals, more spectators than the USRRC and to provide some exciting racing.

The commentary in the *Sports Car* continued to knock the Nationals even in the same issues that contained the statistics that proved them wrong. Westport is brazen; nobody can deny that.

What does all this mean? It means a rung has been wrenched out of the ladder—a rung that drivers like Phil Hill, Walt Hansgen, Roger Penshe, and Carrol Shelby, used in their climb to a World Championship, great fame, notoriety and money, and the Manufacturers Championship. This rung, near the top with a vital one, most important to the modified and formula drivers with talent and hopes. It means a lot more too but I do not have the time and it is now academic.

Tom O'Brien
Ridgewood, N.J.

I am responding to your request of readers' opinions in regard to the subject of rally equipment. Mr. Maly's article on page 10 of the December issue merely points up a minor detail of the broad subject of rally equipment.

The only sane reason for having rally equipment is to simplify the TSD calculations required by rallying. Furthermore the *only sane* reason for requiring average speed calculations is to impress the legal authorities . . . that we are not rallying just to speed. The fact that rallyists are punished for speeding is the *only* reason that our super conservative and very suspicious legal authorities permit this motor sport on the highways. If you require proof of how much racing and speeding infuriate the legal authorities, just look up the fines and imprisonments handed out for these offenses.

The preceding paragraph was written to point up one fact — TSD calculations are a requirement of rallying. TSD calculations are not the purpose of rallying. The purpose of rallying is to give sports car owners an opportunity to enjoy their cars. The purpose of a rallymaster is to have one person select an interesting and enjoyable route for his friends to enjoy in their sports cars. Most of the serious rallyists disagree with the preceding statements. But I offer in proof of my statements the undeniable fact that the majority of rallyists do not try to zero checkpoints.

The majority of the rallyists do not spend a lot of money on equipment, do not learn all the tricks of calculations, hate speed changes and do enter rallies even though they have no chance of beating the more serious rallyists. It is the minority of rallyists that buy equipment and argue endlessly about clues and hundredths of minutes. The majority just shows up to the events, pays

NEW JERSEY

Sporty Car News



by Norm Welch

Officers for the New Jersey Council of Sports Car Clubs for 1965 were elected at the December 1964 meeting of the Council at Hightstown, N. J., as follows: president, Ed Bullis, Scuderia X; vice-president, Ken Stickley, Northern New Jersey Region SCCA; treasurer, Glen Izzi, Raritan Valley SCC (re-elected); and secretary, Dave Gill of Delaware Valley SCC.

Ed Bullis, probably best known for his success in field trials, replaces Bob DeCray of Harbor SCC who has done an outstanding job as president for the past two years to the point where the Council now boasts a membership of 18 clubs with several more ready to join the ranks early in the year.

The Council, for those who don't know, was formed a number of years ago to coordinate the efforts of the member clubs in promoting interest in sports cars and competitive events for sports car minded people in New Jersey. The Council endeavors to act as a clearing house for the scheduling of events so that the member clubs will not be continually knocking heads in trying to attract an entry for their rallies and trials. An outgrowth of this scheduling activity has been the formation of a statewide field trial and rally championship series each year for which State Championship awards are presented to the successful competitors at the Council's annual dinner and general blast — this year's winners are listed elsewhere in this issue.

Presuming that the new Council president, an enthusiastic trials competitor, will probably concentrate his efforts in this direction, New Jersey drivers can expect to see a marked improvement in the Council championship series in 1965. Quality of the series fell off a little more than somewhat compared with the previous two years and there were two primary reasons for this temporary decline: first, the lack of suitable track facilities in most parts of the state (there are exactly none in North Jersey); and second, the lack of organization and leadership on the part of the Council trials committee. The latter problem can be easily corrected by Ed and the group he appoints to handle the series, and by cooperation of the member clubs, but the problem of track facilities will continue no matter how hard anyone works. Perhaps the Council should concentrate on getting the State to ease up a little on the rigid requirement that trials must be conducted under New Jersey State racing rules on licensed tracks only. Obviously the State's main concern is crowd

— Cont. on Page 17

control and this is a real problem on shopping center parking lots and other such places open to the public, but it would seem that a trial held on an industrial parking lot that was fenced in and adequately patrolled would be perfectly safe. This would be particularly true in the case of a benefit trial where local police and civic groups would gladly cooperate in maintaining crowd control. It's worth working on.

You guys in Pennsylvania and New York have got it real nice, as you must realize!

The Council rally series, on the other hand, continues to improve under the leadership of Rally Chairman Tom Stewart (South Jersey SCC and SJR SCCA) who took over in the middle of the 1963 season after the then chairman resigned over some forgotten dispute or other. Tom inherited the problems of that year, managed to bring the series to a successful conclusion, and then in 1964 was able to institute a few of his own wrinkles which proved quite popular and which should make the series even better this year.

For the curious, here's how the New Jersey Council Rally Championship series operates. To be eligible to compete for the title, a rallyist must fulfill two obligations: first, he must purchase a Rally Series membership card which goes for three bills per singleton or maybe \$4.50 for a couple (married). This money goes to defray the expenses of the rally committee and to purchase the pots for the various winners at the end of the year. Second, he must compete in "50% plus one" of the designated championship rallies. In other words, if

there are ten rallies in the series, which seems likely at this point, he must run six of them *after* he has purchased his card. These are the *only* requirements. The rallyist does *not* have to belong to a Council member club nor yet even be a resident of New Jersey. How's that for a liberal and open-minded policy!

To keep up the standards of the Council rallies, each rallymaster must specify in writing any deviations from the printed Council rules and must obtain the approval of the rally committee, in addition to which the deviations must appear in the General Instructions. This rule was set up to help the rallyists but at the same time to encourage individuality on the part of the rallymasters and to prevent the Council events from becoming standardized each one - exactly - like - the - one - before things.

The other device for keeping rallymasters honest is the Council evaluation system. A chief observer is appointed for each rally by the chairman and he, in turn, picks nine other observers from among the contestants — four members of the Council rally board and five at-large observers from the experienced rallyists on hand. At the end of the rally each expert completes a pre-printed form on which he scores the event on various aspects. The chief observer totals the point scores and submits the 10 evaluation sheets along with a written report of his overall impressions to the rally chairman. At the end of the year the two lowest scoring rallies are dropped from the series for the following year and are replaced by two clubs which have applied for sanction

and have had one of their events observed and approved by the Council. Sounds pretty darned classy, doesn't it?

Now that you're all enthused and raring to sign up for the 1965 series: the first event on the calendar is Jersey Sport Car Club's Monte Carlo Rally on February 13th and 14th. This is an all-night map rally put on by Vic Franco and Bob Scheurle, who are *trial* drivers yet, and if its half as good as last year's Monte you'll be glad you entered. This event is not for the hundredth-of-a-minute precision nut, but will provide an honest challenge to anyone who thinks he's a good driver or a good navigator. Last year the problem was to stay on the course and try to maintain the one average speed for the whole night and believe me it was *rough* — but a real ball for anyone with an adventurous soul. Last year the Monte finished 4th in the Council's evaluation system but in the eyes of many who ran it—including this observer's it was by far the best; and certainly the most exciting and challenging. Watch for Jersey SCC's flyer for all the details, and there'll be a Council representative at the start to see that you get properly registered for the 1965 series.

Several clubs have furnished TOP GEAR with their schedules for the coming year and a lot more information will be coming in on events that you won't want to miss. Check the Greater N. Y. activities calendar elsewhere in this issue and pick out whatever sounds most intriguing. 1965 should prove to be even more active and interesting for sporty car nuts than last year was—so come out and win yourself a pewter pot!

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—Photo. by Pete Slater

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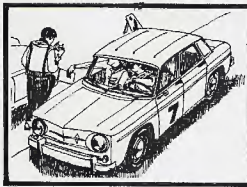
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SOUTH JERSEY Rally Roundup

by GEORGE ATKINS



The beginning of a new year is the time for sports car enthusiasts to take a good look at the previous year's activities and realize that it was all worthwhile. That the enjoyment afforded by twelve months of friendly competition was accompanied by a camaraderie that is unusual to most sports, save our own. Many of the folks we have met will again be recognized as friends and companions as they are found on future rally routes. Surely, one of our greatest anticipations for the new year is to drink a toast at the winner's table with these friends, both old and new.

Unfortunately we have no choice but to lose contact with our fellow rallyists in the months that separate our mutual activities. Have you ever wondered what happened to some folks you met and liked very much, or when a certain club is having their next event? Now there is a medium that can supply everyone with an interesting and up-to-date account of all the organizations, events and people that concern us. Keep in touch with your friends by reading and contributing to TOP GEAR!

As a relatively new but completely devoted correspondent for this magazine I am looking forward to reporting the activities of the many sports car clubs that are my responsibility to cover. It is only with the help of your enthusiasm that everyone's activities will be completely and accurately covered each month. Each club reporter or rallymaster should make it a point to send results of all rallies with a short resumé of each past event and dates of future events.

The following clubs are asked to participate in this column: Chicane SCC, Corvette

SCC, Delaware Valley SCC, Greater Trenton SCC, Hawthorne SCC, Lakes SCC, New Jersey Council of SCC's, Porsche Club, Raritan Valley SCC, South Jersey Reg. SCCA, South Jersey SCC, and Harbor SCC.

If any new organizations were omitted from this list I would appreciate hearing from them at once.

During the holiday season most clubs for-sake rallying and have their annual Christmas Party or banquet. For this reason there were fewer rallies to report for the past month and unfortunately most events that were scheduled failed to find their way to your correspondent's attention. However, there are a few clubs that have forwarded recent information, so let's hear what they have been doing.

Edie Sule and husband Joe were responsible for their annual Sans Clue Rally for the South Jersey SCC in December. From what I hear, this novel rally was more difficult than planned by the rallymasters although most participants recognized their mistakes and all was forgiven at the end.

TG PR Director Charlie Mercer had this to report on the Sans Clue: —

On a cold, windy December 6th, SJSCC staged the annual Sans Clue Rally. Starting place this year was the Moorestown Mall, Route #38, in New Jersey. True to its name, this event is run without the normal clues found in most rallies and Edie and Joe Sule do an excellent job in creating a different test of driving sport. As Edie puts it . . . no dirt roads . . . no beautiful scenery . . . no clues . . . in fact . . . nothing!

This year's rally was a wild affair, the only information given to contestants was: "After odometer check, turn alternately left and right at each intersection without a traffic light or stop sign. Add ½

minute at each stop sign and 1 minute at each traffic light." Sounds easy doesn't it? Well, the results proved otherwise.

To put icing on the cake, the first checkpoint was 48 miles from the start. At one intersection we stopped while trying to decide which way to turn. A car pulled up beside us and asked: "Did you see the second checkpoint yet?" The only answer I could give was, "Hell!!!! we haven't come to the first one yet!" He smiled knowingly and went on his way.

The second checkpoint was only five miles from the first one. The total distance of the rally was 60 miles . . . all fun and frustration!!!

To sum it up it was a typical South Jersey Club rally, good roads, clear instructions and well prepared.

Driver/Navigator	Class	Points
Irwin/MacNeill	U	137
Levin/Levin	U	293
Shelly/Williams	E	527
Elliott/Cornforth	U	529
Campbell/Crossen	U	545
Wright/Cwiklinski	N	584
Wilkinson/Wilkinson	E	733

The SJSCC also awards annual trophies to the best club rallyists in both the Equipped and Unequipped classes. This year the awards went to Dave and Cathy Morrison in the Equipped class while Tom and Lynn Stewart ran into second. Bill Kamps and Jean Steagall took top honors running Unequipped and were followed very closely by Bob Hoffman and Mac Cornforth.

Election results in SJSCC this year show us some top names in area rallying. President, Ralph Swope; Vice President, Dave Morrison; Treasurer, Jean Steagall; Recording Secretary, Ernie MacNeill; Corresponding Secretary, Edie Sule; Board of Directors, Larry Lyford and Norman Dischert.

The results of the Drumstick Rallye were lifted from the monthly publication of the Chicane SCC. They show Jo and Buck Buckner taking first place in their TR-3 with 436 points followed by Howard Supplee and Bob Burroughs with 1030 points in a VW. Both these cars were unequipped. The novice trophy was awarded to Joe Roser and Chris Robbins who were also driving a VW.

Thanks to Charles J. Mulhern of the Porsche Club of America, North N.J. Region, we have received news of their last event of the season which was the Annual Rene Dreyfus Rally. First place overall in a Porsche and winners of the Dreyfus Cup were Paul & Gisela Crutchlow. First place was captured by Charles Young and Georgia Betty in a Corvair followed by Phill and Betty Pratt in their Porsche. Jack and Jim Matuleuch brought their trusty Triumph into a third place. The Rene Dreyfus Trophy is donated annually by the once famous former world champion race driver who now operates the Chanteclair Restaurant in New York City.

Over seventy people attended the annual Christmas Party of Lakes SCC at the Medford Lakes Hotel and enjoyed one of the finest banquets of the year. After a special buffet dinner there was dancing to a five-piece orchestra; but not before the awarding of special trophies and over forty door prizes. As usual, at this affair, the new club officers were installed: President, George Atkins; Vice President, Jim Cuesta; Treasurer, Jim Sweet; Secretary, Carol Ann Gibbs; Members at Large, Bob Jones and Wayne Giannone.

Porsche Debuts 911 at East Coast Dealer Clinic

Officials of Porsche of America Corp. unveiled the first Porsche 911 2-liter 6-cyl. coupe to arrive in the States at a Jan. 16th Porsche Clinic and Service Seminar for owners and customers at Bob Holbert's Porsche showroom in Warrington, Pa. Present for the clinic and unveiling ceremony were Wolfgang Reitzel and Eric Filius, POAC, who announced that the retailing price of the long-awaited Porsche GT offering would be in the \$6500 range. First deliveries are expected in April this year, and Holbert's staff entered two orders during the course of the one-day session.



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Chrysler's Conquering Koelmels

Fully half of the Chrysler rally team's total points that won them the SCCA National Rally Championship for Manufacturers this year were scored by one couple.

Sally Ann and Dennis Koelmel of Huntingdon Valley, Pa., earned 20 of the 40 points racked-up by Chrysler's factory-sponsored team as it edged its nearest competitor by just three points. Their performance made the rallying Koelmels the best single driver-navigator crew competing on any team in the manufacturers' category. Obviously, such consistent performance throughout the season was invaluable as the mainstay of the Chrysler effort.

During the 1964 SCCA National Rally season, the Koelmels with Dennis driving and Sally navigating, won the Abominable Snow, Andiamo, Berkshire and El Camino Real rallies, and placed second in the Historic New York and third in the Swamp Fox events.

While SCCA National Rally activity ended with the Rebel Yell Rally, where Chrysler clinched the championship, that didn't mark the end of the year's rallying for the Koelmels. They went out the following weekend, in a '65 Plymouth Barracuda recently acquired, and also clinched the Pennsylvania Rally Championship Association series. To do this, they scored another three firsts and a second-place finish during the 1964 season.

In 1963, Sally and Dennis won a pair of SCCA National events and finished second twice in five rallies. They also won seven out of 10 events and the championship in the Philadelphia Region SCCA, Appalachian Trail series of rallies. Their performance that season also won them the Best Rallyists in SCCA Philadelphia Region award, and the *New York Times*' title as the outstanding rally team of 1963.

The Koelmels have come a long way in a short time in rally activity. And, oddly enough, with a car that, by comparison with most rally vehicles, is as big as an ocean liner. Driving a Chrysler 300, they have risen to rally prominence, and at the same time done much to dispel the idea that a

car of such size wasn't quite up to the maneuverability and handling characteristics required to compete with smaller, nimbler imports and compacts.

Dennis, 26, handles the driving on the Koelmel team; an ideal way to blow-off steam after a week in an elementary school classroom. Sally, 25, the navigator, is secretary to a high school principal.

Dennis isn't irritated by a wife who constantly sounds off while he's driving. On the contrary, he's quick to acknowledge the importance of Sally's help as she fires-off the results of her calculations during a rally. Being a good listener has paid-off for Dennis — and his wife!

The Koelmels began to attract attention locally in the 1961 season when they finished 16th in their Team Tricolor Renault 1093 in national rally competition. Following year they climbed to sixth place in the SCCA standings.

The youthful couple acquired Moby Dick, their first Chrysler 300 rally car, in 1963, when Chrysler set out to prove that a full-size American passenger car could live up to the performance requirements of rallies, and be competitive doing it.

Last spring, Sally was picked to join an elite group when she became one of the few American women to compete in an international rally. She acted as navigator for one of the top Scandinavian women rallyists, and the pair teamed-up in a Plymouth Valiant for the 4000-mile Shell Trans-Canada Rally. It was the first time either of the girls competed in Canada and they finished second in the women's category.

In the two years that Sally and Dennis have competed in Chrysler and Plymouth vehicles, they have run some 50 rallies and have brought home more than 125 trophies for overall and class victories, plus other various awards. The pair have lugged home so much hardware since they started rallying that Dennis sometimes has to spend an entire evening polishing trophies. He really doesn't seem to mind, however, for the Koelmels are convinced that winning is no chore! December 10, 1964



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I have a grumble about your Reading Rumbles in the November-December issue of TOP GEAR. Perhaps the wind and cold blurred your vision but the tow truck you saw in the paddock bore the inscription, "Those Who Move Racing Club" and not as you reported, "Those That Move Racing Team."

The club name is a philosophy and a protest. As you succinctly point out, it is from Jean Behra's statement. This philosophy is TWM's *raison d'être*. The protest is against the great over-emphasis on the social and rally aspects of too many sports car clubs.

The point may seem minor but to Those Who Move, it is important.

Peter T. Tulli
Merion Sta., Pa.

Club Spotlight



SPORTS CAR CLUB OF DELAWARE VALLEY

One warm Saturday evening in June of 1963 eight avid Triumph owners held a meeting to discuss the organization of a Triumph marque club. It was wholeheartedly decided that such a club should be founded to join the ranks of the other marque clubs like Austin-Healey, Porsche, Corvette, etc. The club was to encompass a fifty-mile radius about Philadelphia, so naturally it could only be called Triumph Sports Car Club of Delaware Valley.

It was decided to advertise our proposed club at the 1963 New Hope Auto Show to see if there were enough interested Triumph owners in the area . . . and it worked! Triumph owners are proud of their cars and want to join with other owners to fully appreciate them.

The first official meeting with bonafide members was held on Saturday evening, September 28, 1963 at the Valley Inn, Huntingdon Valley, Pa. There were 14 interested owners present; this indeed was encouraging. The legal aspects pursuant to obtaining a club charter were continued and the charter was issued on October 15, 1963. Now the club was legally born. We were listed in sports car magazines and newsletters, so our membership drive was under way. Just over a year later we can count 30 enthusiastic members of TSCC-DV.

To date the club has had various types of monthly meetings. The meetings are held the first Wednesday evening of each month

at different places throughout the Delaware Valley. The time and place of each meeting is noted in the club paper which is sent out one week prior to the meeting date.

TSCC-DV has tried to have social events and business meetings to interest all members. After each business meeting a question and answer session is held, or a speaker is presented, or a movie is shown covering all phases of sports car events from National caliber to local club activities. A rally school was instituted for all members of TSCC-DV. This consisted of a series of five rallies, with trophies being awarded to the overall winners at the end of the series for 1st and 2nd place drivers and navigators.

The May meeting was a technical night conducted by Mr. George Waltman from Genser-Forman in New York. This was so successful that further technical sessions are planned for the future.

The August 1964 meeting was the club's first picnic-gymkhana. The gymkhana was an entirely new adventure for most members and proved to be of great interest, so much so that others planned for the future.

In summary, in our one-year existence, TSCC-DV Technical Meeting; Picnic-Gymkhana; adopted a beautiful car badge in British racing green and published a very successful newspaper named *Triumph Triune*. Which is quite a lot in so short a time!

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*Suggested prices, p.o.e., New York. Sales and service throughout U.S. and Canada.

the BEEVERS

Go On The Grate and Wunnerful Mustang Rally

by **manny di enneff**

There was this little hardly notiseable notis that appeared in the sporty car column of one of the noted metropolitan Sunday papers which this beever had found and it told about a fabulus rally to be put on by the folks from Dearborn, or rather ther local dealers. It was caled the Mustang I Rally and it said ther was a limit of one thousand three hundred and fifty cars.

"Lissen to this, Arpad, oh grate and mitey musstang owner", sed the reading beever to his crony who sat in a corner looking at pictures of girls in a trashy magazine. "They got this wild rally going and for prizes they got trips to porto reeko and color tv's and hundrids of gallons of gas and i dont know wut all and its for free — see yore frenly ford dealer, i sez. We have bin known to do farely well on rallies; why dont we run it and get a shot at a reel crazy prize instead of all the time pewter pots an ungainly statchews, fer gosh sakes!"

"It duz sound more nor lest intreeging", sed the picture-looking chap. "Soupose I hussle down to the frenly guy i bawt the musstang offen of and get a entry blank."

And so he sent in their entry and in doo course back come a thing saying "You are car 161. Your starting place is the Linden airport and your starting time is determined by your car number." And then it went on to give the general instructions and all and it told about the free smorgasbord at the famous Concord Hotel in the Catskills that was part of the package and also for free. It also said if you had any questions you should call Rally Central at this number in Hazzbrook Hites or some such place.

"This crazy sheet sez the winners will be the guys closest to the official mileage and they got a few questions to brake ties", sed the one beever. "All we got to do is set up our dool elektrics an take are own sweet time so as not to goof up an we got this thing made."

"The only thing is they dont say ennything about a odometer check" complained the other beever. "But i got the same tires they used an we'll inflate to the same psi an we cant be too far off. An event if we dont get a prize the kosher smorgasbord will make the trip werthed wile."

Right before the rally they tried to call up Rally Central to find out what their starting time was since there was a limit of 150 cars at each of the nine starting places and they had got number 161. The phone was sometimes busy and other times no one answered it so they gave up and decided they would get there early and maybe they could pick their own starting time. 161 must be their number in the over-all rally because no body could possibly draw that many entries to a Saturday rally — even if it was for free! When they got to the start the guy told them they really were car 161 and there were so many entries that they had increased the number starting at each place!

"By joopiter", cried out this one beever. "They must be every dang rallier in the whole dang world running on this thing. How in hevings name are they gonna score the thing in a fortnit?"

"They aint ralliers, theys all novices", sed the other beever. "I bin looking over the cars an theres none of the prose here. I dont rekanize airy soul. We cant miss unless the rally root is rottin an full of errors an ambiguous clews as it most likely will be. We'll probly never even find the Concord Hotel — yo uan yore kosher smorgasbord!"

After they had been on the route for about 10 miles though, they found out that it was a really good, well planned course and a lot of work had gone into it. Only once did they stray off course and then for only maybe .2 of a mile. As they were sitting along side of the road trying to figure out if they should turn back, a local police car pulled up along side and this cop leaned out the window and hollered: "If you guys are on the rally that Y you just turned left at isnt the Y they mean. Their Y is a T about another mile down the road. And the doctor you are looking for to get the answer for your question sheet is a veterinarian. His house is on the left just after you turn the corner. Good luck!" And with that off he drove.

"Sunofagun" muttered one beever. "Imaging a cop helping a rallier! Ford must own the world!"

Eventually it came to pass after several hours of driving over exceptionally good rally roads that they found themselves on route 17 heading into the resort area of the Catskills. "Wow! Lookee there" shouted one beever. "That sine sez 'Monticello'. Thats the birthplace of the twin dubble! A point of historical interest!"

After turning off 17 toward the Concord there were police directing cars along the rally route yet, and finally they were ushered ceremoniously into this huge lot and guided into a parking spot. "Grate leepin' tooner fish" hollered the Mustang-owner jumping up and down. "Look at all the musstangs! From horizon to horizon nuthin but musstangs! There must be 1500 of the bluddy things."

So then they made their way into the lobby of the huge hotel which was filled with all kinds of Fords, including all the great Ford competition machinery, and they turned in their answer sheets and their calculated miles before heading for the press cocktail party. They intended to have a couple drinks on the friendly Ford folks and then ask directions to the smorgasbord, but once in the press room they met all kinds of fellow freeloaders and the booze was flowing and the food was delicious — who needs a smorgas bord, thought they!

Finally all were herded into this gigantic auditorium with a stage so big that it held all the trophies including the nine TV sets in addition to two Mustangs. It didn't seem possible that the scoring could be done so fast but the prizes were awarded before the applauding thousands there assembled and then a free Mustang was given away to some guy who had the lucky number on his plastic cowboy hat that everyone was given. There was some grumbling amongst the ralliests that the scoring was hokey but when one guy started crying to the beevers that his mileage was closer than one of the winners they told him "So maybe they pulled the winners out of a plastic hat too, so wut! You get a free rally and a free meal wut are U moanin' about?"

All in all it was a first class pro type promotion and the beevers will be back on any future one Ford wants to run. It was weird though, running down 17 that night and passing nothing but Mustangs — mile after mile!



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DELAWARE

WILMINGTON — Sports Car Service, 3018 Gov. Printz Blvd. (302) PO 2-1947

NEW JERSEY

GLASSBORO — Ed Roth & Son, N. Delsea Dr. (609) TU 1-3211

NEW YORK

MT. KISCO — Nu-Trend Motors, Inc., 115 Main St. (914) MO 6-9548

WHITE PLAINS — International Motor Sales, 1 E. Post Rd. (914) WH 9-4155

PENNSYLVANIA

ALLENTOWN — J. H. Bennett Triumph, 1044 Union Blvd. (215) 435-9061

OTTSVILLE — Taylor Motors, Route 611. (215) 847-5511

PHILADELPHIA — Victor Sports Cars, 1512 Belfield Ave. (215) DA 9-0603

SANATOGA — Sportune Associates, Route 422 (215) FA 3-4741



DATEBOOK

Delaware Valley

FEBRUARY

- 7—VFMC Rally.
- 13—PHA Annual Banquet
- 14—BMC Valentine Rally.
EPSCC Little Alpine Rally.
- 20—Regional Road Races at Nelson Ledges, Steel Cities Region.
- 21—BSCC Twist Rally.
- 28—SJSOC Sno' Fun Rally.
Daytona 2000 Km Race.

MARCH

- 7—DVSCC March Hare Rally.
VFMC Rally-Go.
- 14—BMC Shad Moon Rally. (PRCA #1.)
- 20—Vineland Drivers' School, Phila. Region.
Regional Road Races at Suffolk, Va., Old Dom. Reg.
- 21—RTMC Spring Thaw Rally.
EPSCC Rally.
- 27—Sebring 12 Hours of Endurance.
- 28—SJR March Lion Rally.
BLMC Challenger III Rally.

APRIL

- 3—VFMC Firefly Evening Rally.
National Road Races at VIR, N.C. Region.
Regional Road Races at Marlboro, Md., Wash. DC Region.
- 4—SAC Custom I Rally.
DVSCC Mercer Maze Rally.
- 10—Drivers' School at Nelson Ledges, Steel Cities Region.
- 11—DSCC Hex Rally. (PRCA #2.)
USRRC #1, Pensacola, Fla.
- 16-18—Swamp Fox Natl. Rally, Charleston Region.
- 17—Regional Road Races at Lime Rock, N.Y. Region.
- 22—Drivers' School at Nelson Ledges.
- 24—BSCC Evening Rally.
National Road Races at Marlboro, Wash. DC. Region.
Drivers' School at Lime Rock, N.E. Region.
- 24-30—Shell 4000 Trans-Canada International Rally.
- 25—SJSOC Jersey Devil Rally (PRCA #3.)
EPSCC Rally.

Greater New York

FEBRUARY

- 13-14—Jersey SCC—Monte Carlo II nite rally. Bob Scheurle (201) 687-3274.
- 14—Long Island SCA—Gymkhana. Harold Konrad (516) PI 1-0575.
- 17—Pompton Valley SCC—nite rally. Milt Gravatt (201) 728-9780.
- 20—MG CC, LIC—Nite Rally. Andre Sigal (212) HA 6-7308.
- 21—South Shore SCC, Ice Gymkhana. Bill Bechtold (516) PI 6-1056.
Poughkeepsie SCC, Alpine Rally. Ernie Steubesant (914) 297-8005.
Taconic ASC, TSD Rally. Walt Eisenstark (914) YO 2-4222.
- 28—Valley SCC, Artic Trek IV TSD rally. Bob Davis (203) 653-8487.
Tropaion Q MSC, Fun rally. Dick Ferris (212) HO 4-2130.
SCAN, Gymkhana. Arnie Roth (212) FI 3-4218.
Long Island SCA, Rally. Harold Konrad (516) PI 1-0575.

MARCH

- 7—Jersey Corvettes, Poker Rally. David Weil (201) PL 9-6872.
Queens SCC, Gymkhana. David Rivkin (212) LI 4-3295.
Polytechnic SCC, Rally. Ira Meislik (212) 522-4612.
- 13—Taconic ASC, night rally. Donna Leslie (914) YO 2-3097.
- 14—Poughkeepsie SCC, Gymkhana Clinic. Tom Stafford (914) 297-9303.
Grumman ASC, Rally. Dick Ledesma (516) FO 8-2379.
MG CC, LIC, Gymkhana. Irwin Staple (516) MA 3-8874.
- 20—Pompton Valley SCC, nite Rally. Milt Gravatt (201) 728-9780.
- 21—MG CC, LIC, Engineer's Rally. Andre Sigal (212) HA 6-7308.
South Shore SCC, CLISCC Championship Gymkhana. Bill Bechtold (516) PI 6-1056.
- 28—SCAN, Gymkhana. Arnie Roth (212) FI 3-4218.
Tropaion Q MSC, TSD Rally. Don Loomis (201) OR 4-5629.
Sperry SCC, CLISCC Ch. Snoopy's Rally. Judy Demain (516) MA 7-1248.

APRIL

- 3—Porsche CA, Experts night rally. Ted Ohland (516) SU 1-1538.
- 4—Grumman ASC, Grum Prix III gymkhana. Joe O'Hagan (516) RL 7-0939.
Jersey Corvettes, TSD Rally. John Molnar (201) ME 4-7337.



UPHILL

with JUDY BEATTIE



The Pennsylvania Hillclimb Association will present 1964 championship trophies to its class winners on February 13, officially bringing to a close a very successful past hillclimb season. On looking back over 1964 one remembers many things . . . 1964 was the year SCCA rescinded the blanket sanctioning of PHA events and told its licensed drivers they were not to run PHA events under penalty of losing their competition licenses.

The hillclimb sponsoring clubs found that to obtain the precious sanctioning, a rather exorbitantly priced insurance policy would have to be purchased, so the hills were run without SCCA's blessing. The drivers did

exactly as expected; they ran anyway. Later SCCA reversed its decision and gave blanket sanctioning to all PHA hills as has been the practice in previous years. '64 was the last year Springtown Hillclimb was run and probably the last year for SCCA's Giants Dispair Hillclimb. In the case of Springtown, it wasn't a moment too soon. With the speeds of the cars increasing every year, it's a wonder more drivers (and spectators) weren't hurt on Springtown's famous "bump."

The cancellation of the Giant caused by a shift in the direction of an underground mine fire which has been burning for years, is definitely a loss. We won't forget the throngs

of kids around, in, and under the cars screaming for autographs; or Congressman Flood; or the Host Motel parties. I imagine the Host Motel personnel won't forget us either!

1964 was also the year hillclimbing lost a fine sportsman and competitor when Jim Ladd was killed at the ARRC runoffs at Riverside.

1964 was the year PHA published the rules we all knew existed but have never seen in print. And 1964, as in years past, was one of faster speeds and new records at every hill.

The final class placings and overall winners in 1964 PHA competition will be found elsewhere in this issue (on adjoining Page 27.—Ed.) and all of us here at TOP GEAR join in a very hearty vote of congratulations to everyone who competed in the season's competition, especially to the winners and most especially to the also-rans . . . because there is always more of these than there are those in the top spots! And here's to an even better 1965 season.

DELAWARE VALLEY Sports Car Club Register

A-REALEY CLUB OF AMERICA

104 Penna. St., Allentown, Pa.
1st Tues. : 8pm
Rally Club, ABE Airport
BOB ZIMMERMAN (215)434-6733
Gymkhanas & Social

APPALACHIAN SCC

102 Linden St., Harrisburg, Pa.
1st Tues. : 8pm
Rally & B Club, Hummelstown, Pa.
9TH BRILLINGER
(717) 737-4883
Hershey climb, rallies, etc.

BRANDYWINE MOTOR SPORT CLUB

Box 864, Wilmington, Del.
1st Tues. : 8pm
Rally Club, New Castle AFB, Del.
BILL WILSON (302)DL 2-5009
Rallying, Sprints, Hillelimbs

BUCKINGHAM SCC

Buckingham, Pa.
1st Wed. : 8:30pm
Meeting place varies
BOLT KYLE (215)297-5304
Sports Car Action, Sociability

BUTCHER'S LANE MC

Box 53, Lederach, Pa.
1st Wed. : 8:30pm
Log Cabin Inn, Rte. 422,
Harrisstown, Pa.
AMES BILLELA (215)287-9374
Rallying, Racing

CHICANE SCC

Box 67, Ewan, NJ
1st Wed. : 8pm
Water Wheel, Mantua Av.,
Woodbury, NJ
CLARENCE SMITH (609) GR 8-2756
Rallying & Social

CORVAIR SCC

8530 Agusta St., Phila., Pa.
Meeting date varies
2901 Woodward Ave., Phila., Pa.
IAN SEDI SEIDLER
OR 7-3823 (215) OR 7-3823
Total sports car action — any make!

CORVETTE SCC

Box 765—West Caldwell, N.J.
1st Tues. : 9:00pm
Cazzard's Rest,
Route 46 E., West Caldwell, N.J.
JERRY LUSTIG (201)226-5463
Field Trials, Rallying, Social

CORVETTE CLUB OF DELVAL

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

DELAWARE AUTO SPORT CLUB

Box 621, Dover, Del.
1st Wed. : 8:00pm
Crews Club, Pear & Walker,
Dover, Del.
EDSEL MILLER (302) 734-7341
Sprints, Rallies, Social

DELMARVA CORVAIR CLUB

Box 95, Woodside, Del.
1st Monday
BOY COMBS (302) 284-4027
Corvairs & sports car fun

DELAWARE VALLEY SCC

401 Parkside Av., C-10, Trenton, NJ.
1st Tues. : 8:30pm
Marve Inn, Rt. 1
62 mi. N. Brunswick Circle)
DAVID TROUT (609)882-0053
Rallies and Socializing

DORNEY SCC

Box 965, Reading, Pa.
1st Tues. : 8pm
American Assn., Hill Rd.,
Reading, Pa.
BOB HORST (215) 678-2215
Hillelimbs, Rallies, Gymkhanas

EASTERN PA. SCC

Box 225, Spring House, Pa.
1st Tues. : 8:30 pm
Parkinson Bridge Hotel
EVE LeBOULLIER
(215)NE 7-1183
Rally, Hillelimb, Gymkhana, Social

FLYING BURROS SCC

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

GREATER TRENTON SCC

121 2nd Av., Hightstown, NJ
2nd Wed. : 8pm
Marroe Inn, Rt. 1, Trenton, NJ
JEAN GILL (609) 448-4434
Social & Sports Car activity

HARBOR SCC

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

HAWTHORNE SCC

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

LAKES SCC

c/o McCall, Mimosa Lakes,
Marlton, NJ
2nd Wed. : 8:30pm
Medford Lakes Lodge, NJ
GEORGE ATKINS (609) EM 5-4646
Rallying and Socializing

LEHIGH VALLEY SCC

Box 75, Lehigh Univ.,
Bethlehem, Pa.
2nd Tues. :
KEN SMITH
Open to everyone

MAIN LINE SCC

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

MON VALLEY SCC

1502 Eastern Avenue,
Morgantown, W. Va.
1st Wed. : 7:30pm
Engineering Bldg. #1,
Morgantown, W. Va.
DAVE TETER (304) 292-7697
Rallying & Gymkhanas

MIDDLE ATLANTIC RALLY CLUB

Box 132, Little Silver, N.J.
Time & place varies. Call—
BOB SCHUMANN (201) 747-0279
Rallying and all motorsports

NESHAMINY FOREIGN SCC

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

NEW JERSEY COUNCIL OF SCCs

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

OLD YORK RD. SCC

300 E. Highland Av., Phila. 18, Pa.
1st Thurs. : 8:30pm
Meeting place varies.
BILL BAKER (215)OS 5-2161
Racing, Sports Car Fun

PENNSYLVANIA HILLELIMB ASSN.

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

PENNA. RALLY CHAMP. ASSN.

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

POCONO MTN. SPORTS CAR ASSN.

Box 93, Stroudsburg, Pa.
Last Monday
Penn Stroud Htl., Strdsbrg., Pa.
ROGER KIEHART (717) 876-2670
Hillelimbs, Sprints, Rallies.

PORSCHE CLUB - Delaware Region

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

PORSCHE CLUB - E. Pa. Region

Box 32 Aquashicola, Pa.
Last Wed. : 8:30 pm
Oak Tavern, Hatfield, Pa.
DON REINHARD (215) 826-2035
The Porsche Automobile

PORSCHE CLUB - North Jersey Region

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

QUAKER CITY SCC

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

RARITAN VALLEY SCC

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

ROSE TREE MC

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

SCCA PHILADELPHIA REGION

Box 90, Wayne, Pa.
2nd Thurs. : 8:30pm
Meeting place varies.
STAN STEPHENSON (215) 675-6158
All Motorsport Activities

SOUTH JERSEY REGION, SCCA

2651 Corbett Rd., Merchantville 8, NJ.
3rd Thurs. : 8:30pm
Holiday Inn, Moorestown, NJ.
JEAN STEAGALL (609)633-6918
Racing, Rallying, Socializing

SOUTH JERSEY SCC

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

STEEL CITIES REGION, SCCA

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

SUBURBAN SCC

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

SUNOCO AUTO CLUB

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

TOP GEAR BOOSTERS' CLUB

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

TOWN & COUNTRY SCC

Box 264, Allentown, Pa.
1st Wed. : 8:30pm
Meeting place as above
JUDITH NEW (215)264-9918
Rallies, Gymkhanas, Social

TRI-COUNTY CORVETTE CLUB

of Pennsylvania & N.J.
Chet Morley, 530 Otto Av.,
Beverly, N.J.
2nd Tues. : 8pm
(609) DU 7-0354
CHET MORLEY (609)DU 6-3234
Corvettes, Corvairs, & American sports
car participation in all phases of
motorsport action.

TRIUMPH SCC DELVAL

7504 Rising Sun Av., Phila. 11, Pa.
1st Wed. : 8:15pm
Varies - call contact
VERN ARMSTRONG (215)PI 2-5276
The Triumph & Rallying

TRIUMPH SCC of N.J.

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

VALLEY FORGE MC

Box 121, King of Prussia, Pa.
2nd Tues. : 8pm
GE Tech. Ctr., King of Prussia, Pa.
GENE MOULTON (215) 279-6169
Rallying & Gymkhanas

WARHAMPTON MOTOR CLUB

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

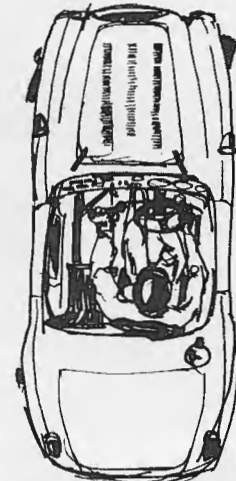
WESTFIELD SCC

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

WHEEL & DASH SCC

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

Area club corresponding secretaries are asked to forward any changes in the listings applicable to their club to TOP GEAR, Box 482, Warminster, Pa. Unless each club complies with this request as soon as possible the club listings will continue to appear as published above.



A similar Sports Car Club Register is being compiled for the Greater New York area and clubs interested in being included in such a register should mail pertinent information to: TOP GEAR, Box 482, Yorktown Heights, N.Y.

PHA Announces 1964 Champions



John Bolton, PHA 1964 Champion, in action at Hershey.
— Photo by McDevitt

The following have been compiled in order of class placing.

	# Pts	# Hills
John S. Bolton	70	10
Al Loquasto, Jr.	68	8
Steve Elfenbein	42	8
Howard Fetterolf	32	10
John Debaugh	31	6

A Production

John S. Bolton	76	10
Al Loquasto, Jr.	71	8
Howard Fetterolf	54	10
John Debaugh	44	6
Ronald Brobst	33	5
Bud Flail	38	4
Harold Keck	28	3
Gene Miller	18	3
Don Peterson	9	1
Bert Karman	9	2

B Production

Steve Elfenbein	78	8
Louis Fronina	69	10
Bill Stauffer	59	8
D. Story	29	3
Bud Flail	20	2
Marlin Burrell	16	2
John Flannery	12	2
Ken Beck	8	1
Craig Smith	8	1

C Production

Dave Redmond	68	7
Fred Kopenhagen	46	5
B. Hebbard	29	2
Sam Feinstein	20	1
Carl Reher	8	1

D Production

Dick Grime	53	8
Sam Price	47	5
Keith Kendig	45	10
Bruce Boyer	33	4
Robert Price	31	8
Jack Van Wattering	29	3
Brad Christ	24	6
Paul Slapikas	20	9
Eggie Thomas	19	3
Kenneth Hill	19	5

(Continued on Page 30)

BULLETIN BOARD

PRCA HOLDS ANNUAL SCHEDULING MEETING

Jan. 4 was perhaps the first official sports car function to take place in the Delaware Valley's 1965 motor sport scene, when PRCA convened its annual event scheduling meeting.

Seventeen area clubs were represented and the 1965 rallying calendar was established. A few smaller clubs did not, however, send representatives, and the events so tabled for the 1965 calendar may be regarded as being of championship and top-drawer importance.

A change in scoring PRCA events for the 1965 season has been announced, and it is expected the adoption of this sliding scale will encourage competition in more events as well as provide some relief from unfair penalizations accrued due to an inaccurate rally or one on which the proper resolution of protests may not have been made.

If a contestant runs	Scoring will be on
6 events	all 6 events
7 events	best 6 events
8 events	best 6 events
9 events	best 7 events
10 events	best 8 events

A contestant's score for each event run for points will be determined by the following formula: —

$$\% \text{ pts.} = \frac{(\# \text{ of starters}) - (\text{contest. O.A. posn.})}{(\# \text{ of starters})} \times 100$$

A similar meeting for the benefit of the autosprint and field trial element was held January 20th under the auspices of Phila. Region SCCA's Keystone Trail championship series.

A complete listing for the full year will be carried monthly in the Delval Datebook section of this magazine, and any club wishing its events to be announced are invited to send them in to: Datebook, TOP GEAR, Box 482, Warminster, Pa.

DAYTONA AND SEBRING OK PROTOTYPE CAR CLASS

Big news in the down-south series of big-time sports car endurance races, the 2000 km Daytona Continental and the 12 Hours of Sebring, is the inclusion of a prototype sports car class for 1965, and, it is presumed, all subsequent events above named.

Early registrant for the new class is Jim Hall, 1964 USRRC Champion, and his brilliant Chaparral design. Hall, entered as a driver in one Chaparral for the February 28 Daytona Continental, has named Roger Penske, Gladwyne, Pa., as his co-driver. In addition to this entry the Chaparral team will also run in the Sebring 12 hour classic March 27.

Shelby-American has entered six Cobras for the Daytona 2000 km race and indications are that Phil Hill, Ken Miles and Bob Bondurant will be in the starting lineup. Other drivers have not been named at time of going to press.



STUDED TIRES GET PA. NOD; N.J. EXPECTED TO FOLLOW

Carbide-tipped studded snow and ice tires are illegal in many states on the basis of old laws enacted many years ago designed principally to prevent the tearup of oil-covered dirt major roads. Now with concrete and asphalt surfaces the problem of high-way destruction has been eliminated while the old laws are still in force.

Recently Pa. State Highway officials announced that revisions had been made to permit the legal use of new types of winter tires on passenger cars. In New Jersey, where studded tires are still outlawed, it is expected that similar revisions will be made to permit use of these tires which are estimated to increase safety margins on snow and ice by as much as 50%.

THE TIM MAYER FUND



Tim Mayer in five short seasons brought great credit to the sport of road racing. He proved an outstanding competitor, gained an SCCA national championship, and was named to two international teams in clear recognition of his great promise as a rising star in the sport. He died February 28, 1964 at Longford, Australia, after an accident in practice for the Tasmanian Grand Prix.

His family has established the Tim Mayer Fund in order to present an annual cash award to an American road racing driver chosen by the Mayer family and a selection committee. This award is offered to encourage the competition career of a driver who has a full appreciation of the sport, a dedication to motor racing, and who demonstrates outstanding ability as well as the finest qualities of a man.

The first recipient of an award from the fund will be selected prior to the 1965 Annual Convention of the Sports Car Club of America. The selection will be announced at the Convention to be held Feb. 4-6, 1965, in Philadelphia, Pa.

Since his death, there have been many inquiries regarding a memorial which would best represent what Tim stood for and hoped for. It is the family's belief that the Tim Mayer Fund, established to aid a driver with the kind of promise and ambition of the man in whose memory it is named, will best achieve this purpose. Friends of Tim Mayer who wish to contribute are invited to do so. Correspondence should be directed to William L. Lashar, Treasurer of the Tim Mayer Fund, Connecticut National Bank, 888 Main Street, Bridgeport, Conn.

DELA. AUTOSPRINT SERIES '64 CHAMPS ANNOUNCED

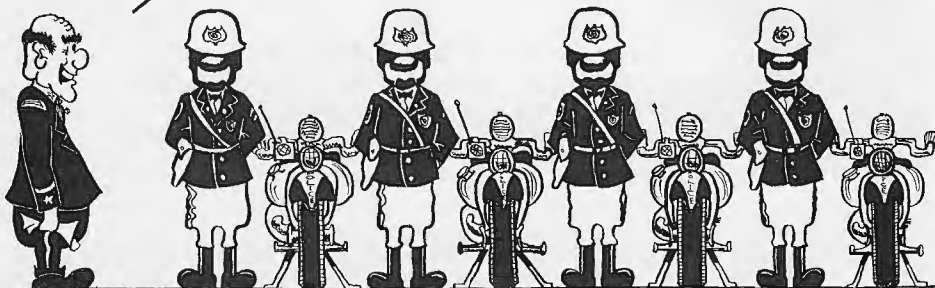
The following have been named class winners in 1964 Delaware Autosprint Championship competition.

Class	Winners
Modified & C	Willis Weldin II
A & B	Dave Story
D	Scott Walton
E	Horace Ott, Sr.
F	Dana Getty
G & H	Gerry Donovan
Sdn under 1200	Dennis Dougherty
Sdn over 1200	Dave Emery
Ladies	Ginny Houssman

Total scores were based on a competitor's seven best events.

SCCA Convention Goes to Philadelphia

GREAT NEWS, MEN!
THERE'S A WHOLE
CONVENTION OF THEM
SPORTSCAR NUTS
COMING INTO TOWN!



NE PA. REGION, SCCA, CHAMPIONS HONORED

At the annual dinner meeting of NE Pa. Region, SCCA, Wilkes-Barre, Pa., 1964 Region Champions were named.

Overall Awards Champ — Doug Dixon, Scranton, Pa., for most overall first-place points in Region competition.

FTD Champ — Bill McDaniels, for greatest number of FTDs at trials and sprints.

Speed Trials Champ — Kurt Waymart, for greatest number of points in Region speed trials competition.

Rally Champions: Driver — Roger Kiehart; Navigator — Joyce Kiehart.

The following officers were elected for the 1965 season: RE — Tom Hillyer; Asst. RE — Carl Mugford; Secty. — Millie Faust; Treas. — Marv Cohen; Activities — John Noble.

W. VA. CLUB EXTENDS INVITATION TO DELVAL CLUBS ONE AND ALL

The Mon Valley SCC located in Morgantown, W. Va., has recently written to us to extend an invitation in their behalf to all Delval rallyists to spend a pleasant weekend in the rolling countryside of beautiful West Virginia.

The occasion is the third annual running of the Mon Valley SCC Labryinth III Rally on March 28, 1965. Full information may be had from Bruce Gezon, 584½ 1st St., Morgantown, W. Va., or telephone Bruce at (304) 292-0568.

N.J. COUNCIL FIELD TRIAL CHAMPIONS FOR 1964

With only seven events counting toward championship standings this past season, class winners in NJ Council competition have been announced recently.

CLASS A: 1—Bob Carrington; 2—Ed Bullis; 3—S. Weiss.

CLASS B: 1—Mitt Koseff; 2—Len Bassett; 3—Jay Goldman.

CLASS C: 1—Bob Avery; 2—George Johnston; 3—Skip Rafferty.

CLASS D: 1—T. Farley; 2—R. Rowley; 3—Tom Prendergast.

CLASS E: 1—Vic Franco; 2—Dave Panas; 3—D. Andrews.

CLASS F: 1—R. Robbins; Herb Fischer; 3—Pete Stewart.

CLASS G: 1—Ray Brunnell; 2—R. Paul.

CLASS LADIES: — (tie)—Gail Avery and Mary Anne Bradley; 2—Shirley Fischer.

JERSEY CORVETTE CLUB SNOWFLAKE RALLY

Domestic cars shone at JCC's last rally of the year with a Corvair, a Rambler, a Corvette, and a Lark finishing in that order! Not in the least incidental to these victories were the teams inside the machines: Jack Marlin/Jackie Coleman, Cranford, N. J.; Albert and Jean De Andrea, Perth Amboy; John Molnar and Lois Trout; Bill Jackameit, Clifton, and Diana Lambert, Elizabeth. JCC's next rally is scheduled for Sunday, March 7th with Dave Weil listed as rally-master (201) PL9-6872.

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the pavement.

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Holbert's Garages, Inc.
Route 611 (Easton Hwy.)
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European Cars, Inc.
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JANUARY ARRIVALS

57 Alfa Giulietta	63 MG 1100
58 A-H 3000 Rdst.	63 Datsun 1200
59 Lancia Appia	Rdst.
60 M-Benz 300	63 Alpine III
	4 dr Htop.
61 Herald 2dr.	64 Citroen Ami 6
61 M-Benz 190 Sdn.	64 DAF Sdn.
62 XKE Coupe	64 TR4 Rdstr.
62 Caravelle	64 VW 1500 Sdn.
63 XKE Coupe	64 Anglia 2 dr.

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PHA from Page 27

Pts # Hills

E Production

Dick Sweigart	68	10
Gale Patton	64	9
Alex Coles	47	8
Larry Albright	36	9
Richard Grimm	34	4
Robert Kenna	32	7
Robert Pitcairn	26	6
Al Singer	22	4
Horace Ott	19	2
Ray Stichler	17	7

F Production

Harry Schmalbach	64	7
Michael Harlow	63	10
Kay Smith	49	10
Al Costner	42	5
Eric Vogelsberg	36	6
Carl Murgford	35	6
Jim Davis	27	4
Robert Nesbitt	22	6
Michael Olyear	22	6
Charles McDonald	22	4

G Production

Joe Camarano	80	8
Charles Beidler	74	10
Neil Fogelberg	65	9
Robert Hoskins	49	8
Dave Goodman	30	4
Ted Ramer	16	4
John Reber	16	3
Frank Kovacs	15	4
Peter Kowalchuk	14	4
Larry Schittler	12	4
Markley Johnson	12	3

H Production

Henry Patterson	74	10
Vernon Weand	63	10
Radley Rice	57	9
Ben Loquasto	57	7
Harvey Snyder	50	10
Jim Weber	40	6
Bill Martin	21	4
Bill McDaniels	15	4
Philip Schwelm	15	2
Hank Snow	14	2

Touring I

Russell Kline, Jr.	63	8
Thomas Shapell	45	5
Leslie Robertson	30	4
John Haag	25	5
Dave Elliott	19	2
Carl Spangenberg	18	3
Bill Perdue	17	2
Ronald Haupt	16	2
Paul Nitardo	14	2
George Basehere	14	2

Touring I Improved

Myron Phillips	69	9
Joe Christ	65	9
Jerry Long	64	8
Ray Lessier	59	8
George Taylor	27	3
Al Singer	18	2
Ken Gee	16	2
Craig Lindelow	11	2
Steve Dunn	10	1
Harold Geddard	10	1

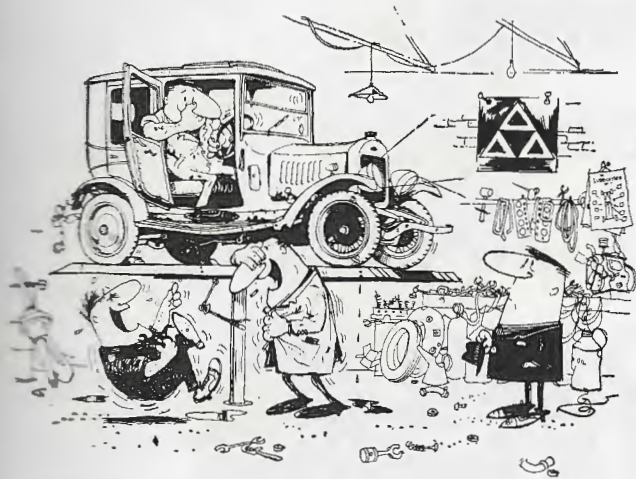
Touring II

Palmer Smeltz	80	8
Robert Alspach	18	2
Bill Knecht	9	1
Rick Seaman	9	1
Jim Jackson	9	1
Dick Perillo	8	1

Cont. on Page 31



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Advertisers' Index

Alfa Romeo	7
BMC	2
Carliss & Schall	5
FIAT	24
F. Paul	23
Grand Prix Products	23
Haddon Co.	9
Hellertown Motors	6
Jim Davis Equipment	27
Motor Sport	32
Palmer Tire Co.	3
Porsche	29
Raceway Accessories	22
Raceway Motors	23
Raymond Willis VW	8
R&S Imparts	10
SAAB	25
Sunbeam	5
Triumph	20
Vista Travel Co.	9
Volvo	4

PHA Announces 1964 Champions

Cont. from Page 30

Pts # Hills

Touring II Improved

Carl Mueller	77	9
Robert Stadel	48	5
Michael Adler	26	3
Robert Kracik	23	3
Sidney Hill	18	2
Robert Stockman	9	1
Rick Oram	7	1

M I

Ken Gee	58	6
Al Eisenhower	28	3
Myron Munchak	23	3
Stanley Stillwell	22	3
Charles Kurtz	22	3
George Taylor	20	2
Frank Johannesen	17	2
Ted Van Besse	12	2
Don Bruner	10	1
Harry Gardner	10	1

M II

Jack Rabold	78	8
Bill Davis	37	4
Harry Reynolds	19	2
John Sabel	15	3
Paul Nitardo	14	2
Charles Kurtz	13	2

M III

Robert Rambo	37	4
Oscar Koveleski	30	3
John Bolton	17	2

Ladies' Class

Karen Snow	45	5
Shaune Piper	39	5
Rosemary Boock	35	4
Judy Beattie	20	2
Pat Sabol	19	2
Eleanore Fronina	16	2

Team Trophy

Duryea Sports Car Club Team #2

What damn fool would stuff a big Ford V8 engine in the comfortable Sunbeam Alpine?

Carrol Shelby — that's who!



But it's much more than just a "cut and fit" job. The suspension is new. The transmission is a new heavy-duty unit. The steering is modified. In short, Shelby took all the lessons he learned in "The Snake Pit" and applied them to the new Sunbeam Tiger — world's fastest sports car for \$3499. (POE)

SPECIFICATIONS OF THE SUNBEAM TIGER

Engine: Ford V-8 push rod operated valve-in-head unit, eight cylinders in 90 deg. V., lightweight cast iron construction, two venturi automatic choke carburation, positive crankcase emission system.

Bore and stroke: 3.80 X 2.87 in.

Cubic capacity: 260 cu. in.

Engine develops maximum 164 h.p. at 4,400 r.p.m. 245 h.p. optional.

Compression ratio—8.8:1.

Clutch: 10 in. diameter single dry plate, hydraulic operation from pendant pedal, semi-centrifugal design.

Transmission: Four-speed all synchromesh Ford unit, short center-floor gear shift with safety mechanism to prevent accidental engagement of reverse gear.

Rear Axle: Semi-floating design with hypoid final drive. 2.88 axle ratio. Panhard stabiliser rod to maintain transverse axle location. Other final drive ratios optional. Overall ratios: High 2.88, Third 3.715, Second 4.867, First 6.68, Reverse 6.68.

Unitary Construction of chassis and body includes a cross bracing and gives exceptional strength and rigidity with light weight and low center of gravity.

Front Suspension: Fully independent front wheel suspension employing coil springs and swinging links. Thick rubber pads between springs and abutments minimise the transfer of noise and vibration. Telescopic shock absorbers housed down the center of each spring. A torsion bar sway eliminator is fitted between the lower links. No greasing points.

Rear Suspension: Semi-elliptic leaf springs, direct acting telescopic shock absorbers.

Steering: Rack and pinion type with greaseless steering linkage. Two-spoke steering wheel has 2½ in. telescopic adjustment.

Brakes: Girling 9.85 in. diameter disc brakes front, 9 in. diameter drum brakes rear, with servo assisted operation having a total swept area of 295 sq. in. Hand-brake operates on rear wheels, the lever being at the side of the driver's seat.

Tires: 5.90 X 13 in. Dunlop 'RS5' Road Speed with tubes.

Electrical System: 12 volt 67 amp./20 hour rate battery housed under baggage compartment floor; electric gas pump; starter operated through solenoid switch on dash; ventilated generator with compensated voltage control; two powerful double-dip sealed-beam headlamps with foot dipper control; separate sidelamps; built-in stop/tail lamps; self-cancelling turn signals controlled by lever on steering column; dimmable warning lights; map light; instrument lighting dimmer switch.

Equipment: Twin wind tone horns; two-speed windshield wipers; windshield washers; speedometer with trip and mileage recorders; revolution counter; oil, water temperature and gas gauges; anchorages for seat belts; passenger's grab handle.

WEIGHTS (approx.) Unladen (with gasoline and water): 2,525 lb. Dry (without gasoline and water): 2,407 lb.

Optional Extras. The following are available ex factory at extra cost and can only be specified at the time of placing the order: White-wall tires, Hard top, Radio, Heating equipment.

Special Accessories (available at extra cost). Tonneau cover, attractive line of accessories include clock, cigarette lighter, seat belts etc. Full details may be obtained from Motor-Sport.

Color Schemes. Carnival Red with Black upholstery. Moonstone with Scarlet upholstery. Moonstone with Black upholstery. Wedgwood Blue with Black upholstery. British Racing Green with Black upholstery. Midnight Blue with Azure Blue upholstery. Balmoral Gray with Azure Blue upholstery. Embassy Black with Scarlet upholstery. Soft Tops and Hard Tops are Black.



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