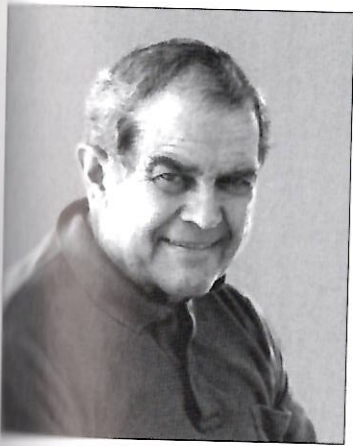


JACK McAFEE REMEMBERS



I raced at Paramount on only two weekends. At the first event held in August 1956, I was entered in John Edgar's Porsche 550. This was a car that had run at Sebring that Spring. Rolf Wutherich was our wrench.

The first time out was at the Saturday under-1500cc main event. Richie Ginther was driving John Von Neumann's 550 and we had a real go for the 10

laps. Richie got ahead at the start with me right behind. I kept trying to get by, but the track was so narrow there weren't very many places to make a safe pass. We ended up with Richie a half second ahead of me. On Sunday, with both of us on the front row, we started off the same way. But half way through my throttle linkage vibrated loose, came apart and I retired.

Rolf and I couldn't figure out what the problem was. After re-attaching the linkage however, we noticed that the vibration was coming from the engine. So Rolf tore it down and discovered that the roller-bearing crankshaft was worn to the extent that the pistons hit the head just enough to cause the vibration. This would only happen after an engine had some considerable time on it.

At the June 1957 race, I ran Stan Sugarman's 550. Ruth Levy drove it in the ladies race. Ken Miles was in John Von Neumann's Porsche and he ended up ahead both Saturday and Sunday. Frankly, the Sugarman car wasn't in

the same class as John Edgar's. But Ken made an illegal stop during the race and I ended up with the Sunday trophy for the under-1500cc main event.

I didn't like Paramount. It was very narrow and didn't allow many places to pass without getting into trouble. There were a lot of trees, which are bad news for race drivers. It was a bad deal. It didn't suit the kind of cars and the speeds we were running by the mid fifties. It was too small a track for safe racing.

As an aside, I was out at Riverside one day watching a race that had a bunch of Porsches. One fellow came in to the pits, jumped out, ran around the car, lifted one of the side panels and did something. Then he jumped back into the car and took off. To my surprise, he did this a second time. After the race, I asked him what he was doing. He replied that he was putting the throttle linkage back on. He said the linkage kept vibrating off. I asked him if he knew what the problem was. He said, "No." So I said, "I'm going to tell you." After I explained, he thanked me profusely and kind of looked at me like I was a god. Who else in the whole world would have known?

ART'S NOTES

During his amateur racing career, Jack McAfee scored more than 50 victories. Even though he occasionally competed in professional races, he never became a full-time pro. He was the Class F Modified SCCA National Champion in 1956.

After serving in the Navy during WWII, he established a VW-Porsche dealership in the San Fernando Valley suburb of Los Angeles. For much of the fifties, Jack was involved in SCCA governance and safety concerns. Now retired, McAfee lives in Seal Beach, California.

