

## MORE ON

# Ferrari Wins Sebring 12-Hour

(Continued from page 1)

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Next in the lead was Surtees, who with co-driver Lorenzo Bandini of Italy, stayed out front except during routine pit stops until they lost time at nightfall getting their tail lights to function—an old Ferrari malady at Sebring. Surtees and Bandini wound up third, two laps behind the winners, but Surtees had the satisfaction of having recorded the day's fastest laps, three of them in 3:06.2 at a new record 100.537 mph. This broke the one he himself had set last year in a Ferrari: 3:11.4, or 97.805 mph.

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While Ferraris were ahead throughout the race their drivers could never relax because there was always a Cobra no more than four laps behind. The Cobra of Dan Gurney of Costa Mesa, Calif., and Bob Johnson of Columbus, Ohio, kept the pressure on all day and was running fourth until, with Johnson driving, it was wrecked at 8:58 p.m. in a flaming crash in front of the pits.

Looking for signals from his



Pedro Rodriguez's NART Ferrari stays with Bob Holbert in the GT-winning Cobra-Ford coupe before the Ferrari retired with engine trouble. (Alice Bixler photo)

a broken nose. In the confusion, Tony Stone of Los Angeles, one of Johnson's mechanics, was hit by a Corvette coming out of the pits but was not seriously hurt.

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Only minutes later an Austin-Healey 3000 driven by Monte Carlo rally winner Paddy Hopkirk of Ireland and Grant Clark of Canada overturned with Clark behind the wheel but he was not seriously hurt.

## BEST PORSCHE NINTH

Although generally high in the standings at the end of 12 hours, the German Porsches had a relatively poor showing this year. The fastest of 11 entries was an 8-cylinder prototype driven by Edgar Barth and Herman Linge of the Stuttgart factory. They ran among the magic top 10 until taking time out to replace their clutch. At the

come, shared a lightweight Mecom Corvette with John Cannon of Canada until sunset. He then flew to Phoenix, Ariz., for what was to be an easy victory the next day in a season-opening U.S. Auto Club 100-mile Championship race.

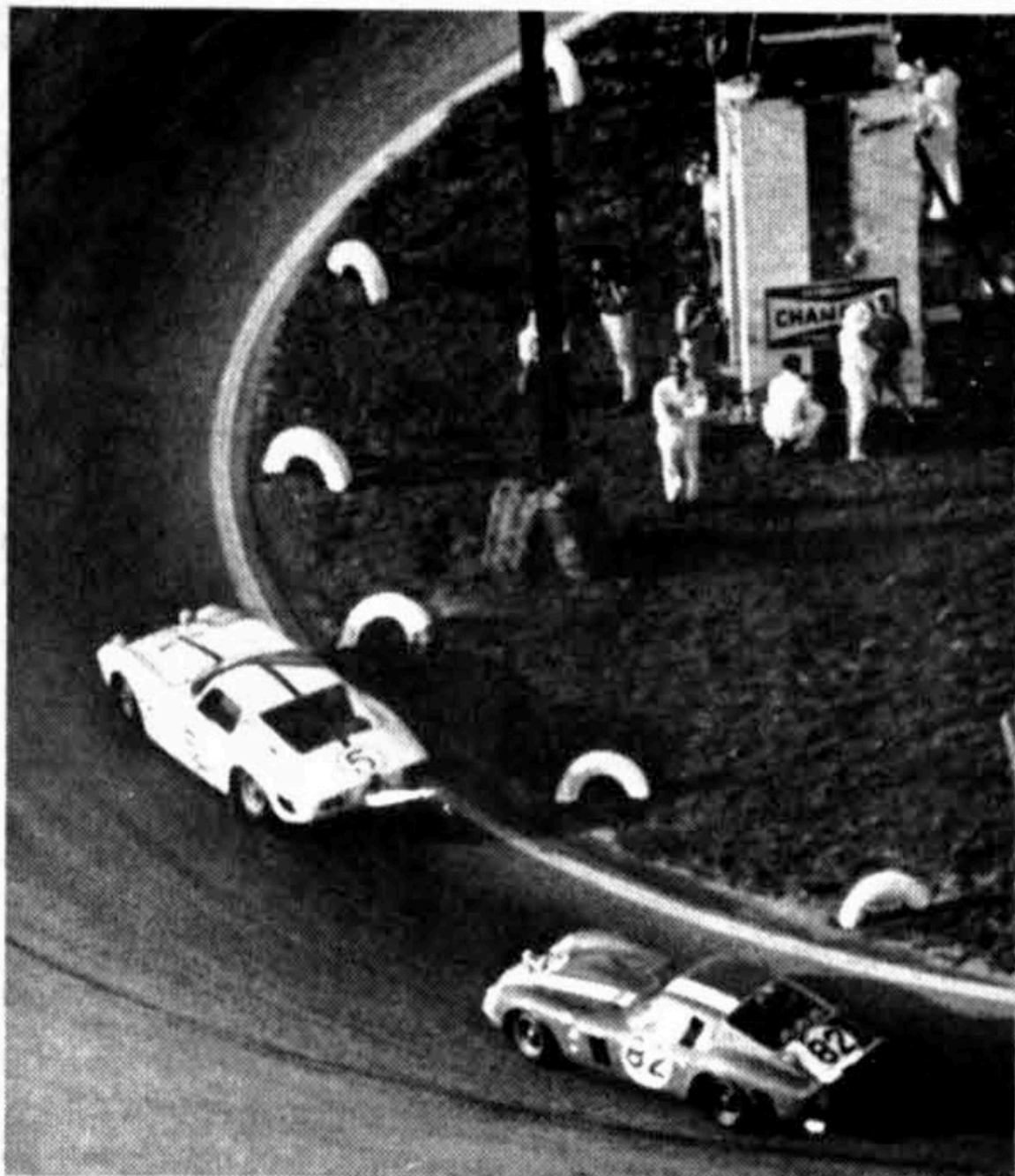
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Stirling Moss's SMART racing team had nothing but trouble with a Lotus Elan. First the rear suspension went sour and then driver H. P. K. Dibley of England rammed a sandbank and damaged the front end.

World champion Jim Clark of Scotland did better with a Ford Cortina he shared with Ray Parsons of England, winding up 21st after starting dead last because the car arrived too late to post a qualifying time. The boxy English saloon, however, was second in class behind one of four new Alfa-Romeo Zagatos entered by the Italian factory—teammates of the car hit by Johnson.

## HEROIC EFFORTS DISPLAYED

The day called for heroic effort from some drivers, among them



Ed Hugus and Bill McLaughlin's Chevy-powered ISO-Corsa leads Larry Perkins and Bill Eve's Ferrari GTO through the Hairpin. (Alice Bixler photo)



Firemen try to save the NART-entered 3.0 Ferrari 250-LM driven by Charlie Kolb and Tom O'Brien. (Bob Eginton photo)



# Hall's Chaparral Wins Pensacola USRRC



Ken Miles, Graham Shaw and Ralph Nosedá, in line above, turned the Pensacola USRRC Manufacturers' Championship race into a Cobra-Ford benefit event. (Alice Bixler photo)

By Dennis J. Cipnic  
PENSACOLA, Fla.—Jim Hall avenged his last month's defeat at Augusta in faultless fashion during the season's second SCCA-USRRC race here on Apr. 5. Leading both his teammates, Hap Sharp and

Roger Penske, and the King Cobras (Bob Holbert and Ken Miles) in an 84.22 mph chase round a rough and dirty three mile course, Hall won the 222 mile race in his Chaparral-Chevy, beating Penske in the Chevy-powered Zerex II by a scant four feet.

Along the way the pace proved too tough for the Cobras, and both DNFed, along with most of the rest of the 28 car field, including Hap Sharp. He blew the transmission in his Chaparral-Olds while running third, only six laps from the finish. Ed Hugus, in a Lotus 23B, came home in Sharp's place to take third overall and first in under two liter money after a ding-dong battle for class honors.

Right off the grid Hap Sharp grabbed the lead and ran the revs up to 7700, leading the pack through the first turns. Hall missed his starting shift, got left back about ninth, but made it up to third by lap 3, with Penske just ahead of him and the Cobras behind. The leading two liter car, the Zerex 1, being driven by John Cannon, was seventh.

Penske put up with this about as long as his competitive nerves could stand it, which was seven laps, then shot by Sharp to take over the front spot. The pace was so fast that the leaders were already lapping cars by twos and threes. Bill Wuesthoff, leading the seven-car Elva-Porsche contingent, had gained on Cannon, who shortly thereafter retired sans oil pressure.

With the race just 20 laps old, (Continued on page 8)

## Phil Hill Signs With Cooper For '64 GP Season

By Garnet Ireland  
SURBITON, England—Phil Hill, Santa Monica, Calif., has signed to drive for the Cooper Grand Prix racing team during the 1964 season.

Hill, who was World Champion in 1961, was invited to join the Cooper team after the death of Tim Mayer in a racing accident in Australia.

A member of the new ATS team from Italy last year, Hill had not made any arrangements for the present season when John Cooper extended his invitation.

With Bruce McLaren as the other driver, Cooper's team should be one of the strongest in F-1 racing. When McLaren was asked by CP's reporter, who would be the number one driver on the team, the former New Zealander smiled, and replied: "I suppose, technically, I will, based on seniority with the team, of course."

John Cooper, now fully recovered from a serious highway accident while driving a twin-engined Mini last year, seemed delighted to have the experienced Californian on his team. "I feel that Phil will appreciate the solid construction and reliability of our cars," he explained, "attributes he enjoyed and depended upon when he raced with Ferrari."

## WHY WAIT?

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## Ferraris Sweep 1-2-3 at Sebring; Cobra-Fords Win GT Category

By Morry Meriam

SEBRING, Fla.—Enzo Ferrari and Carroll Shelby shared the glory March 21 in the 14th annual Sebring 12-hour endurance race.

At the end of the long day's journey into night, three of the Commendatore's rear-engine, V-12 sports racers, all running as prototypes, were out front, with the winning 3.3-liter car having been driven a record 1,112.8 miles by Mike Parkes of England and Umberto Maglioli of Italy at a new record average speed of 92.364 mph.

The old record of 1,092 miles (90.7 mph) was set in 1961 in a Ferrari by Phil Hill and Olivier Gendebien.

Right behind the three leading Ferraris came three of Shelby's Grand Touring class Cobra-Fords to claim the lion's share of the manufacturer's championship points, 55.2 to only 4.8 for Ferrari.

Ferrari and Shelby each had 11 of their cars among the race's 66 entries, but six of the Ferraris were prototypes while all but one of the Cobras were GT's.

Besides, the Cobra drivers were under orders to conserve their cars and not to try to match the blazing speed of the new Ferraris.

The Ferraris were swift, no doubt about it.

John Surtees of England turned a lap in 3:04.2 (101.63 mph) in one of three 4-liter Ferraris on hand to win the right to park at the head of the line for the 10 a.m. LeMans start.



Parkes pours it on through Webster Turn as he roars to victory, having just lapped Consalvo Sanesi's Alfa, the car that crashed and burned later in the race. (Alice Bixler photo)

That's faster than the fastest lap posted by Stirling Moss in Sebring's only Formula One Grand Prix back in 1959. The best Cobra time was 3:12.8 (97.1 mph), posted by Bob Holbert of Warrington, Pa., in the Daytona coupe he shared with Dave MacDonald of El Monte, Calif.

Shelby's lone prototype Cobra, a car with a big Ford 7-liter (427 cu. in.) engine, was wrecked in practice by Ken Miles of Los Angeles and suffered on race day from hasty rebuilding. Trees are scarce at Sebring but Miles managed to hit one going through the esses.

### CORVETTES BRIEF CHALLENGE

Roger Penske of Gladwyne, Pa., qualified at 96.59 mph in one of three super-light Corvette Grand Sport entries, the only other car with enough speed to challenge the

Ferraris and Cobras. In the race itself, Penske was first around the 5.2-mile airport circuit, thrilling Corvette fans among the estimated 35,000 spectators who filled the stands and lined the (out-of-place for Florida) snow fences bordering the course. The biggest-yet crowd was swelled by Easter vacationing college students and was figured by some as high as 50,000.

After his starting dash, Penske, with Jim Hall of Midland, Texas as co-driver, fell to fourth but managed to stay among the top 10 for the first five hours when a broken half-shaft dropped them way back.

Pedro Rodriguez of Mexico took over the lead briefly, lost it in a pit stop to replace his spare tire which bounced loose, and then had (Continued on page 6)

### GP Preview at Goodwood —

## Clark's Lotus Wins When Graham Hill's BRM Fails

By Bill Gavin

GOODWOOD, England—Second of the non-championship Formula One events which annually precede the Grand Prix season was the main event at the Goodwood International meeting on Easter Monday. At the end of 42 laps of high speed entertainment, enlivened by a bitter dispute for the lead and variety of shunts, Jim Clark emerged the victor.

Second was his new Lotus teammate Peter Arundell, and third was the ex-Lotus works driver Trevor Taylor on a BRP Lotus. Graham Hill kept his new monocoque BRM at the head of the field for 39 laps until an ignition fault robbed him of what seemed certain victory.

Hill enjoyed better luck in the GT race in which he drove a '64 Ferrari GTO to victory just 0.8 seconds ahead of the AC Cobra-Ford driven by English saloon car expert Jack Sears.

Sears had his turn in the saloon event where his Ford Galaxie

proved a little too fast for even the redoubtable Jim Clark who demonstrated all the possibilities of a Lotus Cortina, cornering mostly on three, and sometimes on only two wheels. Clark led for most of the first lap, but Sears' Galaxie of seven liters proved too much for the Lotus Cortina's mere one and a half, so that at the end of 10 laps the Galaxie was 6.4 seconds ahead. More Lotus Cortinas driven by Peter Arundell, Frank Gardner, and Bob Olthoff arrived before the first of the onetime supreme 3.8 Jaguars.

A young man from Jim Clark's country, Jackie Stewart, wearing a tartan band round his white helmet, walked away with the Formula III event. His Tyrrell-entered Cooper-BMC covered the 24 miles 13.4 seconds quicker than the Lotus-BMC of second man John Fenning. The F-3 regulations, which call for a 1-liter, production-based engine, breathing through only one carburetor, suit (Continued on page 5)



Goodwood GT race finishing order (above); Graham Hill in Ferrari GTO, Jack Sears in Cobra-Ford, and David Piper's Ferrari GTO. (Geoffrey Goddard photo)



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Looking for signals from his crew, Johnson plowed into the rear of a slow-moving Alfa, sending its driver, Consalvo Sanesi of Italy, to the hospital with second and third degree burns. Johnson escaped with only facial cuts and



Pedro Rodriguez's NART Ferrari stays with Bob Holbert in the GT-winning Cobra-Ford coupe before the Ferrari retired with engine trouble. (Alice Bixler photo)



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Indy veteran A. J. Foyt of Houston, Tex., as versatile as they

come, shared a lightweight Mecum Corvette with John Cannon of Canada until sunset. He then flew to Phoenix, Ariz., for what was to be an easy victory the next day in a season-opening U.S. Auto Club 100-mile Championship race.

Cannon was 23rd among the 38 finishers despite losing a wheel in a spin which cost him valuable time.

Stirling Moss's SMART racing team had nothing but trouble with a Lotus Elan. First the rear suspension went sour and then driver H. P. K. Dibley of England rammed a sandbank and damaged the front end.

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HEROIC EFFORTS DISPLAYED

The day called for heroic effort from some drivers, among them W. S. McKelvy of Pittsburgh who managed to get his Abarth Simca stuck in the sand at Webster turn on the opening lap and spent 2 hrs. 12 min. digging it out.

Charlie Kolb of Miami had trouble of a different sort, hitting a low-flying bird and breaking the windshield of his Ferrari early in the race. The car later caught fire and was retired.

Another Ferrari, the GTO of Carlo Abate of Italy and Jean Guichet of France, was disqualified when ignition trouble stopped it on course and Guichet thumbed a ride back to the pits to get spare parts.

Donna Mae (Think Pink) Mimms of Pittsburgh was scheduled to drive a Sprite but never got a chance to get in the car, because co-driver Al Pease of England

(Continued on page 7)

Dealer inquiries welcome

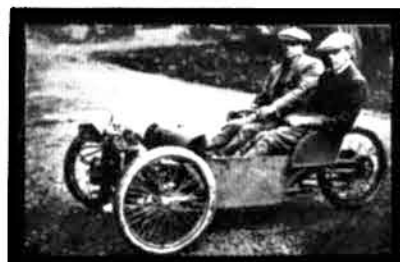
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On the first lap Lodovico Scarfiotti, second place winner, leads the pack into the Esses with the 3.3 rear-engined Ferrari he shared with Nino Vaccarella. (Dennis Cipnic photo)



Hansgen wheels through Webster Turn in the Lola-Chevy before it retired with a seized engine, as the Graham-Shaw-Charles Hayes Cobra-Ford gives chase. (Alice Bixler photo)



Jack Ryan's new Porsche 904 continues, though suffering from fiberglass-itis, only to retire later with a seized engine. Second car, the Graham Shaw-Charles Hayes Cobra, DNFed with a lost wheel, but the Ray Cuomo-Bob Tullius Renault-Alpine finished in 29th place. (Alice Bixler photo)

**OFFICIAL RESULTS - SEBRING 12-HOUR ENDURANCE RACE - MARCH 21, 1964**

Winner of The Allstate Airline Trophy Award—Ferrari, No. 22, S.E.F.A.C. Modena, Italy—Mike Parkes, England, Umberto Maglioli, Italy.

Pos.	Car No.	Make	Class	Lap	ENTRANT	DRIVERS
1	22	Ferrari	PT 13	214	S.E.F.A.C.-Ferrari, Modena, Italy	Mike Parkes, England — Umberto Maglioli, Italy
2	23	Ferrari	PT 13	213	S.E.F.A.C.-Ferrari, Modena, Italy	Lodovico Scarfiotti, Italy — Nino Vaccarella, Italy
3	21	Ferrari	PT 13	212	S.E.F.A.C.-Ferrari, Modena, Italy	John Surtees, London, England — Lorenzo Bandini, Italy
4	18	Ford-Cobra	GT 14	209	Shelby American Corp., Venice, Calif.	Bob Holbert, Warrington, Pa. — Dave MacDonald, El Monte, Calif.
5	12	Ford-Cobra	GT 14	205	Shelby American Corp., Venice, Calif.	Low Spencer, Thousand Oaks, Calif. — Bob Bondurant, Los Angeles, Calif.
6	14	Ford-Cobra	GT 14	203	Ford of France, Paris, France	Jo Schleser, France — Phil Hill, Santa Monica, Calif.
7	38	Ferrari	GT 12	201	N.A.R.T. New York, N.Y.	Pedro Rodriguez, Mexico City, Mexico — David Piper, England — Mike Gosselin, Rhode Island
8	88	Ford-Cobra	GT 14	195	Helferton Motors, Bothicham, Pa.	Harold Koch, Philadelphia, Pa. — Robt. "Skip" Scott, Grosse Pointe, Mich.
9	27	Porsche	PT 10	194	B. S. Cunningham, Los Angeles, Calif.	B. S. Cunningham, Los Angeles, Calif. — Lake Underwood, Livingston, N. J.
10	11	Ford-Cobra	GT 14	191	Shelby American Corp., Venice, Calif.	Dan Gurney, Costa Mesa, Calif. — Bob Johnson, Columbus, Ohio
11	43	Porsche	GT 10	191	Porsche System Engineering, Germany	Joe Busceta, Southtown, N.Y. — San Pan, Zurich, Holland
12	45	Porsche	GT 10	190	Carl W. Lindell, Inc., Ft. Lauderdale, Fla.	Chuck Cassel, Ft. Lauderdale, Fla. — Don Sessler, Lancaster, Ohio
13	53	Alfa-Romeo	GT 9	188	Scuderia Sant Ambrosio, Milano, Italy	Charles Stoddard, Jacksonville, Fla. — Jim Koser, Chicago, Ill.
14	15	Ford-Cobra	GT 14	187	Thomas Hitchcock, New York, N.Y.	Thomas Hitchcock, New York, N.Y. — Zouab Taktakou, New York
15	29	Ferrari	GT 12	186	N.A.R.T. New York, N.Y.	Bob Grossman, Nyack, N.Y. — Dr. Richard Thompson, Washington, D.C.
16	9	Corvette	GT 15	183	Nickoy Chevrolet Co., Chicago, Ill.	"Skip" Hudson, Mantoloking, Calif. — Jerry Grant, Kent, Washington
17	47	MGB	GT 10	180	Kjelle Qvalle, San Francisco, Calif.	Ed Leslie, Monterey, Calif. — Jack Dalton, Burlington, Calif.
18	4	Corvette	GT 15	177	McKean Chevrolet, Inc., Philadelphia	Roger Porsche, Gladwyne, Pa. — Jim Hall, Midland, Texas
19	42	Porsche	GT 10	175	Porsche System Engineering, Germany	Dan Webster, Monterey, Calif. — Bruce Jennings, Towson, Md.
20	41	Porsche	GT 10	173	Porsche System Engineering, Germany	Edgar Barth, Herborn, Germany
21	59	Lexus-Cortina	GT 9	171	Robert Scott, Jr., Grosse Pointe, Mich.	Jim Clark, Scotland — Ray Parsons, England
22	48	MGB	GT 10	170	Kjelle Qvalle, San Francisco, Calif.	Jim Adams, Los Angeles, Calif. — Merle Brennan, San Francisco, Calif.
23	2	Corvette	PT 15	168	Macom Racing Team Houston, Texas	A. J. Fayt, Houston, Texas — John Cannon, Montreal, Canada
24	62	Abarth	GT 8	165	Ray Heppenstall, Glenside, Pa.	Thomas Fleming, Philadelphia, Pa. — Otto Linton, Eston, Pa. — Jim Diaz
25	61	Austin-Healey	PT 8	164	Donald Healey Motor Co., Warwick, England	John Colgate, Oyster Bay, N.Y. — Clive Baker, Warwick, England
26	55	Alfa-Romeo	GT 9	160	Scuderia Sant Ambrosio, Milano, Italy	Roberto Businella, Italy — Consalvo Senesi, Milan, Italy
27	82	Ferrari	GT 12	158	Ray Perkins, Cocoa Beach, Florida	Larry Perkins, Cocoa Beach, Fla. — William Eve, Cocoa Beach, Florida
28	32	Ferrari	GT 12	154	Angels Aviation Racing Team, Calif.	Harry Meuer, Chicago, Ill. — Don Yorke, Cannonsburg, Pa. — Paul Richards
29	69	Renault-Alpine	PT 7	153	Autosport International, New York	Charles Rainville, Providence, R.I. — Bill Haemelt, Nyack, N.Y. — Paul Richards
30	45	Bonnet	GT 7	153	Automobiles Rene Bonnet, France	Howard Hanna, Edgemont, Pa. — Richard Teland, Edgemont, Pa.
31	39	Porsche	PT 10	147	John E. Ryan, Griffin, Georgia	John E. Ryan, Griffin, Ga. — William Bencher, Jacksonville, Fla.
32	3	Corvette	PT 15	144	Johnson Chevrolet Co., Dallas, Texas	Delmo Johnson, Dallas, Texas — David Morgan, Tulsa, Okla.
33	48	Renault Alpine	PT 7	140	Automobiles Alpine, Paris, France	Jose Rosinski, France — Mauro Bianchi, Italy
34	63	Abarth	GT 8	139	Scuderia Bear, Pittsburgh, Pa.	W. S. McKelvy, Pittsburgh, Pa. — Richard D. Holquist, Pittsburgh, Pa.
35	18	Ford-Cobra	GT 14	138	Ed Hugus, Pittsburgh, Pa.	Ed Louther, Cannonsburg, Pa. — Geo. Wintersteen, Villa Nova, Pa.
36	51	Volvo	PT 10	136	Volvo Imports, Inc., New Jersey	Art Riley, Port Washington, N.Y. — Nick Cone, Great Neck, N.Y.
37	26	Porsche	GT 10	129	Precision Motor Cars, Beverly Hills, Calif.	Richie Ginther, Granada Hills, Calif. — Ronnie Bucknum, Manhattan Beach, Calif.
38	84	Lexus-Elite	GT 8	124	Dutchess Auto Co., Millerton, N.Y.	Newton Davis, Lime Rock, Conn. — Pete Ulmer, Millerton, N.Y.
39	5	ISO Chev.	PT 15	110	William McLaughlin, Tulsa, Okla.	Ed Hugus, Pittsburgh, Pa. — William McLaughlin, Tulsa, Okla. — Enus Wilson, Tulsa, Okla.
40	34	Triumph	GT 11	79	Genser Forman Triumph Dist., New Jersey	George Waltman, Great Neck, N.Y. — Ted Lawrence, Vails Gate, New York

\*Classified Finishers Not Running At End Of Race  
Distance Traveled 1112.8 miles (1790.495 KM) in 12 Hours, 2 Minutes, 52.6 Seconds.  
Fastest Lap 3:06.2 Car No. 21, Ferrari, Surtees, 106.539 MPH (161.746 KPH)

**RETIREMENTS**

Car No.	Class	Entrant	Time	Cause	Car No.	Class	Entrant	Time	Cause	
1	Ford-Cobra	PT 15	9:50 PM	Engine Failure	67	Austin-Healey	GT 7	Donald Healey	3:40 PM	Rear Axle Dm'g.
20	Lola-Chev.	PT 14	3:05 PM	Seized Engine	52	Porsche	GT 9	Kan Chambliss	2:40 PM	Oil Leak
24	Ferrari	PT 13	6:05 PM	Transmission	54	Alfa-Romeo	GT 9	Scuderia Sant Ambrosio	2:40 PM	Transmission
25	Ferrari	PT 13	1:00 PM	Engine Failure	56	Alfa-Romeo	GT 9	S.C.A.R.T.	6:00 PM	Oil Leak
26	Ferrari	PT 13	Entry withdrawn	March 20th	57	Lotus-Elon	GT 9	S.A.L.A.R.T.	2:21 PM	Accident Damg.
27	Ferrari	PT 13	Did not start		58	Lotus-Elon	GT 9	S.C.C. of Puerto Rico	Entry Officially Withdrawn	March 9
28	Ferrari	PT 12	1:21 PM	Fire damage	44	Porsche	GT 10	Porsche Car Import	4:37 PM	Broken Valve
38	Porsche	PT 10	4:10 PM	Throttle linkage broken	46	MGB	GT 10	Kjelle Qvalle	11:07 AM	Unknown
40	Porsche	PT 10	3:06 PM	Transmission	25	Morgan	GT 11	Wheeler Electronic	3:04 PM	Cooling System
49	Volvo	PT 10	3:10 PM	Overturning	31	Ferrari	GT 12	S.E.F.A.C.	4:33 PM	Retired
50	Volvo	PT 10	3:25 PM	Connecting Rod	23	Austin-Healey	GT 12	Donald Healey	1:27 PM	Overturned
70	Renault-Alpine	PT 7	2:35 PM	Transmission	16	Cobra	GT 14	Ralph Hosoda	7:00 PM	Retired
44	Triumph	GT 7	11:00 AM	Broken Cam Sh.	17	Cobra	GT 14	Graham Shaw	1:03 PM	Brake Failure
85	Renault-Alpine	GT 7	1:40 PM	Blown Head Gdt.	19	Cobra	GT 14	Geo. Road	6:10 PM	Gas Tank Leak
46	Bonnet	GT 7	Entry officially withdrawn	March 16	6	Corvette	GT 15	Geo. Robertson	1:45 PM	Clutch

went off course with a broken axle in the first hour.

George Waltman, the one-man racing team from Great Neck, N.Y., who drove the entire 12 hours single-handed last year, was back with another Triumph and a

co-driver, Ted Lawrence of Vails Gate, N.Y. Theirs was the last car across the line at the end, mainly because of time lost replacing a cylinder sleeve.

And finally, there was no index winner because this year there was no index of performance. The complicated formula which supposedly equalized cars had been dropped by race director Alec Ulmann.

Nobody seemed to miss it either, at least among the spectators.

**Sebring Sedan Race Story on Page 9**

**Cobra Coils For Second Strike**

By Dennis J. Cipnic

Carroll Shelby has a good thing going for him. His cars won the GT category at Sebring, and Phil Hill stamped a seal of approval on the Cobra for endurance driving. The only thing that's left is to beat Ferrari. And here's the snake-pit leader himself, plus a few of his Cobra handlers, to tell CP readers all about it in a series of pithy comments on the whole schmeer:

**DAN GURNEY:** Our engine in a prototype chassis would smoke off the Ferraris. And I think Carroll is encouraged enough by this to try it.

**CARROLL SHELBY:** Ferrari beat us here today for the overall prize with a prototype. So now I'm going into the prototype business. At LeMans we'll have a prototype car with a new type, bigger engine that's going to be a big surprise to Ferrari.

**BOB HOLBERT:** Cobra can put on much more than we did here today, just with the GT models. We didn't use near what we had in the coupe. We were determined to save the car and finish it.

**GURNEY:** Remember, this is only our third long distance race. And last year at Sebring we were brand new. So this was our second real long go. We still have some problems...

**HOLBERT:** Like the cockpit of the coupe, it was a steam bath in-

side. We had to make a couple of extra stops just to change drivers. Dave (MacDonald), here, just fagged out.

**DAVE MacDONALD:** Yeh, Boy, we gotta do something about that. I wrapped my legs in tape and newspaper to keep them from burning up. The tunnel and pedals got hot as coals.

**HOLBERT:** Otherwise, I think Cobra has a chance to beat Ferrari. We did it today in GT.

**SHELBY:** And we did it without pushing. I think it's important people realize this. We made it to last the race. At LeMans we'll start to put the pressure on. We will put about 20% more power on the line, and we'll use it. Ford will beat Ferrari with prototypes. The Ford research and development program is way ahead of what we have on the track right now, and we'll have new machinery for LeMans. What's more, Ford will have the drivers. Like Phil Hill, Bruce McLaren, Dan Gurney and Roy Salvadori.

**PHIL HILL:** There's only one problem, and that's overconfidence. As long as Cobra doesn't get too content, there's a good chance. A four liter Ferrari is not easy to stay near. And the Ferrari people are always thinking ahead too. But I'll tell you one thing: these Cobras are hot cars and the guys are out to win.

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