

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."

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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)