



Phil Hill during his final pit stop. He won in a 3.8 Ferrari flown in from Europe especially for the race.

## Elkhart Lake

# THE MIDWEST 500:

by Denise McCluggage

**G**RASS has worked its lovely camouflage at Road America, pleasantly proving that it isn't necessary to wade ankle-deep in powdered dust to go racing. In fact Elkhart Lake's road racing venue is a fine looking plant. Bright flags fly from the white-painted pagoda, smoke curls up between the trees from the refreshment tent and there's a touch of Europe about it all.

The weather that greeted the September 7-8 S.C.C.A. National, which including the running of the first sports car 500-miler in the country, was of Chamber of Commerce calibre, too. Puffs of clouds floated in a blue and gold sky, the sun took the edge off the tang of fall and everything pointed to a wonderful week end.

There was promise of a battle to be done of the four-mile bent-boot of a course, too. Maserati, Ferrari, Jaguar, Mercedes-Benz and Porsche were all represented by their top exponents in this country. Walt Hansgen, who had such a variety of fortune on the Road America course (he wrote off two D Jags in one week end last year then won the June meet this season in one), was riding number one of the three-strong Briggs Cunningham team of D-Jags. Paul O'Shea, who must see three-pointed stars in his sleep, was teamed with Dr. Dick Thompson in George E. Tilp's Mercedes-Benz 300SL Roadster, a silver beauty that was really never meant for the tough "modified" competition it has faced. Ed Crawford, he of the innocent wide eyes and the weighted right foot, was in the potent blue Porsche 550RS.

And then came the marques from Modena. Or did they. On practice day Carroll Shelby was waiting for the John Edgar van bringing him a choice of a 4.5 or a three litre Maserati. And Phil Hill, delaying a return to Europe for a few days to drive at the scene of his exciting triumph two years ago in a Ferrari Monza over Sherwood Johnston in a D-type, was awaiting the arrival from Italy of a 3.8 Ferrari. In the interim, he practiced in a weary blue 3.5.

By Saturday the red machinery had all arrived. Carroll selected the three litre, saving the 4.5 for the faster Bridgehampton course (and also incidentally drawing a 45 second head start on the Class C cars because this was to be a handicap race as well as an overall bout.)

Saturday there were two races for the production cars and the H sports category. The first, an 80 mile affair, was headed from flag to flag by Don Wester in a Porsche Carrera, the only one in the race. He was hard pushed at the end, though, by Ed Hugus who came up from fourteenth starting spot to win his class in an Alfa Romeo Veloce. Bruce Townsend won the H sports category in a TXP.

The second race was meant to be 120 miles but somehow the checker was lowered a lap early. No one cared, though, because the race had really ended on the 22nd lap when



Ed Crawford dashes from his Porsche RS during a fuel stop. He finished first in Class F, first in Index and third overall.

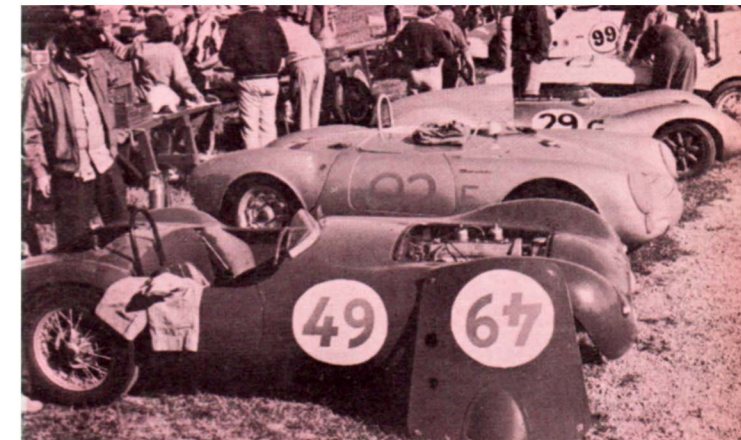
Jim Jeffords, steaming like a caliope, had retired his front-running Corvette with a broken radiator. Dr. Dick Thompson won. The Washington D. C. dentist had led anyway until his pit stop on the 17th lap. Then Jeffords' stop two laps later was faster than his and left Thompson with a deficit of some eight seconds until the radiator problem sidelined the hard-driving Jeffords.

In the second race, Lt. Col. Bob Kuhn pushed his A.C. Bristol into third overall for a Class E trophy. David F. Causey was first in class C with a Jaguar XK140MC. Trant Jarman won Class D with an Austin Healey.

The 500 mile race began at ten Sunday morning. There was a record crowd of some 30,000 people crawling over the hills to watch the 51 cars that started and the 33 that finished. This is the way the cars were flagged off: Class A and B first, then twenty seconds later Class E. Then twenty-five seconds later Class G. Another twenty seconds and Class D went. Then twenty-five seconds more and Class F and finally, after twenty more seconds of bit-chomping, the Class C cars.

It was a few laps before things sorted themselves out and

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Last minute pit check is given to the entries. A total of fifty five entered, but only thirty three finished.

Carroll Shelby leaps from the three liter Maserati during the 95th lap of the 125 lap race while pit man checks the fuel.



## Table Top Grand Prix

(Continued from page 58)

For the enthusiast who wishes to construct a permanent course set-up there are a myriad of landscaping possibilities from the model railroad kingdom: trees, shrubs, landing strips, bridges, tunnels, pits, and soldiers (which, slightly altered, will do for pit-crews). The track layouts may be modeled after existing courses, or you can dream up your own. A semi-permanent layout can be built on a few large sheets of plywood, that can easily be stored, altho' just to hook the track together and race can afford a great deal of fun. Especially if you, and several of your friends, own your own private cars.

I'm on my way back to Polk's now. Last night I went disguised as Sophie Tucker, but after three laps, they recognized me and gave me the black flag. You see, the I.T.C.R.A. (International Toy Car Racing Association) has banned me for unsportsmanlike conduct. They claim I did, by cunning and with malice aforethought, rub the rear wheels of an opponent's car with chicken fat, and they also found out that I lied about my age when I applied for my competition license. I told them I was only twelve, so Bob Coogan has been banned from I.T.C.R.A. racing for a whole year.

Maybe tonight they'll let Bob Coogan...

## Elkart Lake

By Cumberland & Mott

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Shelby (in the Class D Maser) stormed into the lead. Hill (in the Class C Ferrari) contented himself with dogging Hansgens' tail fin for a while before moving in to second. (Walt soon began a series of pit stops—radiator hoses, etc. — which ended in his retirement after 19 laps.)

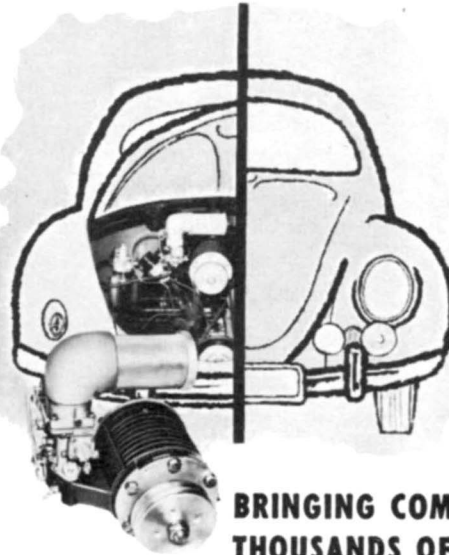
Crawford insisted he wanted to play with the big boys and dashed off in the Porsche RS to give them fits. The D type of John Gordon Bennett/Charlie Wallace, the Mercedes of O'Shea/Thompson and the 3.5 Ferrari of Honest John Kilborn/Deacon Howard Hively (aided by pit signs such as "I Love You") began shifting through to join the front runners. And there they stayed throughout, finally finishing 4th, 5th & 6th respectively.

Twenty-six laps had elapsed, about an hour in time, when Phil Hill assumed the lead. Shelby, aided and abetted by an Allard that managed to get in everyone's way all day, had taken the escape road at station twelve. Hill was never headed, or even pushed, the rest of the day. (Shelby took the same escape road under similar conditions later in the day). And so it was Hill, Shelby and Crawford from that moment on.

Last year, when the comedy team of Kilborn and Hively won the six hour race (Continued on page 60)

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A McGRAW-HILL BOOK

## Elkart Lake

(Continued from page 59)

at Road America, they had covered 480 miles. Hill, in eight minutes and thirty seconds more than six hours, covered 500 miles. He averaged 81.4 miles an hour. His fastest lap was a 2:49.3.

The speed trap at Road America, set up along the short back stretch, revealed some interesting data on the different way the different cars attack this circuit. The D-Jags, Charlie Wallace in particular, clocked the highest speeds through there reaching 135.9 (this, mind you, is an average involving some acceleration out of one corner and the braking for the right angled number five corner, (it is not a top speed). Hill went through the traps consistently at around 121 miles an hour. The difference is in the braking. Ferrari's notoriously hard brakes are not meant for the short stop-and-accelerate courses that are characteristic of American road racing. Hill has learned to baby these brakes (one good charring from improper application and they are gone). For the first corner, for instance, he was backing off just after the start-finish line and touching his brakes first at the number five marker. (Porsches, for instance, could sail full bore up to four or even three before worrying about the matter of slowing.) "How fast could you go if brakes were no concern?", he was asked after the race. "Oh, 2:40, 2:41, maybe, for one or two laps," he said.

The 1-2-3 boys — Hill, Shelby and Crawford — all drove the entire distance unassisted. Each made two pit stops. All won their respective classes, and Crawford, who was particularly impressive in the Glenn Carroll-prepared Porsche, also easily won the handicap trophy.

Other hardware collectors for the day: First in Class B, John L. Haas/Robert H. Roloson (Corvette); first in Class E, Ebbv Lunken/Jim Kimberly (1.9 Ferrari). Kimberly's two-litre Maserati went out after a few laps with Jack McAfee at the wheel. A broken valve spring apparently. Class G, Dr. and Mrs. M. R. J. Wylie (Lotus).  
*Denise McCluggage*

## Aston Martin DBR1 300

(Continued from page 37)

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(Continued on page 61)

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