



BARELY 21 in. tall at the cowl, the Thompson/Harvey Indianapolis Special has 12-in.-diameter wheels.

SUPER/SKATE

NOT CONTENT to have already shaken the confidence of Indianapolis' faithful with his lightweight Buick V-8 powered cars in last year's Memorial Day race, entrepreneur Mickey Thompson has produced an even more heretical machine for 1963. The new car resembles its immediate ancestor in most respects, having a rear-mounted engine, all-independent suspension and a fully-triangulated frame constructed of thin-wall, small diameter tubing. This frame more nearly resembles those in English Grand Prix cars than the chrome-moly pipe structures typical of the Indianapolis race.

The big surprise is the use of 12-in. wheels which, in combination with extremely wide tires, make Thompson's new car look for all the world like an overgrown (but not by much) Kart. The wheels are magnesium castings and, while small in diameter, have

enormous rim widths. Those in front have a 7-in. rim and carry 9.00-12 tires; the rear wheels have 9-in. rims with 11.00-12 tires. These tires are small in diameter—even smaller than their nominal section dimensions would indicate. Their respective diameters, overall, are 22 and 24 in.

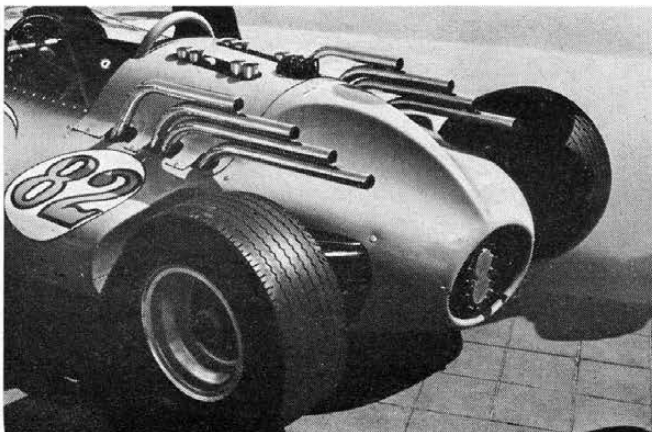
Having such small wheels, the car must carry its brakes inboard. The rear brakes are hooked to the wheels through the conventional (for independent suspension) driveshafts, but for those at the front special driveshafts, hubs and U-joints had to be provided, exactly as though the car had front wheel (or 4-wheel) drive. The brake calipers are supplied by Airheart but the discs are a rather radical feature, made from aluminum forgings provided by Harvey Aluminum, the car's sponsor. These aluminum discs are given a wear-resistant surface coat-

ing of sprayed-on copper-iron, the job being done by Schiefer, who makes aluminum flywheels (one of which is used on this car) which are surfaced the same way.

Mickey's new car is propelled by an engine that is, in general layout, a Chevrolet V-8, but has an aluminum block and heads (cast by Harvey Aluminum), and Thompson's own cast-steel crankshaft, aluminum rods and pistons. We know of no part of the engine, with the possible exception of the valve covers and some minor items of hardware, that actually originated at General Motors. A bore and stroke of 3.75 x 2.90 in. gives a total displacement of 255 cu. in. and Mickey says it produces "in excess of 350 bhp."

Two examples of the new car have been built and GP-racing World Champion Graham Hill and Bill Krause have been signed to drive. Thompson has also updated two of last year's "conventional" cars, powering them with aluminum Chevrolet engines, and these too will be strong contenders. —Gordon H. Jennings

ALUMINUM BLOCK Chevrolet V-8 is mounted in rear.



CAR HAS independent suspension of all four wheels.

