

1-10-88

Dear Lars,

I enjoyed all the information you sent me. Sorry it took so long for me to respond. The holidays were extra hectic! I dug out old files that I haven't been through in years. . . . I enjoyed that. It got my racing interest way up.

Let me ramble on now with what I found. I've enclosed a do-it-yourself copy of a small booklet Vanguard published (typed).

Also enclosed is some technical information on the Hurst/Airbrant brakes used on my chassis. As I said on the phone, Bobsy mounted these vertically, but bleeding must be done while the caliper is at a 45° angle. Speedway Automobiles in Lincoln, Nebraska has all the parts + pads.

I reviewed the original blueprints I got with my car. There are 12 in all and they were drawn

by Jerry Mong in June of 1967. They don't refer to the design as any model, but they are definitely my car. As I said, my chassis is welded steel with an aluminum skin. An enclosed letter from Mong explains that my chassis was never assigned a serial or model number. Mong calls it "SR4 Prototype." My car was first raced in 1972 by Jay Nichols. I suspect that construction on it was started long prior to 1972.

We also enclosed a copy of a 1973 article about my car that shows its original configuration. When I got the car in 1979 (1980) it had a rear wing and a different nose. The nose I have is definitely the same as in the photo's you sent me labeled "SR5." As I said, it was widened about 3 1/2" and I made a mold about 6 years ago. I cut off the lower portion of the nose and substituted a rubber

skirt. The doors and rear body look very similar also. My rear body work used to sit up high as in your photos. I lowered it closer to horizontal a long time ago. My car has twin side mount radiators mounted on top of the side tubes. I noticed your chassis has a front mount, but photos of other 5's seem to have rears similar to mine.

As I said, I've owned the car for eight years, am the third owner. (the second only ran 1 or two races) and have enjoyed the car immensely. The car took me to the snowflake in 1982 and is fun to campaign because it always generates a lot of interest from spectators and competitors.

My time and money these days is very limited because I'm back in school to get an MBA and have got three kids.... whew! I don't anticipate selling the car for

a long time. If I can be of help to you or purchaser of your car I will be glad to. The car is apart now and I should get busy fixing some torn fiberglass and finishing up the engine rebuild.

I'll try to get going so I could make your August event. That's all for now. Good luck to you in all your endeavors.

Sincerely  
Gordon PARI

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