

s '65 GP's

SILVERSTONE
 n won the Martini
 or sports and GT
 Silverstone circuit
 n a 2-liter Climax
 am. Significant was
 Nathan's lap times
 econd faster than
 's best lap in the
 powered Lotus 30.
 150-mile race was
 n another Brabham,
 ranchi's Elva-BMW

pro races, plus the team's second
 assault on the down-under Tas-
 manian Championship for single-
 seaters. It was during last season's
 Tasmanian Championship, won by
 McLaren, that his teammate Tim
 Mayer was killed.

AINTREE CIRCUIT LOST

Although it is a bigger blow to
 horsemen, the sale of Liverpool's
 Aintree circuit by owner Mrs.
 Topham to a housing developer for
 one million pounds, leaves Britain
 with only five auto racing circuits
 suitable for international caliber
 events. Home of the famed "Grand
 National" of horse racing, Aintree
 was also the scene of the British
 GP on alternating years with other
 top English circuits.

The reason given for making the
 sale was that Aintree was losing
 money as a horse and auto racing
 site.

Of most concern is the fact that
 three of the remaining five best
 auto racing circuits in England are
 also eventually earmarked for
 building developments by their
 owner.

These include Silverstone, Good-
 wood, and Brands Hatch, allowed
 by Grovewood Securities. Snetter-
 ton and Oulton Park are too iso-
 lated to be threatened at present.

PIT CHATTER

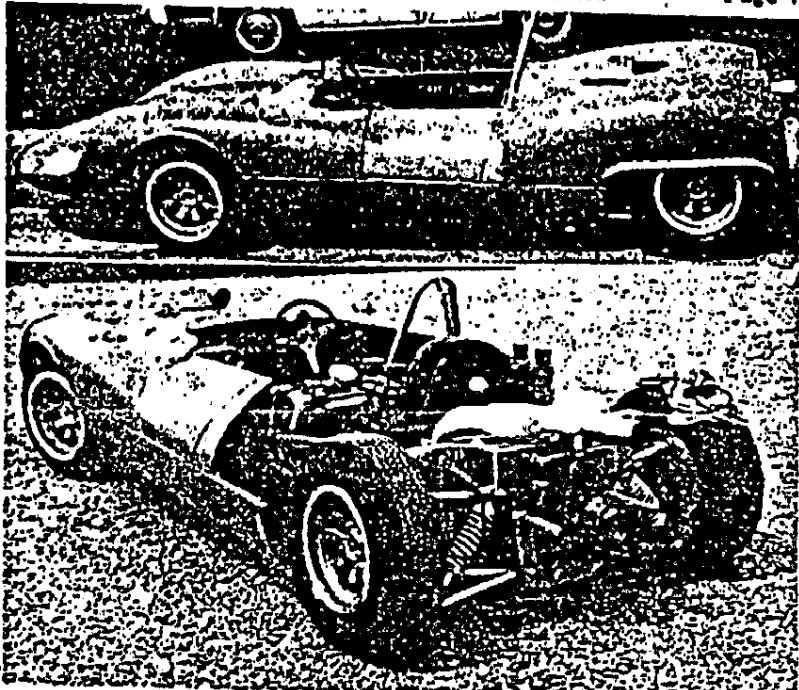
A Mercedes-Benz factory enter-
 ed 300SE with Stuttgart hotel
 man Eugene Bohringer driving,
 scored an easy win in the recent
 Nurburgring 6-hour race for touring
 cars.... Rumors have Italy's ATS
 team, dormant so far this season,
 back in GP racing with a new and
 lighter V8 in time for the Italian
 GP Sept. 6.... At FIA's Commis-
 sion Sportive Internationale meet-
 ing recently at Warsaw, Poland, a
 committee of five nations most
 concerned with Formula I GP ra-
 cing, plus the Soviet Union, was
 formed to report on weight limita-
 tions for turbine and rotary engines
 for the new 1966 Formula.

The motorcycle world is still
 talking about Canadian Mike Duff's
 win for Yamaha at Spa-Francor-
 champs of the 250cc class in the
 Belgium Motorcycle GP. His win-
 ning average of 118.41 mph was a
 new record and his fastest lap at
 120.30 mph was fantastic.

CRICKET ANYONE?

As a charity benefit the day after
 the British GP, most of the Grand
 Prix drivers turned up at Farning-
 ham in Kent, England, to take on
 the Hartley eleven in a game of
 cricket.

The GP drivers claimed a win
 on the basis of handicap—the handi-
 cap being American Richie Gin-



First photos of new and still unpainted Bobsy-Porsche. Pointed nose is designed to prevent lifting at high speeds. Bottom photo shows 1700cc Porsche engine nestled in aluminum tubing and sheet bulkhead chassis. Tires are 4:50 x 13 in front and 6:00 in rear; gearbox is five-speed Porsche; twin gas tanks are 25 gal. (Wally Huskonen photos)

Bobsy-Porsche is Tested

By Wally Huskonen
 MEDINA, Ohio — The latest
 Porsche, powered under 2-liter

race car is a new offering by
 Bobsy-builder Jerry Mong.

As are Mong's other race cars,
 it is constructed of 6061-T6 alu-
 minum tubing and weighs only 890
 lbs. dry. Millard Ripley of Ithaca,
 N. Y., and Charlie Kurtz of Clear-
 field, Pa., both experienced
 Porsche drivers, are co-owners of
 the first Bobsy-Porsche.

A 1700cc Spyder engine rated at
 192 hp DIN is fitted in the car.
 Though similar in specifications
 to the Bobsy mk. 2, chassis and
 body of the new car have been re-
 designed to accommodate the flat
 configuration of the Porsche en-
 gine.

Over 100 mi. of testing has been
 done at Nelson Ledges, Mid-Ohio,
 and Watkins Glen, and everybody
 concerned is enthusiastic about
 handling and general performance.

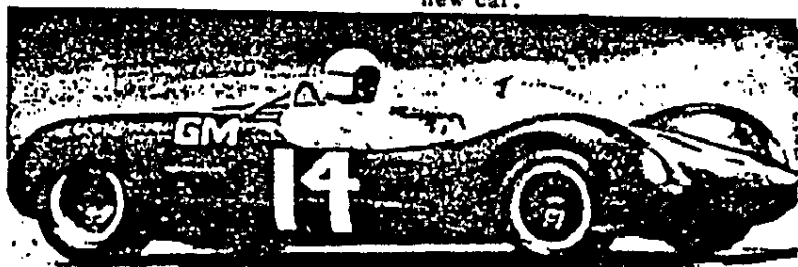
With a 1600cc "mule" engine
 fitted, the car was pushed to within
 a second of the lap record at
 Nelson Ledges by both Kurtz and
 Ripley — their first time out in the
 new car.

Skogmo First

By Bill Maloney
 MINNEAPOLIS, Minn. — Home-
 town hotshot Don Skogmo switched
 from a Birdcage Maser to a Genie-
 Ford and won the feature 20-lap
 regional race at Rosemont airport
 July 12 in the face of some stiff
 big-mod competition.

Don ordered the Genie Tuesday,
 took delivery Thursday, and raced
 it to win Sunday.

CLASS WINNERS: Formula Jr.: Bill
 Kirtley, Elva; Formula Vee, Jerry Hanson,
 Formcar: Op, Tom Kennedy, MC Midget:
 Hp, Bob Beala, Sprite; sedan, Fred Baker;
 Hm, Cecil Schoneman, Bobsy-Osca: Cp,
 Jerry Scabeth, Lotus 7; Dp, Fred Ellis-
 worth, AC-Bristol; Ep, Garry Frieden-
 lund, Porsche; Fp, John Erickson, Volvo
 P1800; Ap, L. Rowal, Cobra; Cm, Don
 Skogmo, Genie-Ford; Fm, Frank Phillips,
 Porsche Spyder; Gm, Alex Bertal, Elva 6.



1ST & 2ND IN G MODIFIED
 A NEW IAD RECORD

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RACE TEAM
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PRIX

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BRM. 2:15:09.8	80
Ferrari. 2:16:27.6	80
Brabham. 2:16:47.0	79
u. Ferrari.	78
per. 2:16:18.0	78
Brabham. 2:16:18.0	78
. BRM. 2:15:29.4	77
Lotus. 2:15:32.0	77
RRP-BRM. 2:16:15.4	77
ons. 2:15:15.4	76
nti. BRM. 2:16:27.4	76

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BOBSY SR-3/CORVAIR

The July 25/Aug 7 1964 issue of Competition Press announced testing of a Bobsy-Porsche. It was built by Jerry Mong for Porsche drivers Millard Riply of Ithaca NY, and Charlie Kurtz of Clearfield PA. This car was a modified Bobsy SR-2, with the engine compartment widened to accommodate the 1700cc, 192 hp Porsche engine and 5-speed transaxle. The body was modified with a pointed nose and revised wheel arches. In retrospect, this car was the prototype of the SR-3, which did not appear until the next summer. Three other wide chassis Bobsys were built. One received a Porsche mated to a Hewland 5-speed. Another was built to take a 2.7 liter Corvaair flat 6-cylinder. All four cars are recognized as Bobsy SR-3's by Jerry Mong, and were called that by their various owners after the introduction of the SR-3 in 1965.

The Corvaair-powered Bobsy was built for Mike Von Wolf of Willoughby Hills Ohio, probably in 1965. Jerry Mong isn't sure. The engine was built and owned by Houder Brothers of Cleveland. The transaxle was a Hewland Mk 4. According to Von Wolf's ad in the Sept 16, 1967 Competition Press, the Bobsy-Corvaair was raced 3 times in 1966. Mike, who was to die in a road accident in Italy in the early 70's, sold the rolling chassis to John Marcosky of Farmington Michigan, in the fall of 1967.

John installed a Yenko Stinger specification motor, with individual exhaust pipes exiting vertically thru the engine cover. He raced the car exclusively at the Waterford Hills course north of Detroit for two years. During this time, John, who worked at GM, and some friends/co-workers tried to put together a 2-liter Corvaair motor using information and pieces left over from a early 60's project between GM and Reynolds Aluminum. This project eventually lead to the alloy big-block Can-Am and Vega motors.