

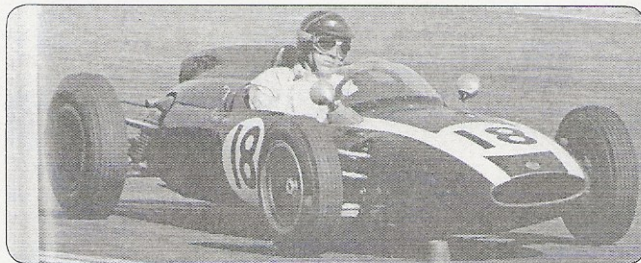
COOPER 'MONACO' C/3/61 AT LAGUNA SECA



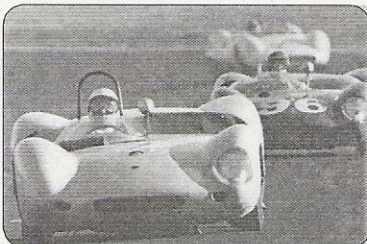
By 1956 the dangers of the Pebble Beach race course had become overwhelming, the final tragedy was Ernie McAfee's fatal crash in April. The effort to create Laguna Seca was put into high gear and by the fall of 1957 the track was ready, SCRAMP had raised \$125,000 to create the new race course.

The track was an immediate success attracting drivers from around the world. Drivers like Stirling Moss were winning races there by 1960. In 1961 Bruce McLaren brought Cooper Monaco CM/3/61 to Laguna Seca for the race that year. The two other Cooper Monacos (there were three built that year) were raced by Jack Brabham and Roger Penske. Roger Ward also raced a Cooper Monaco/Buick during this period.

In 1962 Briggs Cunningham bought Bruce McLaren's Cooper, CM/3/61. For the next two years, Cunningham had Walt Hansgen race the car at Laguna and around the U.S. Hansgen won some significant races for the Cunningham team with the car.



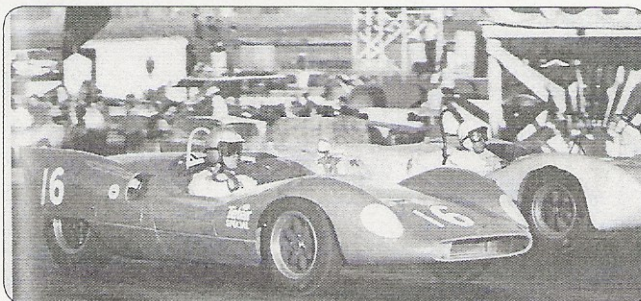
Steve McQueen (yes, that Steve McQueen) was entered in the professional Formula Junior race. McQueen, a very talented racer, was driving this Cooper when he suffered serious engine problems and couldn't start the event.



Stirling Moss (2) in a Lotus 19 leads Dan Gurney (96) in another Lotus 19 and Jack Brabham (4) in a Cooper Monaco into Turn 9 at the end of the first lap.



A top notch field starts the second annual Pacific Grand Prix. Stirling Moss (2) Lotus 19 leads Bruce McLaren (6) Cooper Monaco, Peter Ryan (83) Lotus 19, Jack Brabham (4) Cooper Monaco, Jim Hall (66) Chaparral I, Oliver Gendebien (10) Lotus 19, Chuck Parsons (110) Maserati.



In August 1962, the renewed Laguna Seca Raceway lease was signed between the Army and SCRAMP. Signing the lease is the president of the Monterey Chamber of Commerce, T. Cleason. Standing is Les Golding of SCRAMP, General Thomas Cannon (right) and his Chief of Staff (center).