



High Velocity
At Laguna Seca

Ferrari GTO
Why the Fuss?

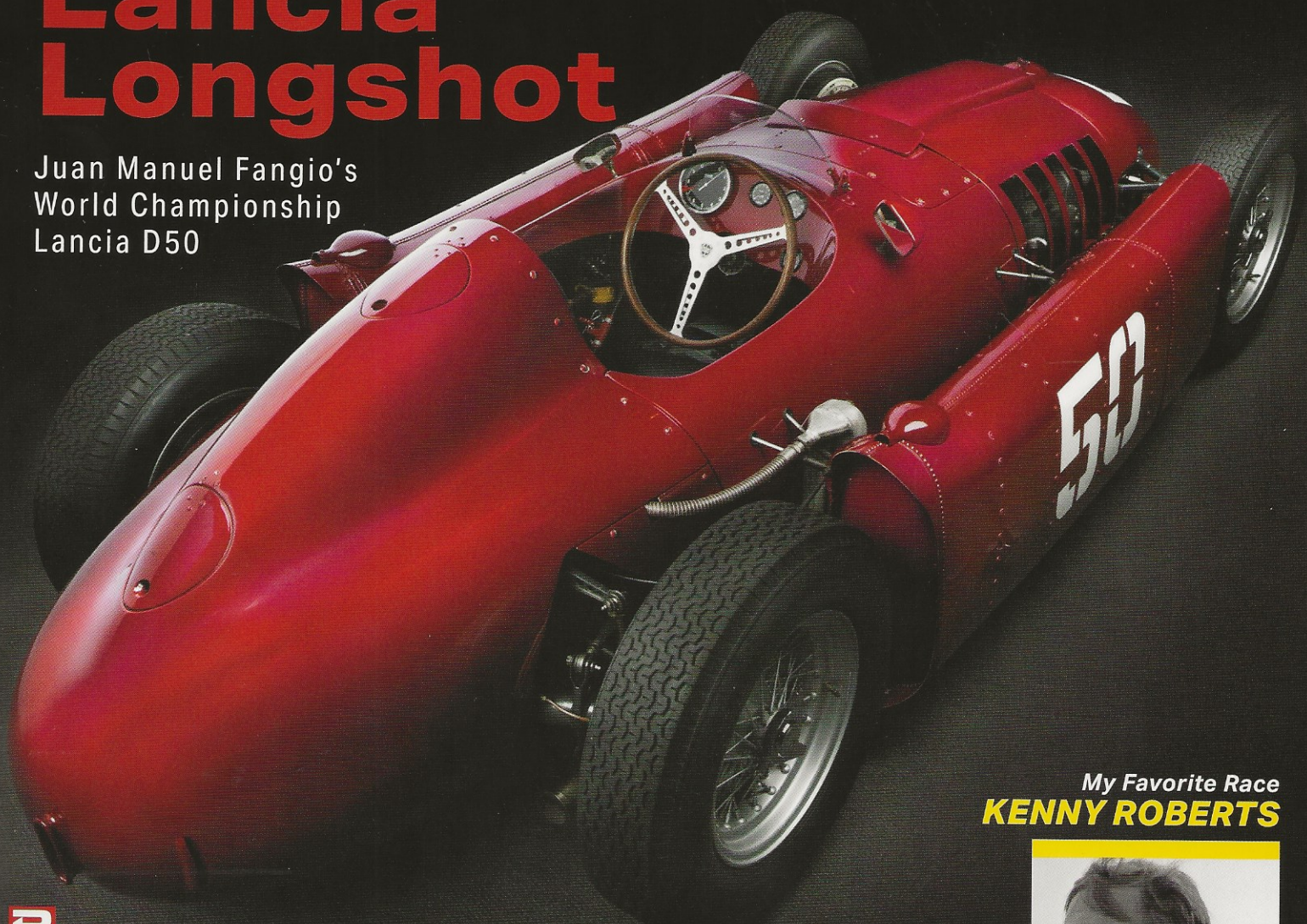


VINTAGE Motorsport

THE JOURNAL OF MOTOR RACING HISTORY

Lancia Longshot

Juan Manuel Fangio's
World Championship
Lancia D50



My Favorite Race
KENNY ROBERTS



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They don't come any prettier than a Ferrari 250 GTO and what a sound! Nick Price raced it.

endurance Porsches added to the karma of the scene. These normally aspirated, short-tailed blue and orange coupes were assigned to Jeff Zwart and Chris MacAllister.

Two of the closest vintage contests were

the 27-car entry in Group 7 (1966-'77 IMSA GT) and the battle for Cobra supremacy in Group 4A (1957-'65 GT Cars Over 2.5L). In the IMSA contest, Rob Fuller's 240Z set the qualifying pace with a 1:40.043. Saturday's

12-lapper went to the '75 Porsche RSR of Ned Bacon by 3.8 secs over the similar mount of Alan Terpins. Sunday's rematch fell to Martin Lauber's RSR, after a tight battle with Bacon, who fell just .253 short of a double weekend win.

Friday qualifying in Group 4A showed a difference of less than half a second between the '64 289 Cobras of James Farley and Jim Click. This battle went to Farley on Saturday with a half second MOV over Click. On Sunday, Click put ringer Mike McGovern in his Cobra and McGovern (my former instructor at the Bondurant School) shadowed Farley for five laps before passing the Ford boss while also setting the best Cobra time of the weekend at 1:39.647. Shortly after this race I learned of the passing of Bob Bondurant at the age of 88. Let him be remembered for his contributions to the Shelby Cobra program. Although he never got the credit he deserved, he was every bit as important to the success of that fabled team as Ken Miles or Dave MacDonald. 🍷

PICK OF THE LITER

1961 Cooper Monaco Mk3 CM63/1

WHEN BRUCE MCLAREN was still working as the factory driver for John Cooper in 1961, he had Peter Berry fill the last order for the Cooper Monaco (Chassis CM/63/1) so that he could race it in the U.S. because West Coast purses were higher than those paid abroad. And McLaren raced this car at Laguna Seca in 1961. At the end of that year, the Cooper, sans engine, was sold to Briggs Cunningham. Cunningham hired Lance Reventlow's Venice, CA, shop to build a 3.5-liter, 275hp Buick V8 to replace the Climax engine. This transformation would later provide the blueprint for Carroll Shelby's King Cobra.

Walt Hansgen successfully campaigned the Cunningham Cooper Monaco/Buick to two C Modified Class SCCA National wins in 1962 (Bridgehampton and Watkins Glen) and another CM National win at Bridgehampton in 1963.

But the biggest triumph for the Cooper Buick came at the FIA International 500K race at Bridgehampton on September 15, 1963, when Hansgen took 1st place over a storied field of entries. Thus, this car's 1963 win marked the last triumphs for the Cunningham equipe.

Fast forward to the present owner of the Cooper-Buick, Jeffrey Heller of Berkeley, CA, who purchased the car from Fantasy Junction in 2015. Heller, who is an MIT trained architect, bought it "because my wife Lise is Briggs Cunningham's granddaughter, and she was very close to her granddad."

At the 2021 Velocity Invitational, Fantasy Junction president Spencer Trenery qualified CM63/1 2nd in a field of 25 entrants, and took Saturday's Race 1 win over David Swig's '61 Chaparral I. As the race wound down, Trenery could feel the engine tightening and backed off to the point that Swig was just .089 behind at the checkers. On Sunday, Team Heller did not start Race 2. They watched Cameron Healey's Pooper score the Group 3 win over Swig's Chaparral by 1.071. 🍷



Well driven while it lasted was Spencer Trenery's svelte Cooper-Buick.