

FOR  
'54'S  
AND UP

425 HP FORD BOLT-ON!

# CARS

JUNE PDC

STILL  
35¢

THE AUTOMOTIVE MAGAZINE

for a  
**'MICKEY MOUSE'-LESS  
APPROACH TO  
TRACTION**

see page 34

TWO-WEEK  
"VOCATION"

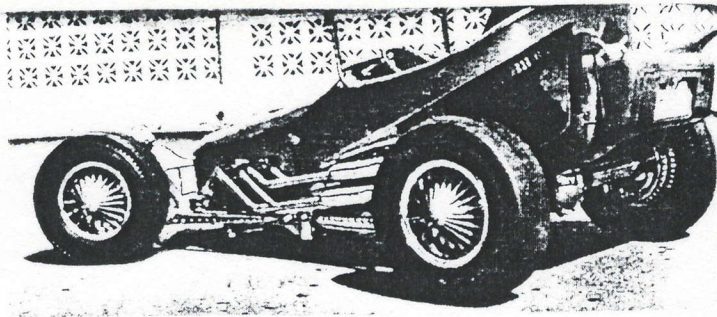
SAVE ON  
WEIGHT.  
SWAP TO  
A SMALL V8

CHRYSLER'S 426 HEMI, newest performance sweepstakes entry



# CARS

THE AUTOMOTIVE MAGAZINE



Vol. 7, No. 4 June, 1964

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# 140 MPH LUXURY

that's the Concourse USA, Mark I, America's newest all-domestic GT car

By GORDON CHITTENDEN



## 140 MPH LUXURY

**W**ITH 1964 just getting under way, the 1964 model cars are, for the most part, already old hat. Dealers are waiting for the outcrop of the 64½ models to woo their cash customers back in the showrooms.

Last year the big half-year thing was the return of the so-called fast-back, or slantback, tops on the 63's. This year, the big thing will be introduction of at least one more sports car from the Big Three.

CARS, however, not content to just rewrite the ad folders on the new cars, presents here for the first time in print a full look and test of the newest car in America . . . the Concourse-USA MK-I!

Designed and built by the Dean Frederick's Enterprises in Los Angeles, California (yes, he's the actor), the Concourse is a GT-type sports car designed for use on the road and not just on the race course. A limited production car, and not cheap, it is actually a hand built automobile whose finish and fit prove it! Little touches, things like a fully carpeted trunk and matching spare tire cover, hand machined foot pedals, etc., say *Grand Touring* to the nth degree.

Not just another "special" in which what went into it was just what happened to be around or, in many cases, what was left of another car, this one has components chosen or made to fit the designer's conception. The end result is a car with the best of many worlds, and the short ends of none!

Unlike the Cobra, this isn't a hot-rodded version of an English sports car fitted with a big V8. And unlike the Stingray, Chevrolet's sports car, reflecting an idea that such a car must be heavy to stand up, it is a

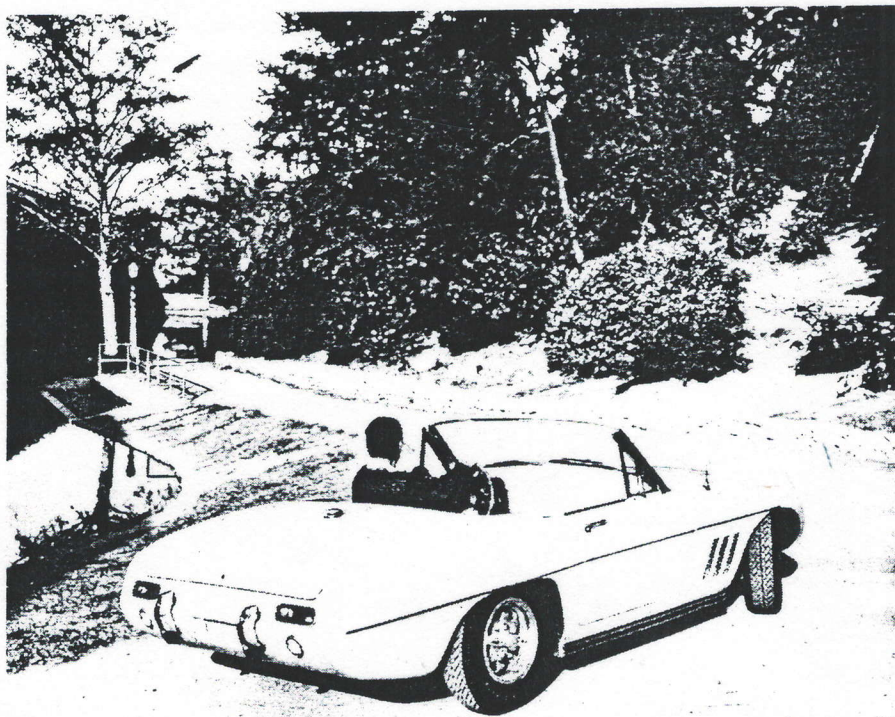
blending of Italian, German, English, and American concepts.

The frame is strictly USA, box-type and rigid . . . made with the idea that Americans can, and often do, get on some pretty rough roads. And the frame is entirely heli-arc'd! Over 1,000 inches of arc welding goes into it. It will travel over the worst roads one can find and not twist or come apart. Besides, it will support the biggest engine one could drop in!

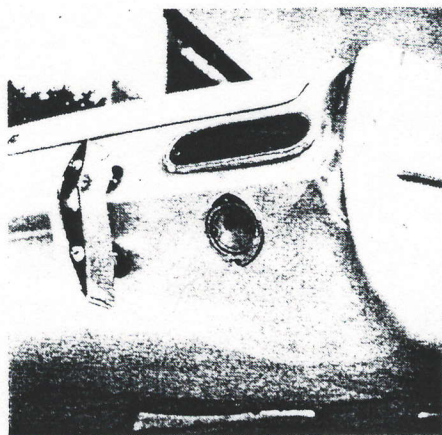
The body is Fiberglass and uses many novel and different methods of molding, such as one-piece doors!

Frame fasteners and mounting brackets are bonded into the body panels from the first layer of 'glass on up.

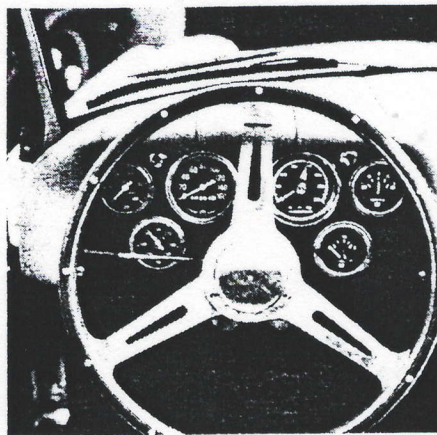
The gas tank is a cylindrically-baffled aluminum affair 'glassed-in for safety, the interior is all leather (no plastics), foot pedals and horn buttons are hand turned aluminum, and the interiors of both the car and trunk are fully covered with deep twist carpeting (including the spare tire cover). The dash is fully instrumented with Stewart Warner dials and sports foam padding under the leather crash roll.



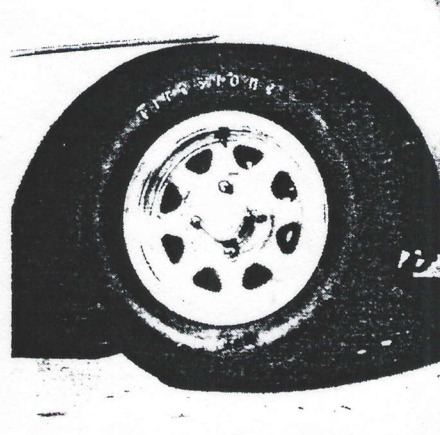
Excellent lines and superb finish of fiberglass body are apparent here.



Very clean rear section houses the small bumpers, tail and backup lights.



Instrumentation is all S-W, crash pad is leather. Wheel is wood-rimmed.



No dummy knock-offs here! Wheel are Hands polished aluminum units.

Frame is of the beam/box type . . . rigid enough for any type of road surface anywhere. (Who says we don't have bad roads?) ▶



Brakes are Airheart discs in front, aluminum-finned, metallic-lined drums at the rear. Wheels are Hands aluminum without (and my day is complete) dummy knock-offs!

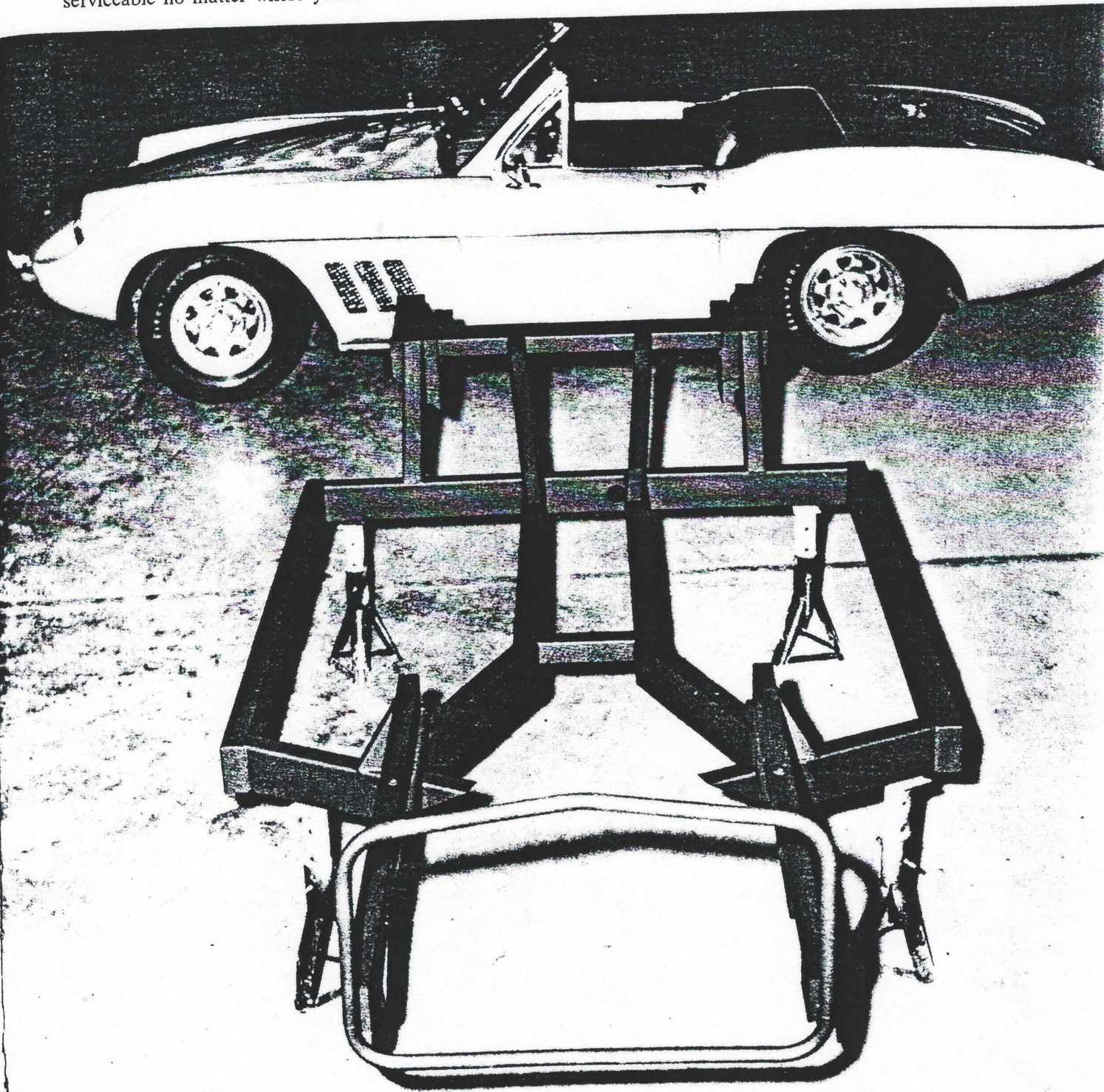
Driveline and running gear show what can be done when going the full route . . . Corvair front suspension, Tempest swingaxle rear suspension, Buick aluminum V8 engine and Tempest Transaxle four-speed, full syncro gearbox. This ends up as an extremely light power and chassis unit having components that are fully serviceable no matter where you are.

And at the same time you get almost perfect weight distribution.

There is only one way to buy the Concourse—USA . . . as is; No extras. But like the man said, it's not cheap. 7000 dollars is the tab. But unlike some cars which have lower list prices, and many options at extra cost, this one gives you your money's worth. Price includes radio, heater, High-Speed racing-type tires (buyer's choice!), two tops (a full hidden folding top plus a removal hardtop), and seat belts that retract . . . plus tools and complete shop manual.

As we mentioned, the engine is the small aluminum Buick in 200 hp version, stock excepting the cam and flywheel (HD Weber flywheel and clutch). To some, the power rating might seem too low. But here's the sneaky part: The entire car, with a full tank of gas, weighs only 1,925 pounds! So it's in the nine pounds per hp range (for the competition-minded, B/SP Class at the drags)!

How does she go? Like there's no tomorrow. With less than 100 miles on the ticker when we picked up the test car, the shop worn 0-60 mph





## 140 MPH LUXURY

times were given up for lost. In their place, a new set of test times were agreed upon . . . 0-100! Results were pleasing for a road car: 12½ seconds! The ¼-mile was passed with the dials showing 112 mph with 3.08 gearing, yet! (Let's see now, a 4.56 and cheater slicks . . . look out B/SP.)

Handling is to say the least, the

most. We found some slight understeer and the brakes could stop a Mack Truck. No fade problem.

Gear ratios will be whatever the customer orders, and top speed should be in the 140 to 160 mph range depending upon gearing. Our biggest surprise came when measuring gas from a low of 16 mpg in town and traffic to a nice 23 on the highway.

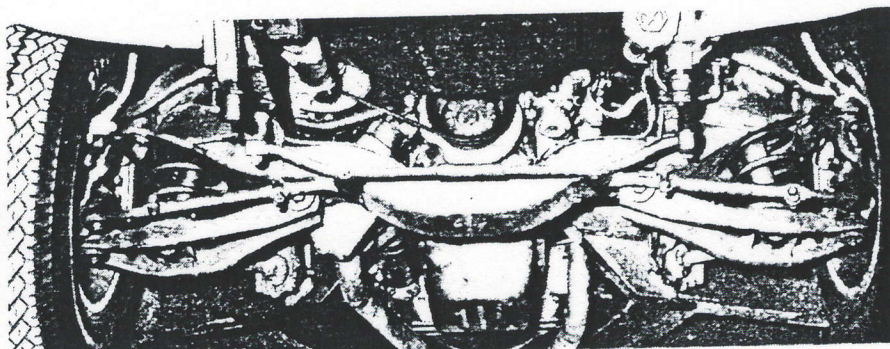
The car's overall size is neat, only

162 inches long and 64½ inches wide. From ground to the top it's 45 inches. Steering is a tight three turns lock-to-lock, and no power boost is needed.

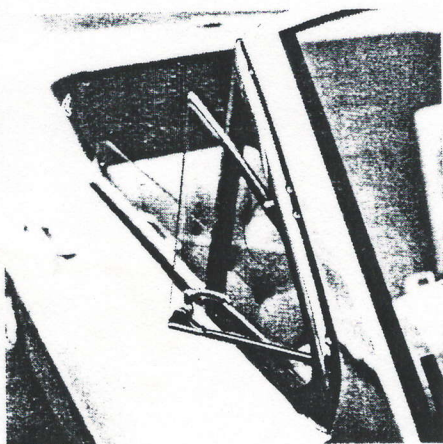
Yes Homer, there *are* some interesting, really new sports cars for 64! But, remember: Like the company says, this is a *road* car! Competition wasn't on the builders' minds . . . but what a way to go to the supermarket (if you live in Nevada, that is)!



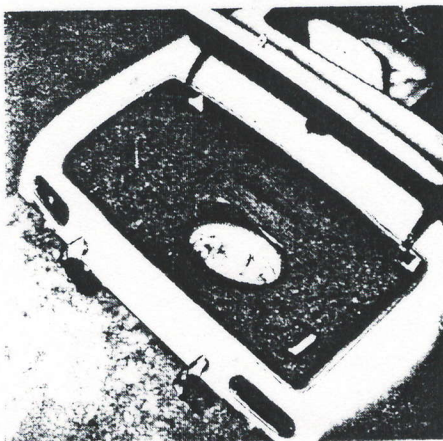
Dean Fredricks (yes, the actor) and Gerald Neuschwander designed the car.



Concourse Mark I's front suspension is a reworked Corvair unit.



The wing windows *do* work, and the larger windows roll up for comfort.



The trunk is fully lined and the spare tire comes with a cover.

### Specifications:

#### CONCOURSE-USA, MK-1

Displacement	215 cu. in.
Bore & Stroke	3.50 x 2.80"
Adv. hp	200 @ 5000 RPM
Carburetor	1-4 bbl. AFB
Compression Ratio	11.0 to 1
Axle ratio	3.08:1 (Test car)
Curb weight	1925 lbs.
Price as tested	\$7,000
Engine type	Buick Alum. OHV

### Performance:

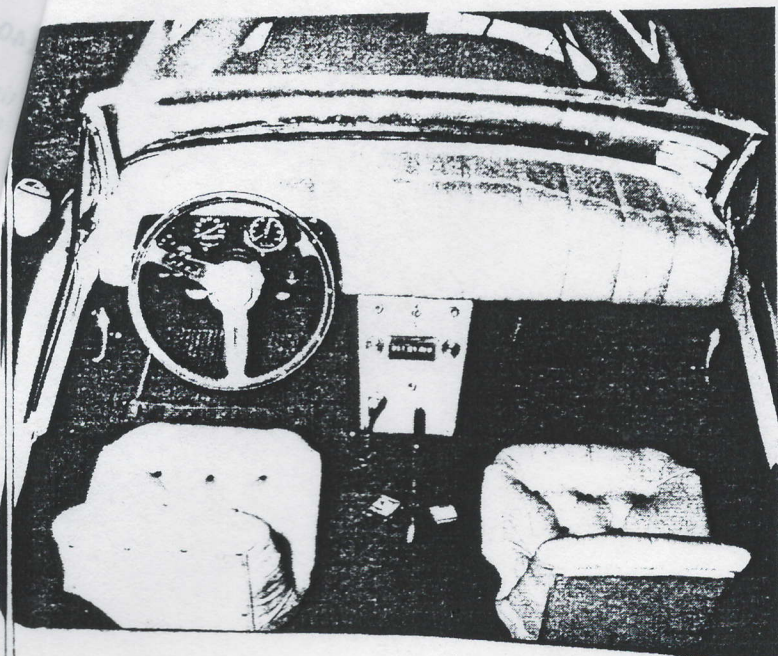
0-100	12½ seconds
Top Speed	140-160 mph

### Dimensions:

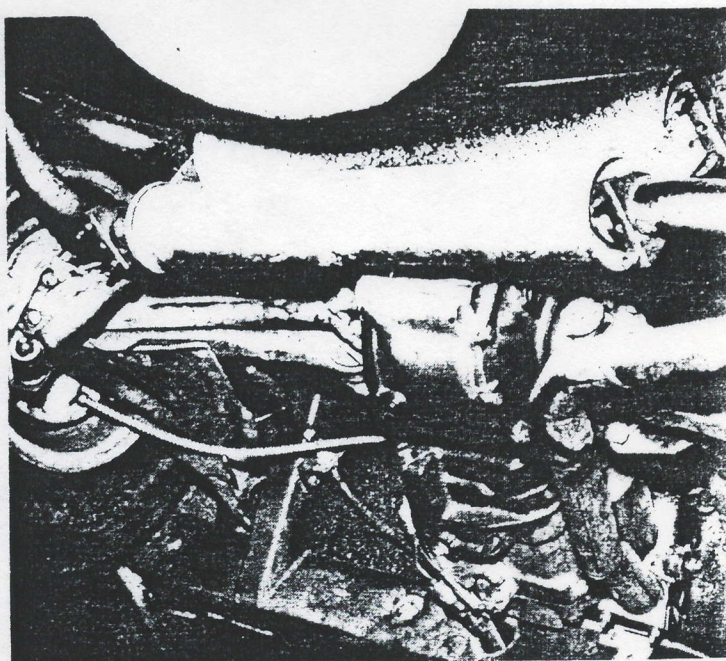
Wheelbase	90 in.
Tread Front	53 in.
Tread Rear	51½ in.
Overall length	162 inches
Fuel capacity	16 gals.
Front suspension	Corvair
Rear suspension	Transaxle

Mfg. by Dean Fredricks Enterprises  
1538 Esperanza  
Los Angeles 23, Calif.





Plush interior features leather-covered bucket seats, hand machined foot pedals, radio in console.



Rear suspension is Tempest transaxle. Transmission is four-speed used in Tempest. Guppy driveline is light.

Buick Aluminum V8 nestles in engine compartment along with Harrison alum. radiator. Car's curb wt. is just 1,925-lb.

