

Thirty years of the legend of Rolls Royce are bridged in these pictures of a 1936 Phantom III (two views above) owned by Jack K. Goodman and this 1967 Silver Shadow (left), whose Tucson owner requested anonymity. The Phantom featured a V-12 engine and styling which Good man considers among the most handsome ever by the famed English automaker. The Shadow is powered by a large eight-cylinder engine and has modern body lines.

Autos

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"You have to adjust to Italian cars. American cars adjust to you. Foreign cars weren't meant for this country, they are designed for long distance commuting at 125 miles an hour. They don't like to go slow, and the cops here don't like to go fast."

But why Ferrari? Why not Lamborghini, or Maserati, another highbrow Italian machine?

"A Maserati is below my class. It doesn't perform as well as a Ferrari. It has only eight cylinders."

Jimmy Castle might take exception to that statement. He has a 1961 Maserati Indianapolis 5000. It may be only a V-8 engine, "but it was the fastest production car ever made," he said. "It is geared for 200 m.p.h. I haven't driven it very fast because I just recently bought it, and it needs a lot of work. But the former owner told me he had it up to 185 and had plenty of pedal (accelerator) left."

Castle, who runs his own plumbing business, said, "It's my understanding that the engine was developed for racing and, when Maserati temporarily dropped racing, they had five of the engines left and decided to drop them into a different body and sell them. In other words, there apparently are only five of these cars in the world."

Most of these men raced

cars in their younger years or were mechanics, or both. As Borst puts it, "You better know how to service your own Ferrari because there aren't any Ferrari mechanics in town."

The owner of a 400GT Lamborghini, who requested anonymity, gave up racing years ago when he started getting tunnel vision.

"I wouldn't advise anybody who hadn't had high performance driving experience to fool around with one of these cars," he said. "They are thoroughly balanced for superb handling and will take curves at 100 miles an hour with ease — if you know how to drive them. But forget it if you're used to driving a Corvette. It goes magnificently in a straight line but is rather terrifying around a curve."

Unlike Borst, he does not perform his own maintenance and said, "Servicing is immensely costly. The labor involved is fantastic, parts are expensive and difficult to obtain. It costs like holy hell to keep running. I'm not sure why I even have the car."

But perhaps the most unusual car in Tucson is O'Connell's Citroen SM, a blend of French body design and suspension and a V-6 engine designed specifically by the Maserati company for Citroen, which prides itself on automotive advancements.

The suspension is "hydropneumatic," a word coined by Citroen for the system which combines compressed nitrogen and hydraulic fluid to make the car literally ride on air. The body can be jacked up like a barber chair, either

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The hydraulic power steering and brakes are so quick that the driver would be well advised first to take a course in operating it.

"It really isn't that difficult," said O'Connell, "although my wife doesn't drive it."

She has her choice of such other advanced cars in the family stable as a BMW 2002, a front-wheel drive Audi; a Mercedes 280SE — all products of Germany — or an Oldsmobile.

What's an American car doing in the garage?

"You need something to drive to the supermarket."

This 1961 Maserati Indianapolis 5000 is not the most gorgeous Italian car ever put together. "In fact, it's a tiny, ugly little thing," says its owner, Jimmy Castle. But it may be the fastest production car ever made. It is geared for a top speed of 200 miles an hour, although Castle, who operates a plumbing store here, says he's not about to find out if it really will go that fast. The car was first designed for racing, and Castle believes his "Indy" to be one of only five in the world.

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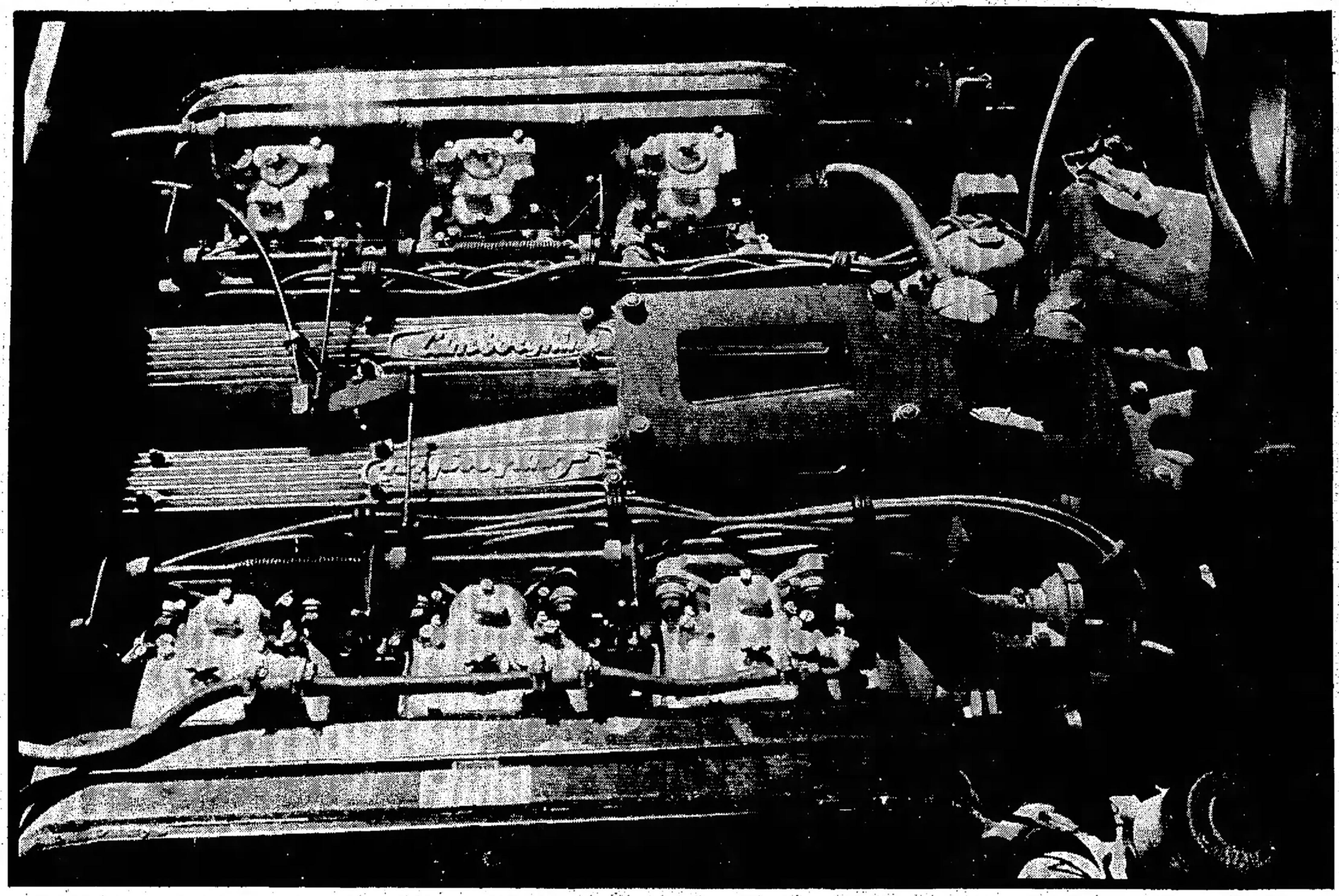
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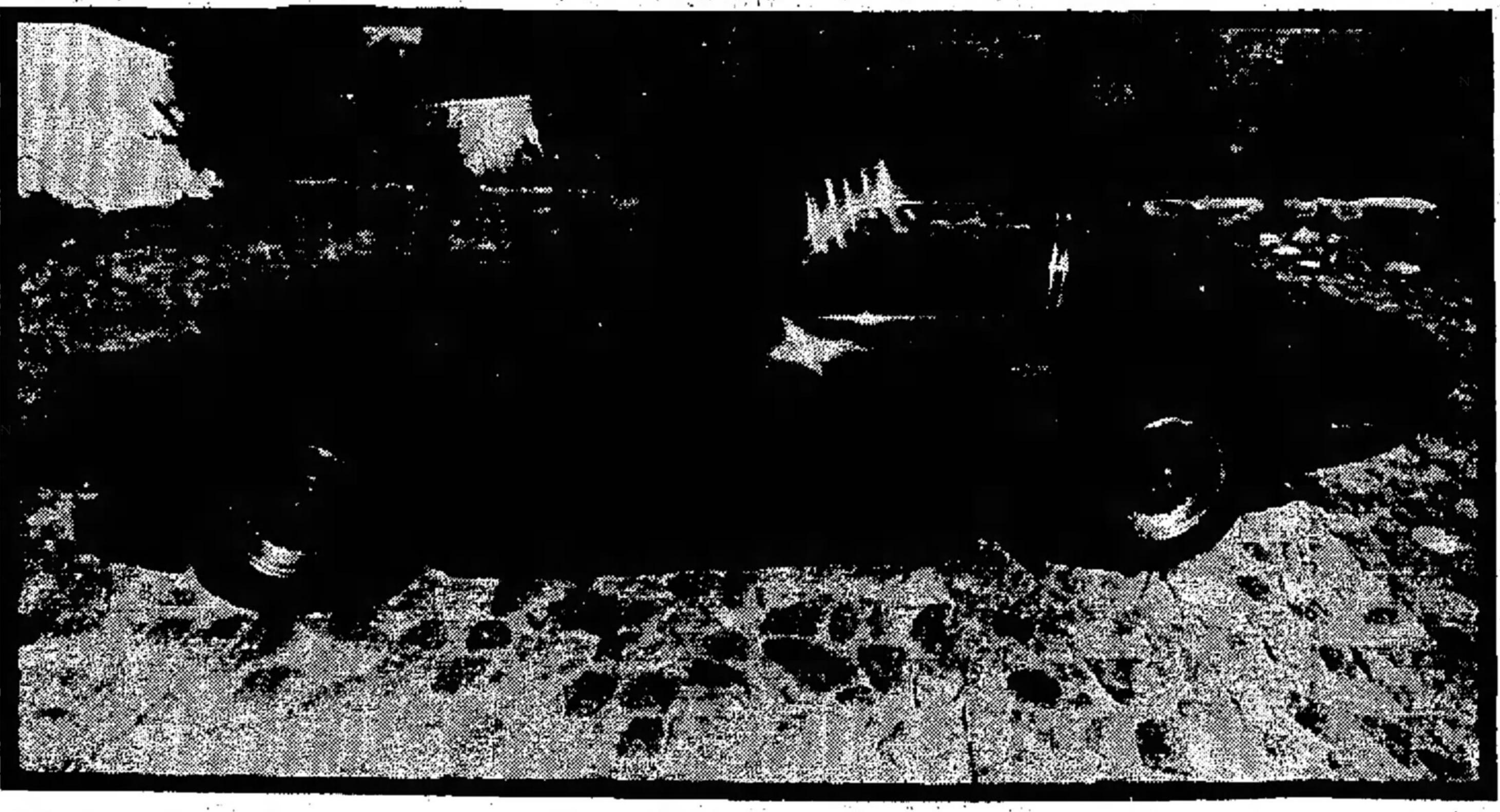
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A 1967 Lamborghini 400GT 2 + 2 (right). The mysterious numbers and letters simply mean that this Italian car will seat two adults and two children (in rather cramped rear quarters), that the engine is a fourliter (240 cubic-inch) V-12, and that it was designed for touring in grand style. It will easily attain a speed of 160 miles an hour although the engine is considerably smaller than those in an American V-8. The reason is evident in the picture above: Six 2-barrel carburetors (three at top, three below). Most cars out of Detroit feature one carburetor.



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der," he said, "I chopped and say, to hang the doors, but '65 or a '67 — I ordered it in gas station and garage after fact, Goodman's Rolls Royce its cars went out of control at and its front-wheel drive channeled an old '34 Ford they fit like a safe when 1965 but didn't get it delivered getting out of college," he re- is undergoing cosmetic sur- the famous Le Mans (France) power will pull the car at when I was kid which was the they're finished," said the until 1967, about 15 months lat- called. "A guy who had a gery at Ashton's shop. hottest thing going in Tucson at the time,"

streamlining the body to cut of a car.

owner considers the epitome of fabricated beauty.

A Rolls, for instance, is a

and precision.

owner of a Silver Shadow. er." down wind resistance, thus in- there are two ways to open creasing the speed capability the tank, just in case one doesn't work."

The owner, a woman who Rolls Royce or a \$14,000 Mer- asked not to be identified, Ashton. He has five of them in that all of the Tucson owners cedes views the car as much pointed out other special his garage including a 1955 of expensive foreign cars have fectionists, and Mercedes' demore than a mere form of touches in her Rolls. "They Gullwing, so called because its enough money to support their signers even more so. The cars because of their intertransportation. The vehicle is (the manufacturers) think of doors are hinged on the roof habit, there is one other com- Mercedes has been tempered esting designs, both in powa work of mechanical per- just about everything. For exfection (or as close as mortals ample, they save the piece of literally looks like a gull's men: Each has a total alle- namely, racing. Many of the signer myself. The English can come to it) and what the walnut wood that your particular dashboard was made of. In case yours is damaged,

a new one can be fashioned of the exact grain."

also a marvel of practicality ordering a Rolls from the fac- days as a mechanic, tory in England. Mrs. X is not "It takes two weeks, they "I don't know whether it's a

> sharply cut back auto produc- only equipment to work on it. tion while it reorganizes.

As for the Mercedes auto, its most extreme devotee in Tucson probably is Harold literally looks like a gull's men: Each has a total alle- namely, racing. Many of the signer myself. The English

Ashton is president of Ashton Construction Co. His hobby is working on German

"I have been a Mercedes I used to admire it and said,

Mercedes.' " Outside of the obvious fact giance to his particular make of car. Which is not to say they are critical of other cars.

Goodman and Ashton would

You have to be patient when cars, a hobby derived from his no more think of maligning cy not to work as hard at perone another's taste in cars fection. There's less need to." than they would malign each Mercedes abandoned racing manufactured by Maserasure of the vintage of her car. fan ever since I had my own other. They are friends; in in the late 1950s after one of ti, an Italian company,

ranch south of Tucson had an Both cars are the ultimate "The bonnet (hood) and gas The waiting period will no old 570K (a late 1920s road— in perfection in their own was originally developed as an Chopping and channeling is tank can only be opened from doubt increase since the firm ster) Mercedes. He used to ways - the Rolls in luxury entrant for the 1951 Mexican the hotrodder's term for the inside of the car. In fact, went bankrupt last year and bring it in because I had the and comfort, the Mercedes in Road Race. handling and safety," ex- Gottschalk, the Ferrari dis-'Someday, I'm going to have a plained Ashton. "As an old ciple, has a theory that a parmechanic, I'm simply attuned ticular car reflects the nationto the Germans.

> "They are absolute per- who created it. novations grew out of their -racing efforts. It's a shame they stopped racing because

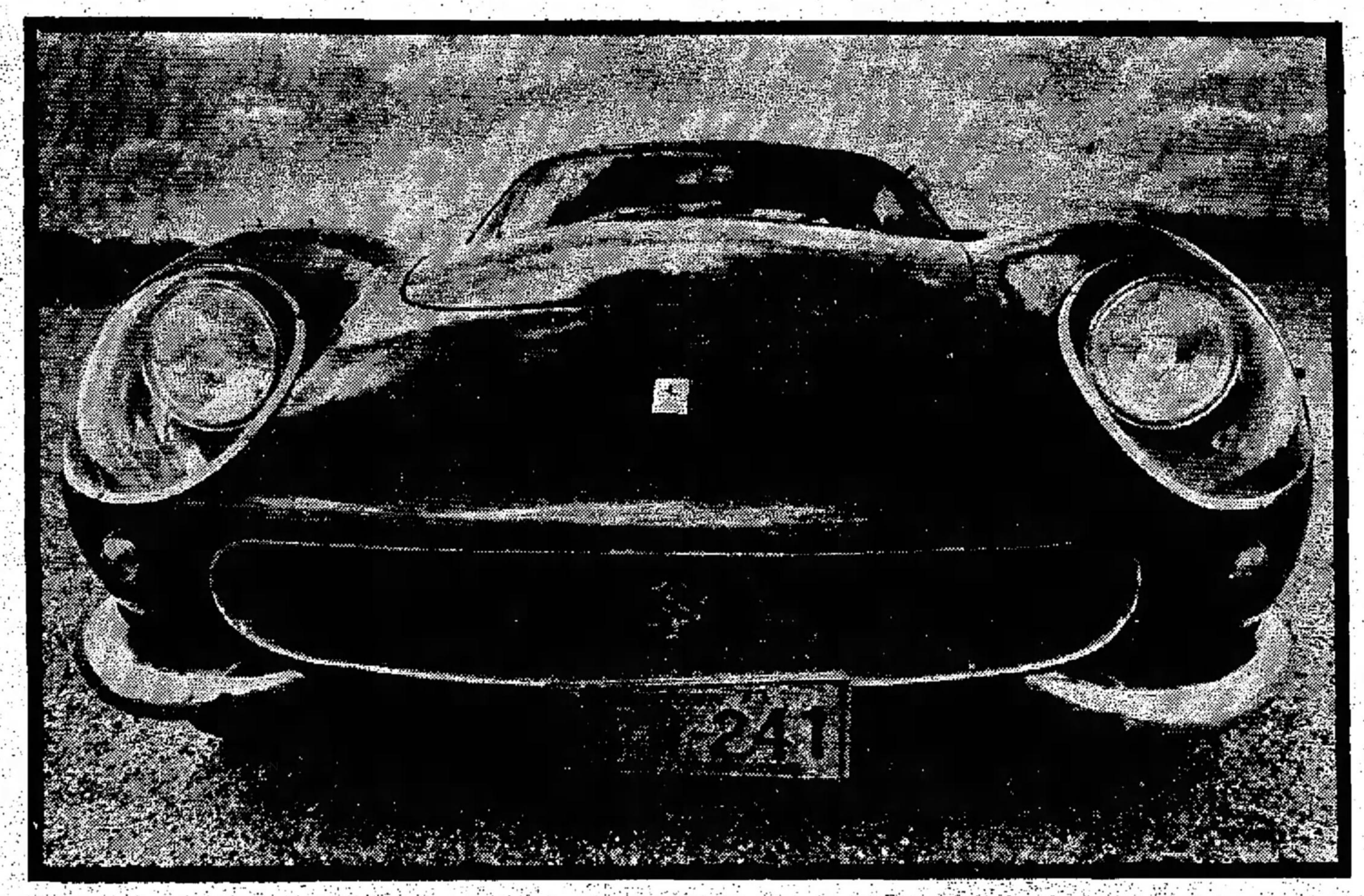
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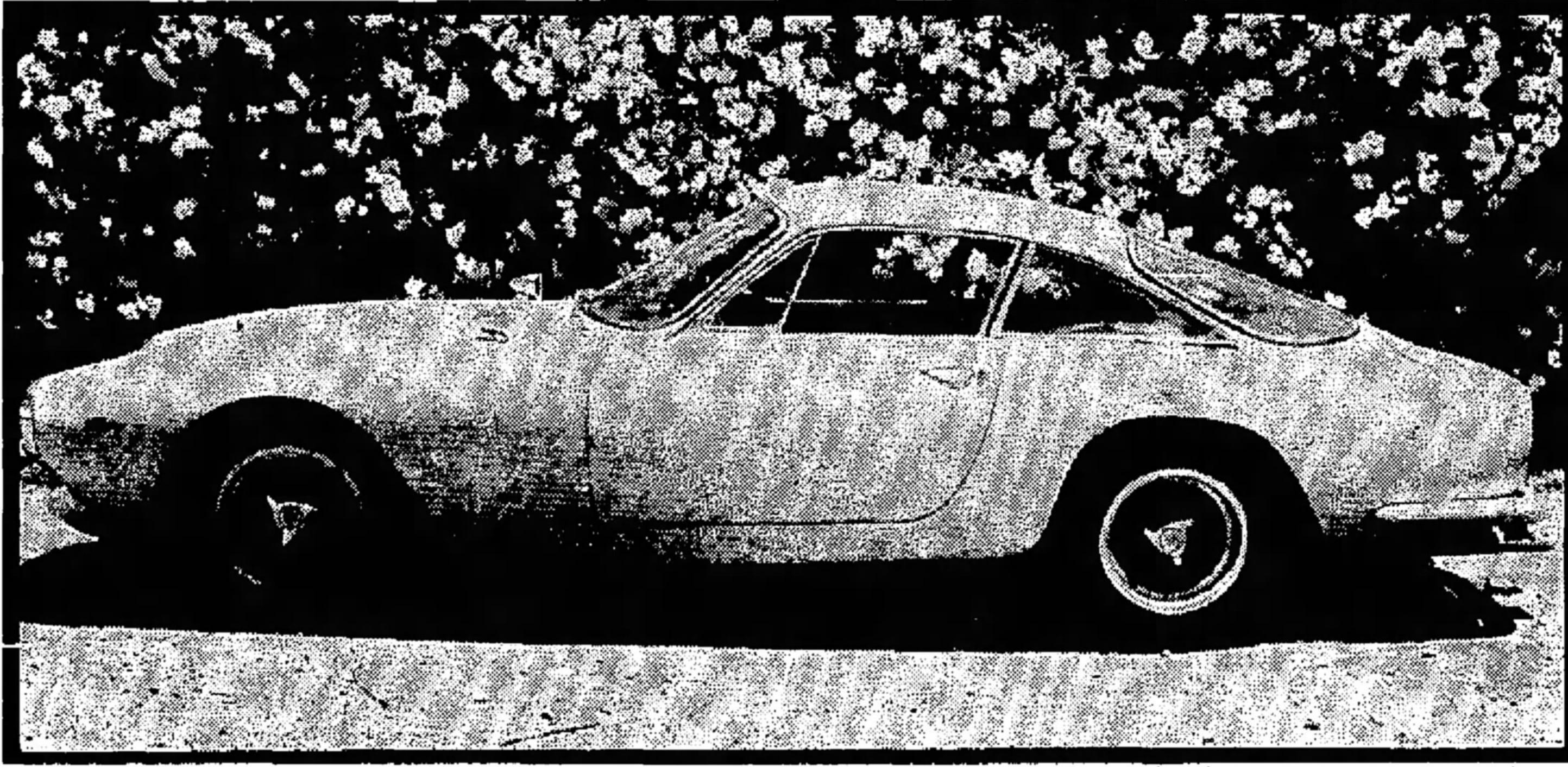
selves, are kind of stodgy. The

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Tom Borst, owner of Freeway Airport, obviously enjoys driving Ferraris - he has two of them. He describes his 1967 Berlinetta (top right), as a "brute" because of its high-powered, 12-cylinder engine. His 1964 Lusso (second

from top right) is calle beautifully-styled car ever made. Ferraris are considered the nobility of Italian cars, and the er in racing circles. A Ferrari can cost from \$18,000 to \$28,000.





This French set of wheels (right), a Citroen SM, was developed just in the past two years and features the ultimate in innovations. Besides being beautifully styled (below right), the luxury sedan has what Citroen calls a "hydrosuspension system. Compressed nitrogen and hydraulic fluid will raise or lower the car six inches. In the left hand picture the suspension height for normal driving is shown; at right, f

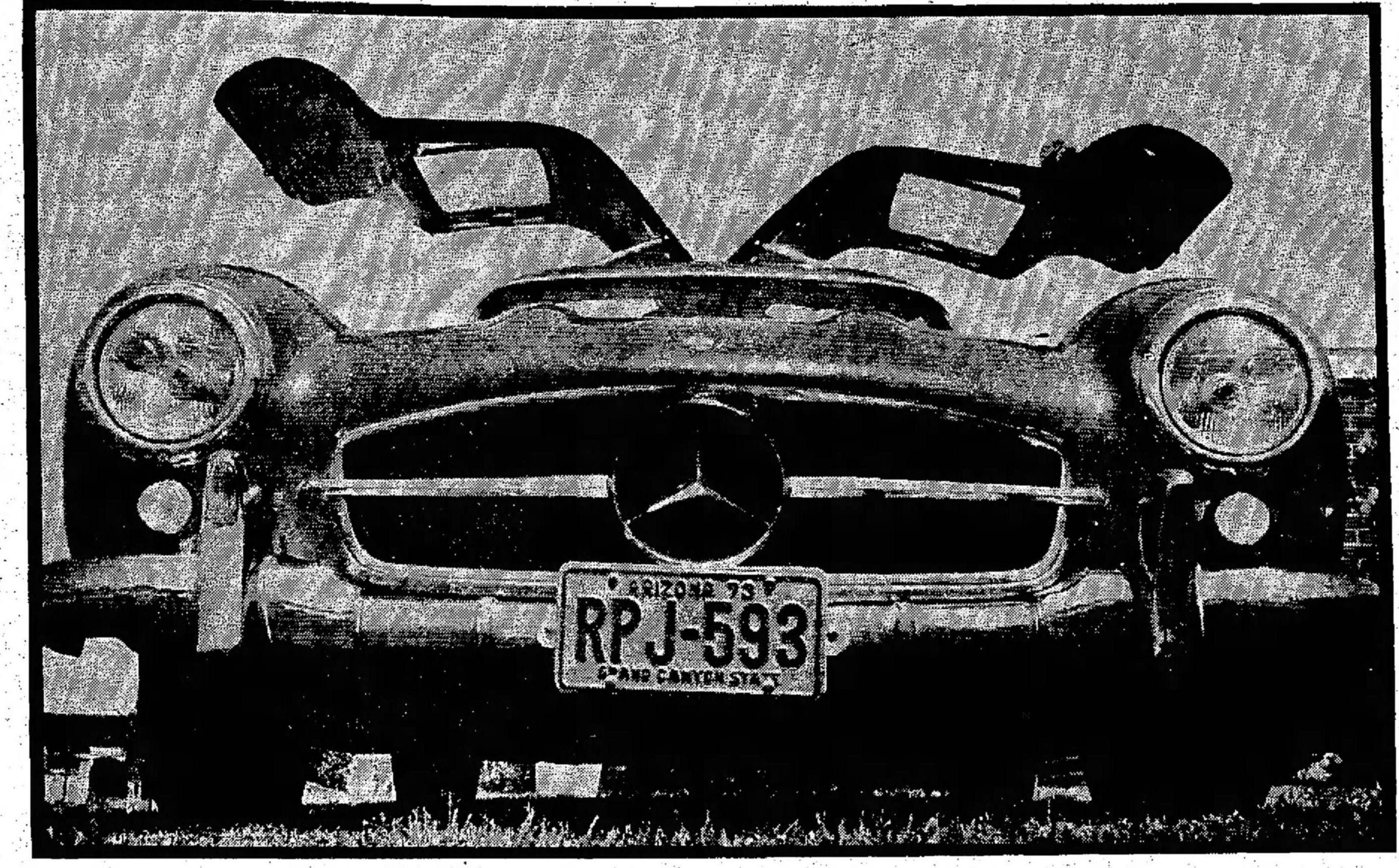
softer ride over harsh roads. The V-6 engine is road race, veered into the a brisk 135 miles an hour. crowd and killed more than 50 The owner is Dan O'Concanto Subdivision.







Citizen Photos P. K. Weis



Although the Mercedes-Benz Gullwing originally was designed for racing, the wings were not meant for flying. They simply were an ingenious method of easy entry and exit for the driver. This 1955 model of the German sportscar is owned by Harold Ashton, a self-admitted Mercedes "nut" for decades. He has four other Mercedes models in his garage.

ARI/TOCRATIC AUTO/IN TUC/ON

By Keith Carew Citizen Staff Writer



The latest in Mercedes manufacture is this 1973 450 SE, a \$14,000 package featuring what the Stuttgart, Germany, firm calls the most advanced suspension system in the world. It permits high-speed travel around sharp curves without fear of rolling the car. The owner, who wishes to remain anonymous, says, "It will do 90 miles an hour in second gear, and I won't say what in third!"

There's a man in Tucson who owns an Italian Lamborghini automobile which will easily do 160 miles an hour. Unfortunately, any speed above 80 m.p.h. is illegal in this country.

"You have to be nuts to own one here," he lamented. "It's entirely unsuited for American driving conditions."

door panel to replace the one which got banged up on his 275GTB Berlinetta, an Italian car made by Ferrari. "It's not too easy to find, and I may have to straighten out the damaged one," he said. That's a task in itself, because aluminum stretches when dented and is difficult to hammer back into shape.

Dan O'Connell has the only Citroen SM in Tucson, probably because no one else would be bothered with taking the French vehicle to Phoenix for the necessary maintenance of its unusual engine, steering, braking and suspension system.

Jack Goodman won't be driving his 1936 Phantom III Rolls Royce for about six months. He hit a tree a few weeks ago and shortly after broke a piston, putting the engine out of commission. He may have to "get a guy" in Michigan to repair it.

(For those confused by such terms as "275GTB" or "SM"; they are model numbers and symbols which have largely esoteric meaning. This has been a long-standing practice by European carmakers and led to the adoption of similar terms for American cars, such as Chevrolet's Camaro Z-28.)

As you may have guessed by now, there is a good deal of inconvenience in driving an aristocratic, luxury car that has all the conveniences.

Assume that you can afford to pay anywhere from \$13,000 to \$30,000 to buy a high-per-

formance foreign car (one that will reach speeds of from 135 to 180 m.p.h.), not to mention the thousands of dollars to keep the engine and other components in tune. That "inconvenience" can be measured. What cannot be described is the frustration of not being able to run these cars at the speed they were designed for — speeds which are legal in most European countries.

Why bother with such a nuisance? After all, if speed is so necessary, a Chevrolet Corvette will go 135 and is as easy to service as any other Detroit car. Luxury? A Cadillac or Continental has electric-powered windows and just about every convenience available in a Rolls Royce or Mercedes-Benz.

Max Gottschalk lays the reason strictly to ego. "You have to have a car like this because your ego needs it. A high-powered car is the same as telling everyone you have muscle on your arms. Even the names of such cars — Tiger, Cobra — are sexual.

Gottschalk, an industrial designer and Pima Community College teacher, decided two years ago, at the age of 62, "that I would not be subject to that kind of ego necessity." Translation: He got rid of his two Ferraris.

To many owners of four-wheel exotica, at least in Tuc-son, it's a hobby. Borst likes to restore cars and rebuild engines. "You have to have patience and enjoy tinkering, if you want a V-12 engine with three carburetors to function properly. It can take hours to get the timing correct, but that's the fun." (Most American cars have only one carburetor for simpler maintenance.)

Borst, owner of Freeway Airport, has two Ferraris, one of which he bought from Got-

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Newspapers

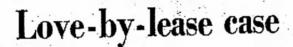
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Sensational trial figure Brown dies

William Henry Brown, the millionaire Sasabe rancher whose love-by-lease trial here in 1967 made global headlines, died at Tucson Medical Center today. He was 71.

Mr. Brown had been hospitalized since Nov. 17, when he suffered a stroke at his 2,500-acre ranch, El Mirado, about 40 miles south of Tucson.

Mr. Brown, whose fortune in steel and banking interests was said to be worth \$5.5 million, was a generous contributor to a number of local charities and Tucson hospitals. He was among original investors in Time Inc., when the news magazine publishing venture began.

Characterized as fun-loving yet responsible, he was a dapper figure who some said bore a vague resemblance to actor Adolphe Menjou.

Mr. Brown was the target in 1967 of a federal suit filed here by Mrs. Beate Leber of Heidelberg, Germany, who asked \$2.5 million for what she said was a breach of promise to marry on the part of the millionaire.

Mrs. Leber, who the court ruled was still married to her husband, Ralph, lost the suit.



William H. Brown

A judge said the Mexican divorce obtained by the Lebers was not valid.

The divorce was among the stipulations named in a pact drawn up by Mr. Brown that in effect offered to lease the willowy German beauty for \$3,000 a month.

Mr. Brown contended during

the trial he was the victim of a conspiracy by the German couple to defraud him.

Mr. Brown told the court during the trial that he first met Mrs. Leber in 1963 as she, her husband, Ralph, and Brown were strolling on a beach. All were nude. The encounter was at a nudist colony on the Isle of Sylt in northern Germany.

As the relationship developed, Mr. Brown was permitted to photograph Mrs. Leber in the nude. The three traveled together in Europe, and Mr. Brown invited the Lebers to accompany him back to Arizona and on a yachting excursion from the Bahamas.

A divorce arranged by Mr.
Brown through his attorneys
for the Lebers was thrown out
of court because it was based
on an illegal document. The
divorce was obtained in Juarez, Mexico.

Mrs. Leber returned to Germany after the trial.

Funeral arrangements for Mr. Brown are incomplete.

Nogales area still plagued by rabies