

Group 3



Bocar SR

The essence of vintage sports car racing is at Road America when the Group 3 cars take to the historic circuit.

No one group of cars says sports car racing more explicitly than this colorful mix of rolling and roaring four, six and eight-cylinder personalities.

A walk through the paddock or by the grid provides a glimpse of an era when cars had real character; and were handcrafted with love and ingenuity rarely seen since that time.

These Group 3 cars are the product of dreamers and designers, of engineers and

mechanics who worked at building better, faster, more reliable race cars.

They designed, built and tested cars before computers.

It wasn't the Dark Age; it was the golden age.

Some names and some cars simply create excitement, and many are at Road America for the Merrill Lynch/Brian Redman International Challenge.

Jim Hall, grand marshal for the event, is an outstanding engineer. His influence on race car aerodynamics is still a factor in race car design today. His penchant for thinking outside of the box challenged

sanctioning body rules, stumped competitors and leapfrogged existing standards. He was simply ahead of his time.

Hall's Chaparrals were so innovative that at times they were barred from racing, sending the Texas engineer literally back to the drawing board. It was small consolation, but he also sent designers and mechanics for other marques back to their drawing boards too.

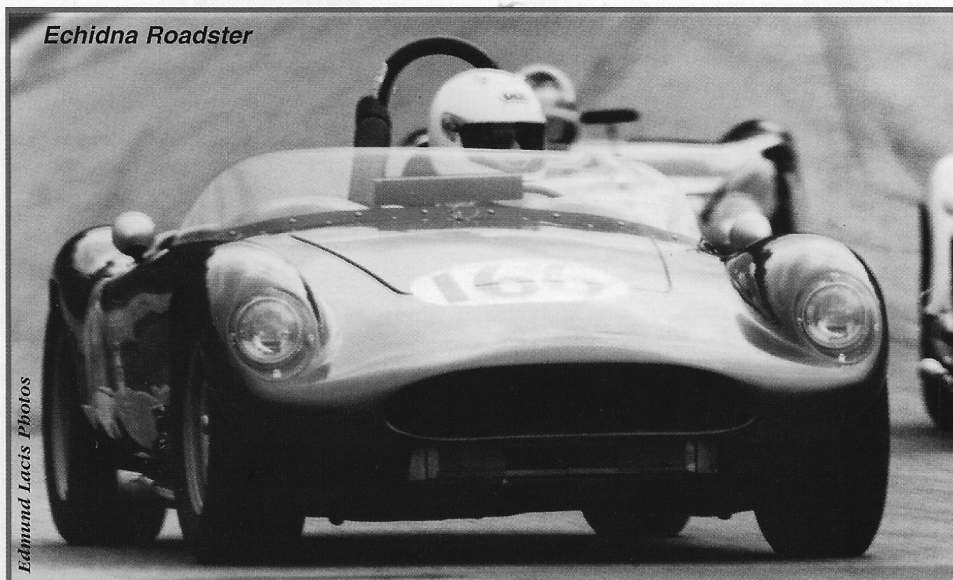
Group 3, which includes the Can-Am cars, also includes the Bocar, formerly built in Denver, Colo. The D-Type Jaguar, Lister Jaguar, Devin encased Porsches and Chevrolets; LaBoas; Echidna Roadsters, Lotus 11, the Causey P-6, and Scarabs—are all Group 3 cars with personality to spare.

They were built at a time when Detroit power plants were mated with nimble European cars, producing the interesting class of hybrids and one-of-a-kinds that we see in Group 3 and, for this vintage event, in the Can-Am cars, Group 7.

Southern California has given us many wonderful automobiles and automotive innovations, among them Lance Reventlow's Scarab. The late Reventlow was the son of Barbara Hutton, F.W. Woolworth heir, and a Dane, Count Reventlow.

Lance loved racing and wanted to build an internationally competitive American sports car. He hired two other

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Echidna Roadster

Edmund Lacy Photos



Home-made Howler

STEPHEN Steers from Illinois is the proud owner and racer of this superbly restored historic 1958 sports car, named an 'Echidna'. It is unlikely that you have seen one before, because only three were made and until Steve brought his over from the States to the 2004 Goodwood Festival of Speed and Revival Meeting, it is believed that none of them had ventured overseas before.

Steve, a tall, charming, gentleman 61-years-old, grew up in sunny California in the exciting early days of hot rodding and sportscar racing. His dad was not only a Pan Am pilot, but also a very competent backyard constructor who built several boats, an aeroplane and five cars. The last two were early fibreglass-bodied specials which he also raced, namely a 1955 Glasspar fitted with a Mercury engine and three years later, a Chevrolet-powered Victress.

When Steve was 15, his dad helped him build his first car, which was a 1929 Ford High Boy fitted with a hot flathead V8 and Lincoln Zephyr transmission, which he drove to high

What do you get if you take a car that's lighter than a Corvette, a lot cheaper than a European import and very pretty to look at, and name it after an Australian Ant-eater? Something like Stephen Steers's Echidna, probably

school. Lucky chap. Steve told me 'Pop was nuts about cars, racing and speed. One family vacation to Lake Tahoe, we had just arrived and were unpacking when he heard that Mickey Thompson was going to run at Bonneville salt flats, the other side of the State, in his four-engined Pontiac streamliner, so he just took off to see it run. Hard to argue with his priorities.'

Steve used to accompany his father to the SCCA races on the airfield circuits at Tracy, Stockton, Arcata and also road courses such as Laguna Seca and Vaca Valley. He says, 'Dad always finished first or second in class and he would drive to and from the tracks. He never owned a trailer. Mum would follow in a

Ford station wagon full of junk. My three brothers and I would all take turns riding in the car with Dad. When we got there, we would take the windshield off and put on a racing one, take the exhaust off and fit a little stub one that poked out the side and put different wheels and tyres on. Then Dad would race, we would change it all back and he would drive home. We had a good time.'

Well, just like the storyline in *American Graffiti*, Steve sold his hot rod and went off to college to make his way in the world. He entered the airline business, which entailed frequent home relocations, got married, and rose to become Vice-President of United Airlines responsible for the running of all of