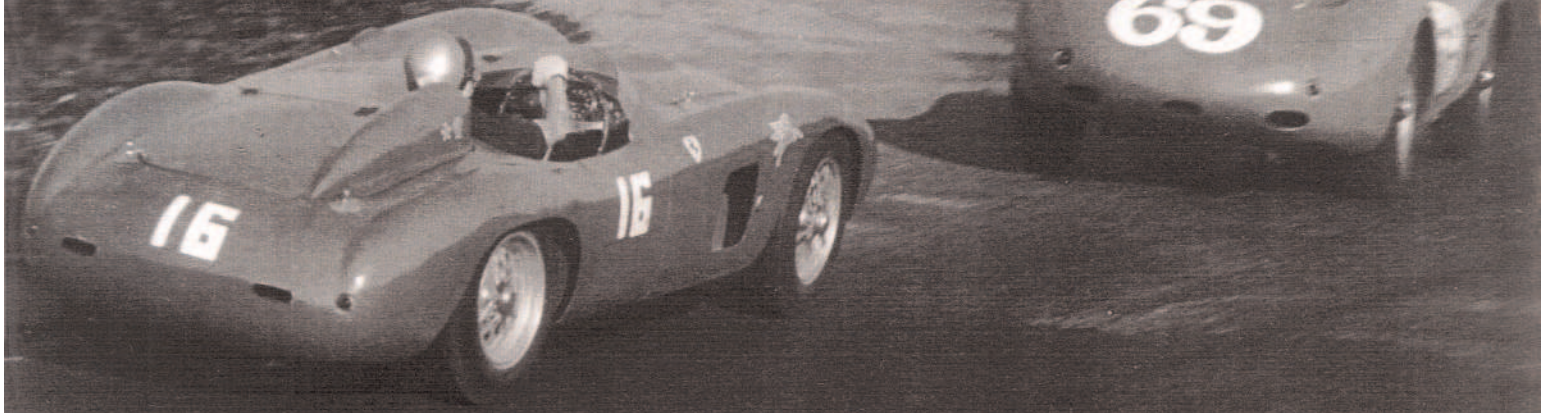


Gordie's Red Heads



"I was aware that Dan Gurney was leading the race, and was amazed when I came flying up on him into a left hander. As we came out, he waved me by and I heard his big Ferrari misfiring as he became a dnf. "

Gordon Glycer in conversation with S. Scott Callan

The transformation inside Ferrari in '55 was dramatic. Its insular advanced engineering perspective had shifted. Perhaps it was the sound drubbing it took in the press at the hands of Alfred Neubauer, Juan Manuel Fangio, Stirling Moss &c. That quiver of silver arrows had hit the winner's circle with unsettling regularity in F1 and sportscar competition. Perhaps it was the appreciation Gianni Agnelli expressed for Ferrari's impact on Italian products internationally by gifting Maranello the Lancia racing Equip, the services of Vittorio Jano and an eighty thousand dollar annuity.

Whatever the influence, Maranello was rapidly evolving beyond a Scuderia and maturing into an automotive company.

This was expressed by the progressive transformation of product for '56. The customer was now actually considered in the product development equation. This was a stark promotion from mere product responsive patron of Maranello's mechanical arts. One car that embodied this new company philosophy was the 500TR.

Lampredi's departure to Fiat did result in a refocus on engine configuration. Though three of his in-line fours were to propel the '56 season, two were short-lived and anomalous. The third was to become the last vestige of the Lampredi fours. Here reworked by old Scuderia Ferrari / Alfa Corse alum Massimino.

If so inclined, you could point to many factors behind the 500TR engine revamp; the Mondial never really got the measure of the A6GCS Maser; the mechanically simple in-line four made perfect sense in the 2-liter class.

In reengineering the 2-lite Massimino reached back to the F2 engine of 52 - 53 that had brought Ascari two drivers world championships. This had become characteristic of Ferrari's young operation; to evolve a GP engine for road racing. Other's have covered these mods in great detail, save to say here the bottom end was strengthened for durability, while the overall result was a lower package providing better CofG and allowing for

reduction of frontal area in the body design.

The prime concern for the rest of the chassis was simplicity for the customer. Mechanical simplicity that would put the cars operating costs within reach of privateers competing on a regular basis far from the factory's ministrations. Primary among these mods was replacement of the Mondial / Monza transaxle and deDion rear end with an in-unit trans and solid axle.

The 500TR was a car designed with the privateer in mind. Some might say an American privateer in mind, like Gordon Glycer of Sacramento California.

No trust fund racer he. The Glycer racing team was Gordie, his wife Gloria and friend Mike O'Brien. Both in their mid twenties, Gordon a salesman at Sam Weis' imported car dealership in Sacramento, and Gloria a reporter for the Sacramento Union newspaper.

They had early on gravitated to the burgeoning West Coast sports car scene. It was a rich social scene of cocktail parties and dinner dances, following a week of wrenching in the garage, all wrapped in a weekend of very quickly covering the rough and ready race courses of California with simple, brutal, mechanical devices. It was a scene of their peers, the post college twenty year olds and young professionals that formed the fifties sport car culture.

Gordie started at the controls of a modified Healey 100S. During the winter of '57 - '58 it was time to move up through the ranks. And fulfill a personal ambition. In the March 7 - 14 issue of Motoracing magazine he spotted an ad in the classifieds:

Ferrari's
'56 - 2litre Testa Rossas. The
two fastest in the country. Ex
P. Lovely and R. Ginther
cars...your choice \$6500.
Ferrari Representatives of California.
HOLLYWOOD 9-4700.

He knew the cars well. He had shared the track with them. He and Gloria had toasted Lambrusco with John von Neumann, his wife and Richie Ginther over them.

With the Healey sold, money saved by not buying furniture for their apartment, Gordie called von Neumann.

Over the phone he and Richie Ginther, Ferrari Reps' manager, sealed the deal for the ex-Pete Lovely car, serial number 0650. Price: \$6500. This was the car Pete Lovely had won the first race at Laguna Seca with. Gordie brought the Healey in 8th.

Team Glycer debuted the 500TR at Vacaville in July. Gordie brought the new car home in 5th. Back at Vacaville in October he took a seventh. A week later Gordie dove into the deep end.

The October race at Riverside had been promoted heavily in the press. The race promoters, the Times Mirror corporation, had paid major driver appearance money and promised a big driver payday for placement. This was to be the second USAC / Cal Club sanctioned race. Riverside, with Lime Rock before it, were the first truly professional road races after years of the SCCA and the Cal Club's simmering conflict over driver pay. The entrants list reflected it. There were a host of USAC drivers attending, but at the helm of secondary machines. The qualifying results reflect the sharp end of the stick: On pole was Chick Daigh with the new Scarab. Up next was Phil Hill, who, as a new member of the Ferrari team, had won both Sebring and LeMans, and had just been promoted to the F1 team. Hill would be running a

412 MI that the factory had specially prepared for Phil and the von Neumann team for this event. Third on the grid was Lance Reventlow in his other Scarab. His dating Natalie Wood, then Jill St. John guaranteed that coverage of the race was found beyond the sport pages.

Next was Bob Oker in his Aston DBR2, then Dan Gurney in the Arciero 375MM, John von Neumann in his 335S was next up, then Max 'Old Yeller' Balchowsky. Southern Californian's all. The highest qualifying European was Roy Salvatory in a DBR2 in 8th, further

down were Jean Behra and Taffy vonTrips, Carroll Shelby and Maston Gregory.

"When I was a senior in high school I managed to go to Pebble Beach. And that's where I heard and saw my first Ferrari. I think it was Jim Kimberly's car. Then I went down and watched Phil Hill win the following year.

"And I said to myself, 'one day I'm going to have and race one of those Ferraris.'

"And, When I sat on the grid down at Riverside in 1958, I said,

'By God here I am.'

"Of course Phil Hill was there with the 4.1, a factory driver, and I was there sitting in my Ferrari on the starting grid.

"It was pretty edgy stuff."

For our purposes here, Daigh and Hill mesmerized the sunburning crowd of seventy thousand plus in a fender-to-fender battle for the first 24 laps. Gordie came home a not embarrassing 12th, which paid two hundred and

fifty well-deserved dollars.

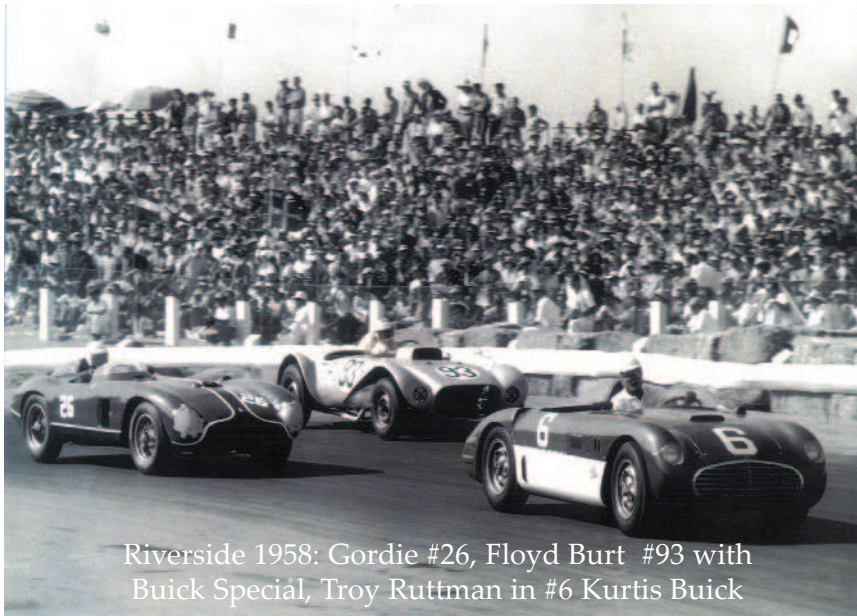
As the late season California competitions continued, Gordie was making quite a name for himself as a steady hand with brass. He took a 6th at Minden Nevada, a 5th at Laguna Seca, a 3rd at the January running at Pomona, a 4th at the Feb race, and 3rd at the March competition.

As the season progressed Gordie found himself in a three way fight for 2 liter laurels with Ken Miles, who had joined von

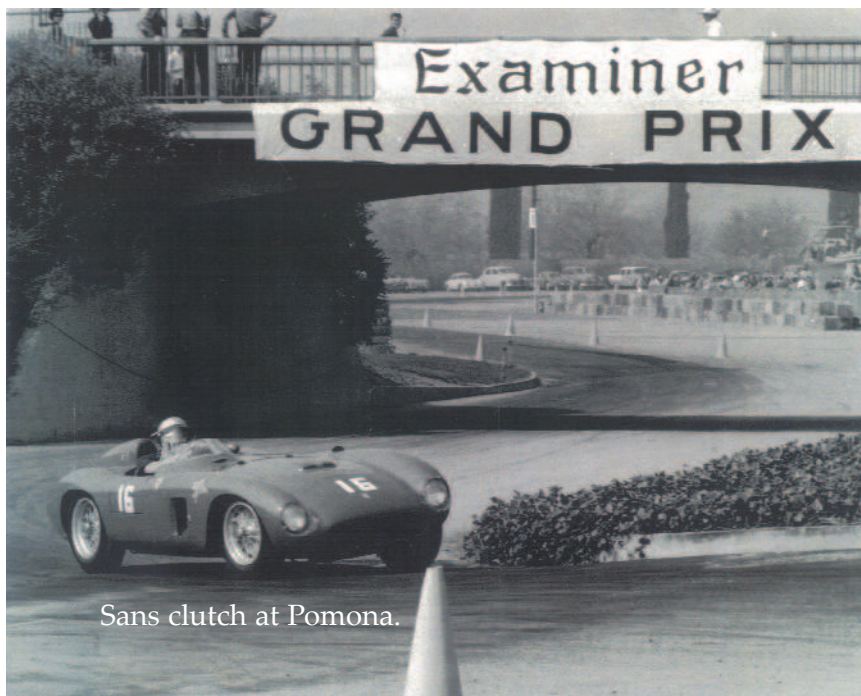
Neumann Equip, piloting their Porsche RSK and his Sacramento friend Sam Weiss in his RSK.

Gordie's telling me of the March 8th race at Pomona captures the times.

"If you examine the Pomona/Examiner qualifying times,



Riverside 1958: Gordie #26, Floyd Burt #93 with Buick Special, Troy Ruttman in #6 Kurtis Buick



Sans clutch at Pomona.

you'll note I was a dismal 7th fastest, in the under two liter group. A little over two seconds behind Ken Miles'.

"On my qualifying lap I made a big bobble that cost me a bunch of time. Up until then I had been running about a second behind Miles, and faster than all the other little cars except for Miles and Weiss.

"Just before the start my clutch started making a big screeching noise. The throwout bearing had frozen and was eating the clutch fingers. All the Ferrari wizards had warned me that I would never finish if I used the clutch.

"So I waited at the start until the very last second to engage first and drop the clutch. I managed to get away clean, and started to shift without using the clutch.

"But then the race was red flagged when Kessler went into the crowd.

"Oh, Shit! I thought, I'll be forced to use the clutch to restart!

"Again I managed to get away clean (on the restart). I gave up down shifting to 1st, using 2nd, 3rd and 4th only.

"I was aware that Dan Gurney was leading the race, and was amazed when I came flying up on him into a left hander. As we came out, he waved me by and I heard his big Ferrari misfiring as he became a dnf.

"Near the end I began to catch Lloyd Ruby in the big Rose Racing Maserati, and I got right up on his ass. My pal and pit crew man, Mike O'Brien, gave me a chalk board."

On a piece of paper Gordie wrote out the message and

sixth overall. All without using the clutch.

"The Examiner gave me a check for eight hundred dollars. It's a good thing. I didn't know how I was going to pay the motel bill or where I was going to get the second tank of gas on the way home."

I think perhaps this weekend adventure may have been beyond even the most optimistic expectations of Ferrari, Massimino and Jano when laying down the 500TR five years earlier.

"Richie, who was John von Neumann's manager at Ferrari Representatives, always was very helpful. He spent a lot of time with me on the telephone explaining the mysteries of Ferrari race preparation and repairs.

"The store stocked an adequate inventory of spare parts and the factory always was helpful when it came to rushing what was needed to make the next race. After the Pomona race we received a crate directly from Maranello. It containing four used clutches and a note apologizing for not being able to fill my order due to a strike at Fichtel and Sachs with the hope that I would be able to assemble something from the contents that would allow us to make the next event."

It did. Gordie ran the TR in seven more races, finishing all in the top five, and 3rd in four races. This earned Gordie mention in the Ferrari factory yearbook of 1959. At Motoracing magazine's 1959 Pacific Coast Standing Award dinner Gordie took home the trophy for second place in E mod.



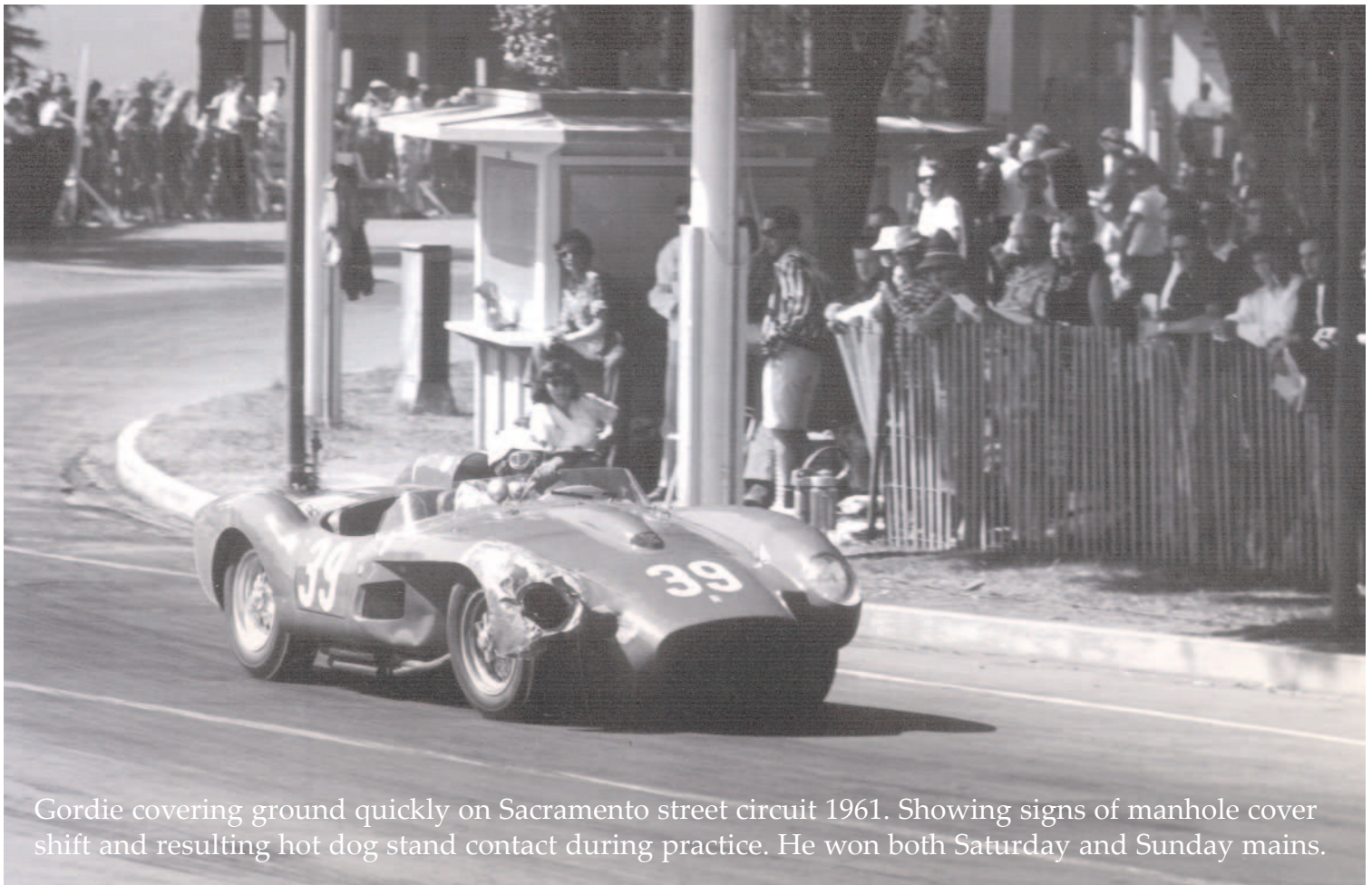
Gordie & Gloria before first race with 0718, Vaca Valley 1959

showed it to me: 'Think \$\$\$ - #245 Big Car'.

"As I was running for under two liter money only," he continued, chuckling, "I would not have earned an additional dime for passing Ruby. Mike probably saved my biscuits as I think Ruby would have been a real challenge. I finished two seconds behind Ruby, third under two liters and

When writing *Metal Memory: the mystery of 0718*, I asked Gordie how he came to buy his second TR.

"Ferrari Representatives of California, at that time, was a Ferrari wonderland, filled with the most magnificent street and competition Ferraris imaginable. Kind of a Ferrari Mecca. Movie stars, race car people from around the world and L.A.



Gordie covering ground quickly on Sacramento street circuit 1961. Showing signs of manhole cover shift and resulting hot dog stand contact during practice. He won both Saturday and Sunday mains.

hot rodders alike would stop in to pay their respects, see the latest from Modena and Maranello and do a little bench racing. The place always was spotlessly clean. It had the first coated and polished concrete shop floors I had ever seen. The gleaming concrete really impressed me.

"I'd guess that 80% of the space was dedicated to workshop and 20% to display. There really was no showroom. It was a fantastic place. I watched the 'Hot Rod' being put together, the incredible four-point-ones being rebuilt, Phil Hill's gorgeous TR-59 being prepared for Riverside and observed the 'clearance sale' to Jack Nethercutt.

"It was while on a parts run to Ferrari Rep that I first laid eyes on 0718. It had just returned from Pedro Rodriguez's outing at Riverside and was being prepared for sale. Although I would have been wiser to have gone for a "Birdcage" or a Monaco or waited for a Lotus XIX, I sold the 500TR and purchased 250TR 0718.

"Much of my decision was based on my admiration of Ferrari's strength and durability, my satisfaction with the service I had received at Ferrari Rep, my appreciation of Richie's help, the sound of a Ferrari 12-cylinder at 'full chat' and, I must admit, The Ferrari Mystique. Although I possess no financial records, I believe the price was \$8,500. This was

late August or early September 1959.

"Please understand that Gloria and I were just a couple of young 24 years old working class people with absolutely no money, living from paycheck to paycheck. In those days, \$8,500 was a huge sum of money. Of the \$8,500, I think \$4,000 was borrowed from Bank of America on the monthly payment program. We couldn't afford a professional mechanic and did all the wrenching ourselves. We probably were the most under-funded racing effort on the West Coast, if not the entire world.

"We would work on the car every night of the week until the wee small hours, get up and

go to work. On the weekends Gloria and I would split the driving on the tow, work on the car all Saturday night in the motel parking lot or corner service station, race on Sunday, party at the victory banquet and then make the tow home...just in time for work on Monday morning.

"It was damned hard, took a lot of sacrifice but was something we just had to do. We both loved the sport, the cars and the people and had to be a part of this scene. We didn't have any furniture in our little apartment, but we sure did have a nice race car."



Spinning up the tach at Laguna Seca 1961

Races & Placings in 500TR #0650

1958

5 July	Vaca Valley	5th
5 October	Vaca Valley	7th
12 October	Riverside	12th / 2nd E-class
25 October	Minden, NV	6th / 2nd
8 November	Laguna Seca	5th
9 November	Laguna Seca	5th

1959

31 January	Pomona	3rd
1 February	Pomona	4th
7 March	Pomona	3rd
8 March	Pomona	6th
14 April	Stockton	dnf
19 April	Stockton	3rd
30 May	Santa Barbara	5th
31 May	Santa Barbara	4th
7 June	Laguna Seca	3rd
7 June	Laguna Seca (main)	3rd
2 August	Shelton	3rd



With 250TR #0718

1959

20 September	Vaca Valley	3rd
11 October	Riverside	8th

1960

5 June	Laguna Seca	3rd
10 July	Vaca Valley	dnf

1961

13 May	Sacramento	1st
14 May	Sacramento	1st
11 June	Laguna Seca	dnf

Metal Memory: the mystery of 0718

by S. Scott Callan



From John Barnes' review in Cavallino #159

"Instead of a dry recitation of owners come and gone, races won and lost, restorations abandoned and completed, Mr. Callan takes the approach of a detective novel...As the author works his way through this material, he does so in an easy conversational manner that invites you along on the investigation, or rather invites you to sit with him by the fire in the library over a nice drink as he relates to you, with the ease of a master storyteller, the findings of his quest..."

Each book is custom made, with the name of the person for whom the book is ordered on the title page. Each book is numbered and signed by the author. Metal Memory is printed on archival paper and hand-bound in the finest red leather.

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