

POMONA RACE CHARTS

4th running Pomona Sports Car Road Races presented by California Sports Car Club. Course—2 miles. Compiled by Long Beach MG Car Club Scoring Team under DOUG BAILEY, scoring marshal. Data on non-finishers by MYRA JONES, Women's Sports Car Club.

SATURDAY, JULY 27

RACE NO. 1—Prod. under 1300cc; *—under 1300cc MG. TIME 17:06. LAPS 10. AVG. 70.2 MILES 20.

Pos.	No.	Behind	Driver	Make of Car	Class
1	263		West, Willie	Alfa Romeo	1
2	167	4.5	Kessinger, Chas.	Alfa Romeo	2
3	20	8.7	Patton, Robt.	Alfa Romeo	3
4	197	21.6	Roetnor, Michael	Alfa Romeo	4
5	41	44	Lee, Eugene	Alfa Romeo	5
6	0	57.9	Honeter, Jim	MGTF	6*
7	247	63.6	Dair, Jack	MGTF	7*
8	236	91	Gleghorn, Jack	MG	8*
9	258	96.1	Michienzi, Mark	MGTD	9*
10	135	106.6	Pickering, Ray	MG MKII	10*
11	40	111.1	Davis, W. M.	MG MKII	11*
12	186	39.1	Jones, Duane	MGTD	12*
13	271	95	Evans, Todd	MGTF	13*
14	34	110	Casleton, Don	MGTD	14*
15	103	138	Roehr, Kenneth	MGTD	15*

5 F, 1G, 12 under 1300cc MG—18 starters. Did not finish—2, Cliff Hensley, MGTD, lost top of piston; 196, Hal Dean, Dyna Panhard, burned piston, 237, Sam Taylor, MGTD, involved in tangle at start of race, fender bent.

RACE NO. 2—Prod. 1300cc to 1500 cc. TIME 16:18. LAPS 10. AVG. 73.6 MILES 20.

Pos.	No.	Behind	Driver	Make of Car	Class
1	116		Cadrobbi, Alfred	Porsche Carrera	1
2	72	03	Moore, Jim	Porsche Spd.	2
3	113	11	Bracker, Lew	Porsche Carrera	3
4	318	15	Nelson, Gary	Porsche Carrera	4
5	89	19	Pickering, Ray	MG-A	5
6	24	20	Barker, Ed	Porsche Spd.	6
7	62	21	Lumkin, J. E.	MG-A	7
8	175	32	Schulman, Robert	MG-A	8
9	355	50	Hammond, Michael	Porsche Spd.	9
10	231	1L07	Lance, John	MG-A	10
11	55	08	Freutel, Ed	MG-A	11
12	169	10	Demetras, George	MG-A	12
13	30	12	Brown, Hayden	MG-A	13
14	42	16	Hogan, Harry	MG-A	14
15	111	17	Cooper, Cameron	MG-A	15
16	127	18	Selover, Ed	MG-A	16
17	56	22	Vandagriff, Skip	MG-A	17
18	160	26	Bleak, Jack	MG-TF	18
19	39	31	Welpton, Sherman	MG-A	19
20	153	83	Sparks, Robert	MG-A	20
21	206	2L69	Glickman, Alden	MG-A	21

25F starter. Did not finish—35, George Schillreff, MGA, black-flagged when wheel looked wobbly. Proved to be OK; 67, Bob Brigham, MGA; 110, John Dixon, MGA, connecting rod bearing went out; 141, Sandy Sinclair, MGA, engine missing.

RACE NO. 3—Prod. 1500cc to 2700cc. TIME 15:55. LAPS 10. AVG. 73.4 MILES 20.

Pos.	No.	Behind	Driver	Make of Car	Class
1	81		Love, Wm.	AC Bristol	1
2	192	03	Spears, George	Porsche Spd.	2
3	77	15.5	Forbes-Robinson, E.	Porsche Spd.	3
4	164	49.7	Windhorst, Bob	Austin-Healey	1
5	174	62	Shillam, Dennis	Porsche Spd.	4
6	12	69	Michelmore, D. D.	Porsche Spd.	5
7	36	70	Farrell, Charles	Austin-Healey	2
8	200	70.5	Dantzsch, Wm.	TR-3	6
9	184	71	Duncan, George	AC Ace	7
10	250	79	Chartier, Dick	Austin-Healey	3
11	85	83	Whitlock, Jerome	Austin-Healey	4
12	331	94	Shipman, Dick	Austin-Healey	5
13	357	105	Peters, Jesse	Austin-Healey	6
14	61	1L3.5	Levitt, Dan	TR-3	8
15	228	6	Rice, Patrick	Austin-Healey	7
16	37	10	Statter, Keith	Morgan	9
17	711	16	Dixon, Bill	Siata	10
18	44	23	Anderson, Thomas	TR-3	11
19	145	27.5	Nast, Thomas	AC Ace	12
20	144	27.6	Simon, Harvey	AC Ace	13
21	52	27.7	Dean, Phil	Austin-Healey	8
22	33	49.5	Morton, Arthur	Austin-Healey	9
23	126	49.6	Shumaker, Don	Austin-Healey	10
24	517	49.8	Quattrocchi, Frank	TR-3	14
25	31	49.9	Bucknum, Ronald	Austin-Healey	11
26	131	59	Hanner, Chas.	TR-3	15
27	84	2L73	Doushness, Bill	TR-3	16

13D, 18E—31 starters. Did not finish—48, Gordon Crowder, AC Bristol, lost oil pressure; 146 Hugh Pryor, Austin Healey, nut fell off throttle linkage; 148, Walter Davis, AH, condenser went out; 300, Frank Cairns, Tr2, broken piston.

RACE NO. 4—Prod. over 2700cc. TIME 16:13. LAPS 10. AVG. 74.1 MILES 20.

Pos.	No.	Behind	Driver	Make of Car	Class
1	58		Austin, Jerry	Corvette	1
2	221	1	Ellico, Ron	Mercedes 300SL	1
3	10	9	von Kaesborg, Lek	Mercedes 300SL	2
4	88	30	Jones, Harry	Mercedes 300SL	3
5	283	31	Porterfield, Andrew	Corvette	2
6	277	32	Bare, Howard	Corvette	3
7	83	41	Aarons, Gerald	Corvette	4
8	69	43	Weller, Bob	XK140MC	5
9	130	63	Brassell, Chuck	Corvette	6
10	314	88	Gaskins, Bill	Corvette	7
11	80	89	Matthews, Jim	XK120	8
12	166	105	Hart, Norman	XK120M	9
13	51	1L16	Wood, Hugh	Corvette	10
14	224	4L6	Morris, Ralph	XK120	11

3D, 17C—20 starter. Did not finish—32, Edgar Pye, Corvette, hit by spinning car on turn 10, badly bruised leg; 60, Jim Kadin, Corvette, involved in hassle on turn 10; 93, Art Evans, Jaguar, hit hay bale on turn 10; 125, Laurence Clark, Jaguar, involved in same hassle on turn 10; 132, Bob Hoffman, Corvette, suspension not working properly; 137, Dave James, Jaguar, lost rod bearings.

RACE NO. 5—Formula III, TIME 16:10. LAPS 10. AVG. 74.3 MILES 20.

Pos.	No.	Behind	Driver	Make of Car	Class
1	4		Roth, Rolf	Cooper-Norton	1
2	100	1L3	Frank, Jim	Cooper Mk V	1
3	212	61	Heselton, Cliff	Dan-Triumph	2
4	122	105	Levy, Sam	JBS	3
5	68	153	Lamoureux, Terry	Nonpareil JAP	4

Did not finish—16, Jean Geslin, Cooper, carburetor came loose; 96, Dick Rogers, fuel pump trouble; 101, Harry Morrow, broken U-Joint, bent front end.

RACE NO. 6—Modified under 1000cc, TIME 16:47. LAPS 10. AVG. 71.4 MILES 20.

Pos.	No.	Behind	Driver	Make of Car	Class
1	78	0	Snow, Dr. Doug	Panhard	1
2	230	2	Hough, Boyd	Crosley Sp.	1
3	65	62.1	Watson, Dave	Monzetta Petit	2
4	73	62.2	Peron, Perry	Panhard	3
5	23	105	Stillwell, Morry	Crosley Sp.	4
6	159	1L3	Verrechia, Vic	Crosley Sp.	5
7	114	23	Bucklein, Stan	Panhard	2
8	64	63	Miller, Kenneth	Morris Minor	3
9	15	124	Bernhardt, Lee	Crosley Sp.	6
10	87	2L79	Woods, Pete	Seidlitz	1

3G, 7H, 1I—11 starter. Did not finish—157, Tommy Jamleson, Simca Crosley, lost oil pressure.

(Continued on Page 5, Cols. 1-2)

Pros Race at Willow Springs

Professional road racing under RRR auspices gets its next airing Sept. 28-29 at Willow Springs, near Rosamond.

An important adjunct to the meet will be the screening of drivers seeking competition licenses on Saturday. Bill Cantrell, noted Anaheim speed veteran, heads a committee of six which will screen novices and assist with instructions.

The RRR hopes to lure the small production sedans since their ban by the California Sports Car Club.

Schoenert Aston Martin Wins Valley Concours

Don Schoenert picked up the Best of Show trophy with his near perfection Aston Martin at the San Fernando Valley Concours d'Elegance last Sunday at the Tail O' the Cock.

The show, co-sponsored by Le Cercle d'Elegance, drew 74 competition, classic, antique and late model European and American automobiles to the Valley restaurant.

Trophies were awarded to Bill Doheny, Ferrari 410, for the "Most Unusual Car"; Jack Coerne, Mercedes 190SL, "Cleanest Car"; Ralph Carter, MG TC, "Best Le Cercle Member Entry," and John Wedberg, Ford Model A, "Best American Car."

Class Winners

John Wedberg, Ford, Model A
Dale Hanson, Crosley
George Kleinramer, MG TC
Lou Turchi, Volkswagen
Tommy Wolfe, 1922 Cadillac
Mal Doherty, Austin-Healey
Howard Erickson, Porsche
Jack Coerne, Mercedes, 190SL
Edith Fink, Jaguar, XK140
Jerry Shane, Mercedes 300S
Carol Zipper, Mercedes 540K
Tommy Wolfe, 1928 Packard
Marion & Charlie Weber, Lancia
Don Ricardo, Mercedes 300SL
Robert C. Goreham, 1905 Maxwell

Fiat-Engined Abarth Posts World Records

MONZA, Italy, July 27—A team of seven Italian drivers ended a three-day marathon on the Monza Autodrome today, their efforts on behalf of Abarth resulting in the posting of 15 world records for the 750cc class.

The Fiat-engined Abarth rolled up 7262.948 miles at an average speed of 100.87mph. Fastest lap was 114.34mph. The marque thus broke its own former standard of 86.78mph for a 72-hour grind last year.

RALLIES

AUGUST

- 10—Jaguar Owners' Assn., Midsummer's Night Rallye, 2610 Wilshire Blvd., Santa Monica, 7:30 p.m.
- 10-11—Long Beach Douglas Championship Rallye.
- 14—Arrowhead FCC "Beer Barrel Rallye."
- 18—AHOC Monte Carlo type Rallye, Greek Theatre, Parking Lot, 6:45 a.m.
- 18—AHOC Acceleration tests, San Fernando Valley Drag Strip, 8 a.m.
- 18—Mercedes-Benz Club Rallye, Fox and Hounds Parking Lot, Yale and Wilshire, Santa Monica, 7:30 a.m.
- 24—King's Hiway Motor Club, Rallye of Champions, Hayward Airport, 9:30 p.m.
- 24—Glendale FCCA "Hare and Hounds Rallye III."
- 24—Phoenix FCCA "Grand Canyon Rallye."
- 24—Foothill Foreign Car Club Pajama Rallye, Hansen Dam between Glendale and Foothill Blvd., 4 p.m.
- 24—Paramount SCSCC Rallye.
- 28-1—Leige-Rome-Leige Rallye, Belgium.
- 31—Republic Motor Sports Club Saturday Nite Beach Rallye.

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Myra's Clipboard

By Myra Jones

NOTES FROM THE POMONA PITS

Pomona Road Races, July 27-28
THIS WAS another hot one—both weather and racing. Although there were differences of opinion regarding some of the decisions, all in all there was a high degree of sportsmanship throughout.
Frank Monise really had a busy week-end. It started at 12:30 Friday night when Don Huletto got him out of bed to go down and open up the shop so Don could get the parts he needed to fix the bearings and drums on his Jag. Don really appreciated this effort. Frank started the day with the usual "hassle" of Saturday morning tech inspection. He started practice and at 10 minutes of 11 I saw him towing his car away. He had lost second gear. He took his car to his shop in Pasadena, had the engine out in 18 minutes and in 2 1/2 hours was back at the course, in time to take a first in class in race 7. On Sunday the car was really screaming but he apparently wound it too tight because he pulled off the course with a broken crank.

For all his hardships, Monise was awarded the Pacific Sports Car Club's Hard-Luck trophy.
The rear seal went out on Harry Hanford's Lotus in practice, but he fixed it in time to take a 7th in class. He retired the car for Sunday because he wanted to save it for another day. A little old Lotus MG just can't compete with RS Spydres and hold together.

One of the most familiar cars at our races is No. 97, the modified MG belonging to Bill and Linda Scott. They have had many, many races and several mechanical failures, but this time he hit a bump near turn 3 and rolled over. Bill came out with two scratched arms and the car has a badly bent front end. Michael Hammond very generously offered his No. 355 Porsche to Linda for the Women's race and she took 1st in the under-1500-cc production category.

Ray Pickering has a sign on his No. 89 dashboard reading: "Made in England by Limey's, Modified in the moonlight by madmen." He was involved in the black-flag incident along with No. 62, John Lumkin. Ray says he and John were struggling to maintain 1st and 2nd, with John trying to move into 1st. They came around the corner with a much slower car just in front of them. The only thing to do was to swing wide which took them into the gravel and rather than chance a slide by overbraking they just rode on through and returned to the course. The judges ruled they had reentered the course illegally and called for the black flag. The stop at the Black-Flag Information Center caused Ray to finish in 2nd place and John in 5th.

The brand new TR3 belonging to Bill Creighton and driven by Bill and Ruth Doushness looked mighty sad. I saw Bill walking through the pits carrying the bent back panel which still had the paper license plate on it. The car also had a badly bent left rear fender and left quarter panel—in other words it was damaged expensively when hit by a Corvette.

Dick Morgensen's Crosley Special No. 230 is named "Little Digger" . . . Clarke Whitney is a bit discouraged with his TC No. 79. On Saturday it swallowed a valve. This is the third time this has happened during practice. On Sunday he flipped the car during race 9 and came out with only a scratch on his arm.

During practice, the oil filter broke on Jean Oddous' Lotus. He spilled 4 quarts of brand new Steen C oil. Jean rushed out to a local gas station after purchasing a box of detergent and gave the car a thorough bath. On Sunday he slid sideways into a tree on the back stretch but was uninjured . . . Jerry McGee broke the crankshaft and block on his No. 130 Corvette in practice . . . Bill Love, a former professional driver here and in Europe, proves that experience helps in winning races. He did so well at Paramount in a Jaguar, and won races 3 and 9a with an AC Bristol.

Dr. Dennis Shillam had a fancy blue & white plaid protecting cover for the front of his No. 174 Porsche. . . Raymond Metchell and Charles Winberg didn't get very far with their super-charged MGA. They were warming it up Saturday morning and blew 6 holes in the block. . . In a near-by pit the Verrechia Brothers had a little excitement when they were warming up No. 153 Crosley and the clutch blew up. There were stray bits of metal all over the cockpit but luckily they didn't hurt anyone.

All races seemed to get off in fine style with the new starting system. The "dainty, deep mellow horn," which is the 60-second warning, can be heard all over the pits.

Some of the boys got over-anxious at the start of race 1 and ran into each other. Nos. 135, 237, 40 and 236 all tried to go through the same hole and it didn't work. Result—bent fenders.

Bill Dixon received some dents in his No. 711 Siata when another car came too close. . . David Eyraud was disappointed when his car didn't show up. The mechanic was bringing it out when a rocker arm broke just 3 miles from the course. This meant that Joan Fischeal didn't have a ride for the Women's race. . . Dr. Dow Snow was embarrassed after winning race 6 in the No. 78 Panhard. He couldn't start the engine again. He returned to his pits from the Impound Area. . . Kenneth Roehr was busy making repairs in his pits. He had been black-flagged on Saturday for having a loose exhaust pipe. He had quickly pulled it off and finished the race. On Sunday he took third in the 1300cc MG class.

Stuart Dane spent Saturday in the hospital with his wife, who was having a 9-pound girl, while Cliff Heselton was taking a 3rd place trophy with Stuart's No. 212 Dana Triumph. . . Terry Lamboureux pushed his No. 68 Nonpareil JAP over the finish line after the gear box had loosened and threw both chains. . . Paul Wenger blew the gear box on No. 202 Williams Squalo in practice. . . George Holcomb had engine trouble on No. 13 in practice.

John Ruch, one of Dave's Crowd Control boys, tried to help Harry Morrow move his No. 101 off the track on turn 3. He made the fatal mistake of grabbing the exhaust pipe and received a badly-burned hand. . . Jack Brown burned a hole in a piston of his Crosley, No. 297 in practice. . . Skip Conkin had a valve guide disintegrate in practice on his No. 27 Lotus. Stray pieces were flowing freely throughout each cylinder making a horrible mess of the piston and cylinder head. Mickey Mous stubbed his toe. . . The timing gear on John Beihl's No. 147 Cooper Climax was loose but they fixed it before practice.

Harry Jones was doing a good job of driving Stan Sugarman's Mercedes 300SL. About 2 laps before the end of the race the gas line broke and the fumes were very distracting, but Harry finished the race. . . Leon Miller is very proud of the new paint on his No. 151 "Wotus Bwosom". . . Charles Barnett lost 2 valves in race 8 on his No. 74 S/ch MGTD. They were working frantically to get ready for the main event. Dick Lon opened up his shop in Pomona to get them the parts they needed. The took 2 1/2 laps during the main event and it blew up again. . . Pete Wood developed a broken axle housing on his No. 173 D Jaguar in practice. It seemed to be having fun driving that beautifully-prepared Seidlitz Special No. 87—quite a difference between 425cc and 3621cc.

About noon on Sunday Chuck Porter discovered he had a bad tire on his No. 181 Mercedes Buick Spl. The dashed into town for a new tire. He went 6 laps and dropped 2nd and 3rd gears. . . Rolf Roth had trouble with his gear box on No. 4 Cooper-Norton. He pushed it from return 11 but finished. . . The Melrose Racing Team had 3 cars start and 3 cars finish on both days. This is a record for the event.

Stan Bucklein, lone and E Wheeler have combined their two cars and now have one that buzzes around. They have a wheel barrow painted to match with No. 114x on it to carry their tools from the parking area.

Eric Hauser made a quick pit stop to change tires during the main event. A big chunk of rubber had peeled off of a brand new tire.

Al Lindgren, member of the Long Beach MG Car Club Flag Team, was standing behind a hay bale when he went out of control and hit him. The result was a broken ankle, received the line of duty.

My thanks to all the drivers and crew who stop me with information for my column. If you want the information accurate, it is up to you to tell me. It makes it very difficult when I have to chase around and find you. . . Marie Dixon will be seeking for stories at Santa Barbara so to help her get material for Myra's Clipboard.

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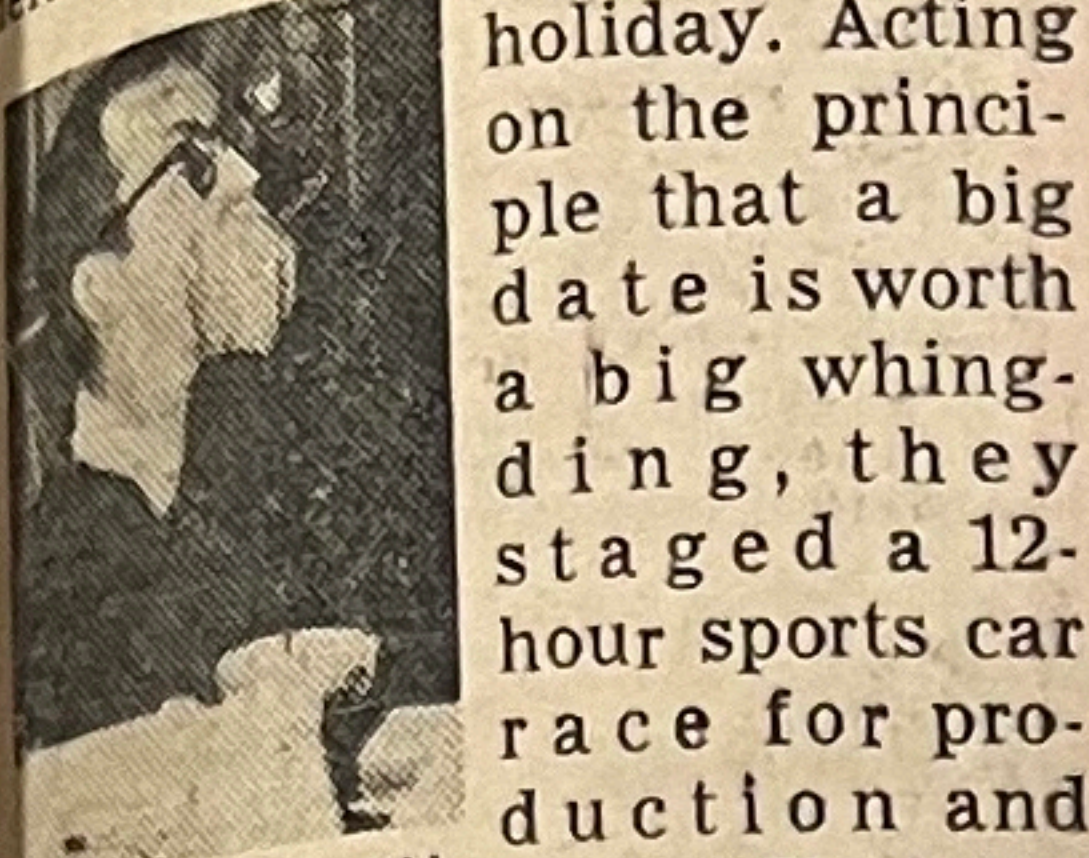
Musso Nabs Big One; 2 Killed; Chamberlain Hurt

By HENRY N. MANNEY III
 MOTORACING Staff Correspondent

REIMS, France — This year's REIMS event put on by the Automobile Club of Champagne on the fast Reims-Gueux circuit was held on the weekend of July 14, France's big holiday. Acting on the principle that a big date is worth a big whinging, they staged a 12-hour sports car race for production and Grand Turismo



—Henry N. Manney III
LUIGI MUSSO AT SPEED IN FERRARI
 He Was Winner of Reims Grand Prix.



vehicles, a 37-lapper for the new Formula II (1500cc unblown on gasoline), and a full Grand Prix 500km for the big boys.

Although no championship points at this meeting, all the important teams turned up, as the champagne bottlers were underwriting the whole shebang and offering lots of loot.

Ferrari, after some earlier setbacks this season, came through in fine style and took home practically the whole distillery, Belmans Frere and Gendebien walking off with the enduro in one of Enzo's 3-liter coupes (with Phil Hill second), Maurice Trintignant outlasting two Coopers in the newest V-6 to grab the semi-

catch him in a sister-team Ferrari; after refuelling, however, co-driver Seidel didn't keep up the good work and the Belgian 12-holer took the lead, never to be displaced. Those Modena machines, in fact, took the first five places, the next two being occupied by the two Porsche factory cars.

Prize for patience should go to the AC Bristol of Gretener-Dixon, who were shunted in the back by the Zagato-Ferrari, had the gate closed on them by the selfsame lot, forced off the track, and chopped off a telephone pole, yet carried on to finish third in the class. Later they found the rear hub was nearly cracked through.

BITTER STRUGGLE
 The Formula II race from the

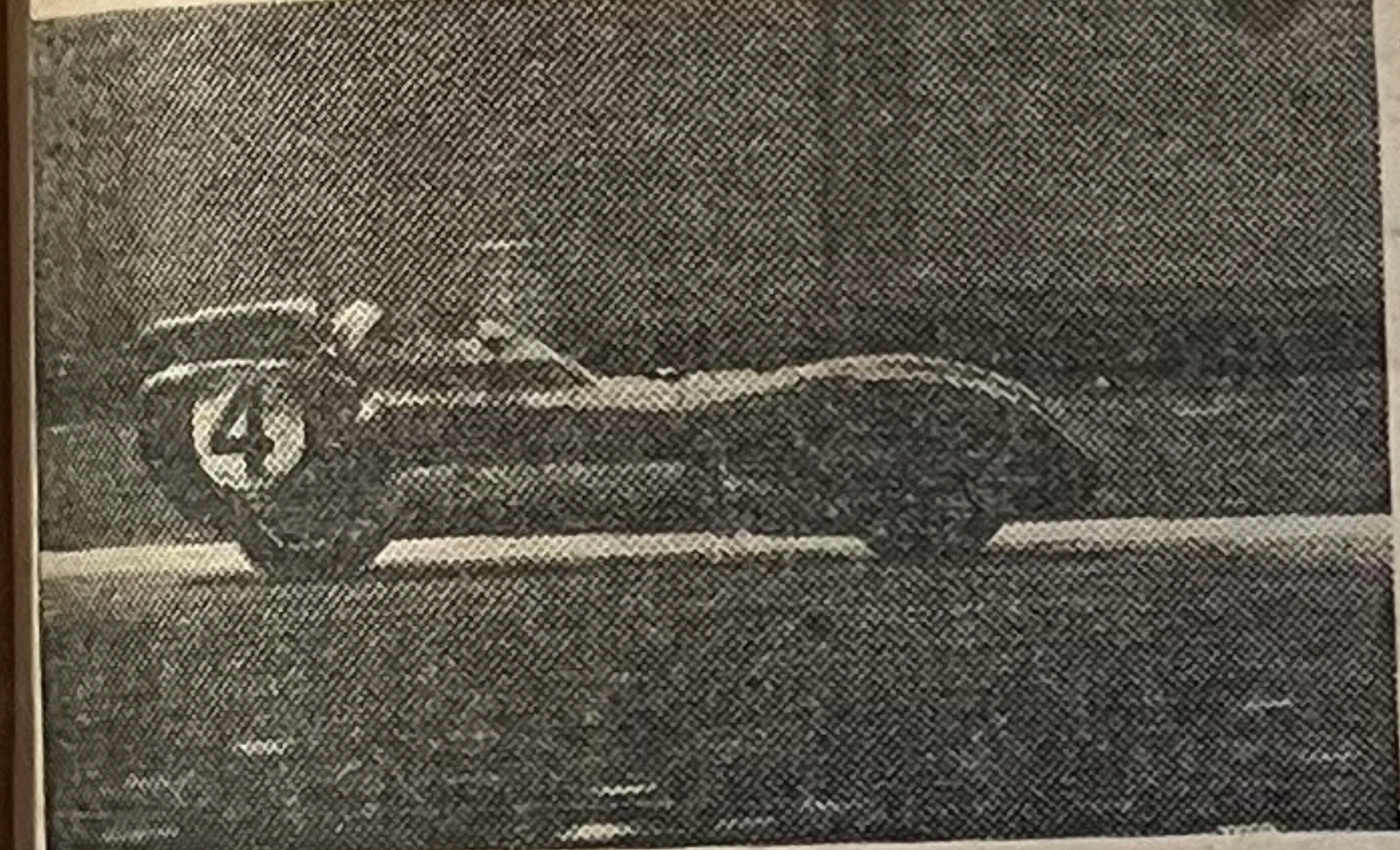
sche was 5th, the first Lotus 9th, the Osca 10th.

Start of the big car race was strictly bush league; one driver forgot his hat, another his goggles... all dreaming of that 10 million francs (at 400 to the dollar) first.

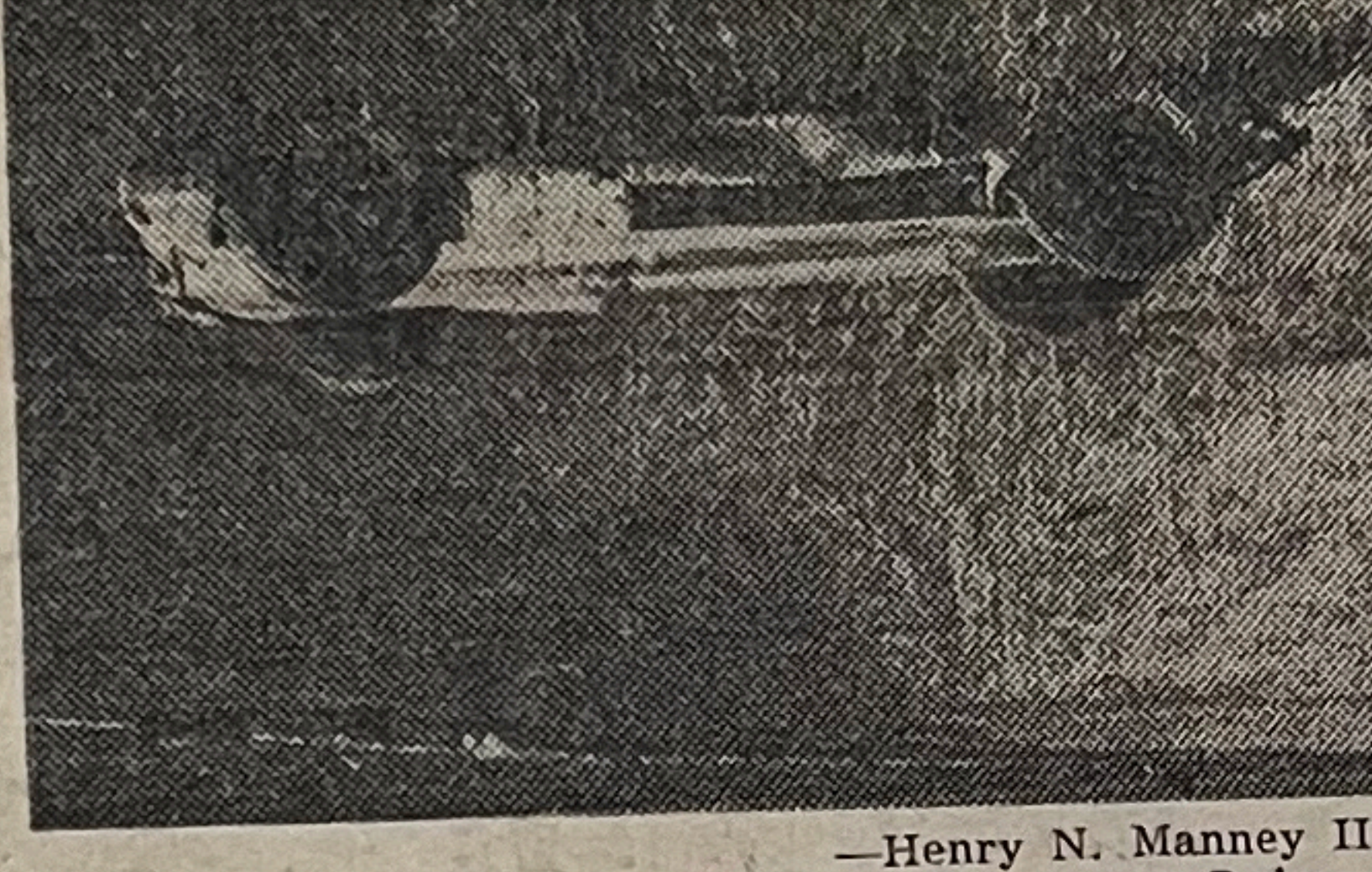
Stuart Lewis-Evans, pint-sized English driver, who was subbing for the ailing Stirling Moss (who had his head full of seawater from a water-skipping mishap) in the English Vanwell, immediately jumped into the lead and began to pull away from the combined might of Ferrari and Maserati; Musso (F), Collins (F), Fangio (M), Hawthorn (F), Behra (M); the high-tailed four-banger had the speed on this very fast course and that's all there was.

Collins was the first to go, with smoke pluming from the left bank of the V8, and after a seesaw battle with Fangio for third that lasted for 25 laps, Hawthorn, Gendebien and a much-improved Gregory were clicking hubcaps around 8th position for a full 20 laps until Masten's Maser fell ill and had to pit for a plug change.

BELGIAN DISAPPEARS
 The Belgian Ferrari driver carried on by himself for a few tours and



—Henry N. Manney III
MACKAY FRASER, 1500cc DO Sports Lotus, shown in 3rd place in Formula II race at Reims.
 Photo was taken one lap before he crashed and was killed. At right, Jean Behra, Maserati, leads the pack in 1st lap of the Grand Prix race. Fraser's demolished car is seen in foreground.



and Thrusting Young Man Luigi Musso blasting home in the big go, after Lewis-Evans' Vanwall faded, to garner an overdue win.

The Lotus team, so successful at Le Mans, should have stood in bed, for they lost one team car when Jay Chamberlain of Burbank Calif., crashed and landed in the hospital, another when Mackay Fraser went off the road and killed himself, a team driver had endless trouble with the authorities, the two cars for the 12-hr. were disqualified for arriving late for scrutineering, and the ones that were left mostly had mechanical trouble.

2ND FATALITY
 There was one other fatality: England's Bill Whitehouse, in a streamlined Cooper, blew a tire at speed in the Formula II race, which caused him to swerve off into a field and roll. The car caught fire and although a helicopter provided by the organizers speedily removed him to a hospital, he died from his burns.

The 12-hr. sports car race, starting at midnight on Saturday, was confined to production sports and GT cars. Hill went out in front straightaway and defied the best efforts of GP driver Gendebien to

very start was a bitter struggle, the Coopers of Salvadori and Brabham and Trintignant's Ferrari swapping the lead some 48 times in the first 20 laps. The British racers seemed to be a little quicker at the top end and also to handle better on the really fast swerves; the Ferrari, though, got a lot better bite through and out of the slow corners and thus had superior bottom-end acceleration.

However, the event was just a little too long for the green cars; and they wilted under the strain; just about the time Brabham dropped out, Mac Fraser began to move in the D.O. sports Lotus. Travelling very fast, he had worked up to third and was making place noises when he got loose on some oil on a fast curve, locked up his brakes, left the course on the inside, and was thrown out on his head very near where Chamberlain had rolled in practice. Mac, however, did not have the benefit of the clover field Jay had; his helmet was split open and he died instantly.

Trintignant, meanwhile, continued his fight to get away from Salvadori, who finally put up the fastest lap, but inevitably followed by France's Jean the leader, followed by Cooper's, and Lucas (Cooper), Marsh (Cooper), and Salvadori going putti-putti. The Por-

then suddenly disappeared, to be seen no more, leaving the KC pilot firmly in 8th. Hawthorn's disappearance let the steady Behra up behind Fangio into fourth.

Behra sat behind the old gentleman, comfortably, sucking draft, yet not really extending themselves yet as considered likely to complete the full 61 laps. Once Fangio got a little loose on Thillois hairpin and Behra came on with a broad smile splitting his battered face; a few hundred yards behind whistled the Argentinian, talking to himself, trying to wish the Maser back into third.

Meanwhile, back at the ranch, oil was coming out of everywhere on the leading on Lewis-Evans—the pedals, everything on Lewis-Evans—the pedals, in the seat, under the goggles, into the clutch. Naturally he began to slow, and Musso, yellow helmet tilted back, blasted past at Mulzon to take over the first spot. The Britisher's brakes commenced to fade and the green car was passed by the inseparables, Behra and Fangio, and was in danger of being caught by charger Harry Schell, who had been hurling his Maserati around at a great rate.

MUSSO ON TOP
 Fangio, although curling at speeds that would curl our hair, was not about to try to catch Musso; not so Behra, who put up the fastest lap (202kph) trying to overtake the young Roman and keep ahead of Juan Manuel. However, I was not to be, and Musso, long overage of 198.5 kph, winner at an average of a minute, followed by Lewis-Evans, Schell, Salvadori (Vanwall) Gould Bueb (M), Plott (M), Halford (M), Brabham Cooper).

Fangio? His Maser came to a clanking halt five laps from the end at Thillois and was credited with 8th. He rode back to the pits on the back of a Lambretta—a bitter pill for the Vespa distributor for Argentina.

POMONA RACE CHARTS

(Continued from Page 5)

RACE NO. 11—Semi-Main Modified and Formula III. TIME 15:10. LAPS 10. AVG. 79.2, MILES 20.

				C	D	F	G	I	III
1	138								
2	349	19	McAfee, Jack						
3	222	31	Dilloway, Geo.						1
4	8	46	Bellesiles, Jacques						1
5	53	53	Pollack, Bill						2
6	149	55	Knowe, Bill						1
7	119	64	Bondurant, Bob						3
8	147	65	Phas, Robt.						3
9	16	101	Biehl, John						2
10	96	114	Rogers, Dick						1
11	121	22	Walker, Chuck						2
12	25	26	Chaffee, Jim						5
13	45	51	Myers, Robt.						3
14	68	48	Lamoureux, Terry						4
15	129	56	Lawrence, John						6
16	120	57	Shaw, Wm.						7
17	102	105	Nethercutt, Jack						2
18	808	110	Dixon, Ronnie						3
19	122	2L29	Levin, Gene						1
20	225	73	Snow, Robt.						5
21	87	3L8	Woods, Pete						1
22	4	79	Roth, Rolf						6

1C, 3D, 8F, 5G, 11, 9 III, 27 starter. Did not finish—13, George Holcomb, Echo JRV, burnt piston; 26, Alan Kerns, MG Special, threw rod; 100, Jim Frank, Cooper V, burnt piston; 212, Clifford Heselton, Dane Triumph, lost oil pressure.

RACE NO. 12—Under 1500cc Main Event. TIME 59:45. LAPS 12. AVG. 84.4, MILES 84.

				F	G	H
1	50		Miles, Ken			
2	255	1L21	Weiss, Sam			
3	46	2L24	Morgensen, R. C.			
4	8	3L14	Pollack, Bill			
5	63	63	Lozano, Ignacio			
6	151	4L64	Miller, Leon			
7	150	68	Newman, Fred			
8	73	8L10	Peron, Perry			
9	230	9L47	Hough, Boyd			
10	159	57	Verreechia, Vic			
11	114	10L34	Wheeler, Bill			

8F, 7G, 5H—20 starter. Did not finish—23, Morry Stillwell, Crosley Special, threw rod; 29, Joe Playan, Porsche 550, collided with 255 on turn 11; 53, Bill Knowe, Lotus, sheared rear hub. (Wheel stayed inside fender); 64, Kenneth Miller, Morris Minor, no oil pressure; 65, Dave Watson, Monzetta Petit Prix, hit hay bale; 94, Franke Monise, Lotus, broken crank; 118, Jean Pierre Kunstle, Porsche 550, started race without 1st & 2nd gear, oil pressure too low and care overheating; decided not to overstress the car; 188, Jack McAfee, Porsche 550RS, connecting rod pulled apart; 249, Bob Drake, Cooper Climax, blew engine.

RACE NO. 13—Women's Race. TIME 12:30. LAPS 8. AVG. 76.8, MILES 16.

				C	D	E	F	G
1	88		Levy, Ruth					
2	349	30	Davis, Mary					
3	149	71	Anderson, Janet					
4	193	73	Shutes, Betty					
5	355	79	Scott, Linda					
6	164	97	Windhorst, Barbara					
7	84	1L19	Doushness, Ruth					
8	92	23	Wilson, Louise					
9	194	25	Cano, Louise					
10	71	33	Hirsh, Joan					
11	85	38	Matthews, Sue					
12	228	55	Rydstrom, Pat					
13	224	57	Mallman, Jeannie					
14	237	62	Taylor, Norah					
15	258	86	Dixon, Marie					
16	25	90	Chaffee, Dorothy					
17	114	100	Wheeler, Ione					
18	61	2L29	Markey, Anna					
19	41	42	Lee, Maureen					
20	43	72	Bostic, LaRuth					

1Cp, 4Dp, 2Dm, 4Ep, 1Em, 5Fp, 3Fm, 1Cm—21 starter. 9 over 1500 ccp, 3 over 1500 cm, 5 under 1500 ccp, 4 under 1500cm. Did not finish—135, Janis Owen, MGKII, left rear fender rubbing on tire (it had been bashed during start of race 1).

RACE NO. 14—Over 1500cc Main Event. TIME 59:55. LAPS 42. AVG. 84.1, MILES 84.

				B	D	E	C
1	11		von Neumann, John				
2	49	46	Drake, Bob				
3	7	47	Ginther, Richie				
4	59	86	Oker, Bob				
5	38	93	Bates, Jack				
6	155	2L13	Erb, Harold				
7	349	53	Dilloway, Geo.				
8	222	54	Bellesiles, Jacques				
9	70	3L32	Hauser, Eric				
10	95	4L23	Haggerty, John				
11	149	60	Bondurant, Bob				
12	71	7L102	Pearson, Ron				
13	99	9L75	Danielson, Bruce				

4B, 4C, 7D, 6E—21 starter. Did not finish—5, Chuck Daigh, Troutman-Barnes Special, differential fell apart; 9, Bill Friedauer, Austin Healey 100S, broken throttle trouble; 14, Bruce Kessler & Alex Budurin, Bulck Kurtis, broken axle; 123, Bob Kenefee, MGTC; 133, Jerry Austin, D-Jaguar, clutch trouble; 162, Johnny Rogell, Ford T-Bird, transmission; 181, Chuck Porter, Mercedes Bulck, transmission, dropped 2nd and 3rd gears; 204, Don Huletto, Jaguar, lost wheel.

201 official entries (scratches included). 338 starters in 2 days of racing. 64 retirements (19% approx.).

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