

**PALM**

**SPRINGS**



Main event, first four:  
1. Gregory, Maserati 3000 S . . . . .



2. McAfee, Ferrari Monza . . . . .



The Convair Special (left) was disqualified for cutting corners!



3. Daigh, Mercury Spl. . . . .



4. Murphy, Kurtis-Buick.

PHOTOGRAPHY: GIZZO  
FLORA

**Official Results**  
CSCC Races, Palm Springs, California

**Saturday**

Race #1—Prod. sedans up to 1500—6 laps		
1. F. Aldhous	Renault	45.9 mph
2. R. Pearson	Volvo	
3. D. Smith	Borgward	

Race #2—Prod. sports under 1500—6 laps		
1. E. Barker	Porsche Spd.	56.2 mph
2. D. Johnson	Porsche Spd.	
3. M. McCroskey	Porsche Spd.	

Race #3, 4—Prod. over 1500 & Form III—6 laps		
1. J. Peterson	Jag XKM	57.6 mph
2. R. Cleye	M-B 300 SL	
3. M. Visel	M-B 300 SL	
1. B. Wright	LMF-JAP	49.5 mph

Race #5—Mod. under 1500—6 laps		
1. K. Miles	Maserati 1.5	60.0 mph
2. J. Kunstle	Porsche 550	
3. H. Hanford	MG Spl.	

Race #6—Formula Libre—6 laps		
1. E. McAfee	Ferrari Monza	63.5 mph
2. M. Gregory	Maserati 3.0	
3. S. Edwards	Ferrari Monza	

Race #7—Mod. over 3000—6 laps		
1. E. McAfee	Ferrari 4.4	63.2 mph
2. B. Murphy	Kurtis-Buick	
3. R. Morgenson	Morgenson Spl.	

**Sunday**

Race #8 Consolation under 1500—10 laps		
1. R. Huddleston	Lotus Mk IX	52.08 mph
2. N. Miller	MG Spl.	
3. L. Robeson	Porsche Spd.	

Race #9—Consolation over 1500—10 laps		
1. A. Budurin	Kurtis-Ford	56.8 mph
2. B. Leach	Allard J2	
3. H. Irvin	Jag XK 140	
1. S. Dane (500cc)	Dane Triumph	56.4 mph

Race #10—Under 1500 Main—20 laps		
1. K. Miles	Maserati 1.5	58.5 mph
2. J. Porter	Porsche 550	
3. H. Hanford	MG Spl.	
4. J. Kunstle	Porsche 550	
5. M. Playan	MG Spl.	

Race #11—Women's race—6 laps		
1. P. Sawyer	TR-2	52.6 mph
2. J. Wells	A-H 100	
3. A. Sisk	Jag XK 140	

Race #12—Over 1500 Main—38 laps		
1. M. Gregory	Maserati 3.0	60.8 mph
2. E. McAfee	Ferrari Monza	
3. C. Daigh	Tr.-Barnes Spl.	
4. B. Murphy	Kurtis-Buick	
5. R. Morgenson	Morgenson Spl.	

GOOD racing, bad weather, and the first west-coast appearance of three important cars marked the ninth race weekend held at Palm Springs by the California Sports Car Club. Seven races were run on Saturday and five on Sunday, and entries ranged from a 2 c.v. Citroen to the multi-litred specials, so that everyone had a chance to try his skill—in most cases, more than once. The first day's events were all six laps of the 2.3-mile airport circuit, and these short sprints gave drivers a chance to familiarize themselves with car and course in preparation for the longer contests on Sunday.

Saturday was not without its mishaps, however. In the morning during practice, a wild Austin-Healey sent two unwary flagmen flying, resulting in some badly broken bones. Later, at the start of the seventh race, Carrol Shelby, driving Tony Parravano's 4.9 Ferrari, started well back in the pack and became involved in a 5-car melée on the first turn, but, luckily, only machinery was damaged. In spite of slow top speeds, the small sedans in the opening event put on a show that was one of the day's best crowd-pleasers—perhaps because spectators could take a stronger personal interest in cars that they themselves might well be driving on the highway. Ron Pearson's Swedish Volvo led the field for awhile, but an amazingly fast Renault of Frank Aldhous was first across the finish. A very close contest for 3rd place occurred between an MG Magnette and a Borgward, with the latter victorious.

The 5th, 6th, and 7th races displayed, re-

spectively, in their west-coast débuts, a 1.5-litre Maserati (driven by Ken Miles), a 3-litre Maserati (Masten Gregory) and a D Jaguar (Ignacio Lozano). The Maseratis performed brilliantly, but the Jag proved very unmanageable, reportedly due to improper tires and the lack of a limited-slip differential.

Sunday began with that unusual spectacle, a downpour in the desert, which lasted intermittently most of the day and apparently kept a lot of spectators at home. Those who braved the damp, however, found the day's racing well worth their trouble. Two consolation races started the program, for cars not qualified to run in the main events. These were won by Rex Huddleston in a Lotus Mk. IX and Alex Budurin in a Kurtis-Ford. The wet track put drivers on their mettle, and turn #1 in particular saw a good deal of "action" (see cut sequence), but conditions were far from hazardous. In the under 1500 main, Miles (Maserati) again subdued the Porsche Spyders of John Porter and J. P. Kunstle, as well as his MG Spl. ("Flying Shingle") temporarily operated by Harry Hanford. It looks as though this new Maserati will be giving the Porsches quite a time in the coming season.

Most dramatic race of the weekend was the final event for modified cars over 1500 cc, in which Ernie McAfee (Ferrari Monza) and Masten Gregory (3-litre Maserati) put on the kind of race-long battle that makes food for discussion long after the checkered flag falls. The two drivers and their cars were fairly evenly matched, but, as so often seems to be the case in California races, first car

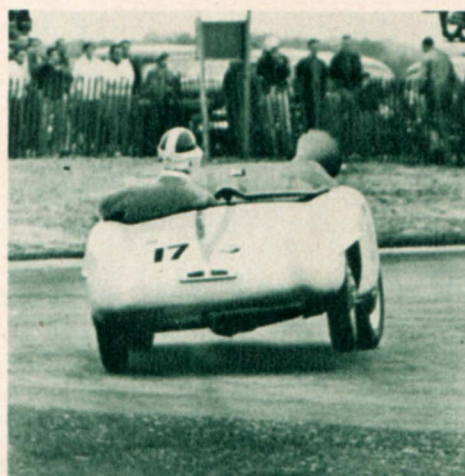
Winner of the under 1500cc race was Ken Miles driving a new 4-cylinder Maserati.



Ignacio Lozano struggles in vain with an unwieldy D Jaguar making its West-Coast debut.



Suspension antics—Devin Panhard



—and 2C.V. Citroen.

