



"Looks like I bent a wheel!" The Miles calm is unruffled after demolishing Porsche Spyder. Here he gives details to Sterling Moss, left.



One of several D-Jags was driven by Ignacio Lozano, former Kurtis handler. One D-type finished first making Jaguar top dog in West Coast distance races.



Francois Crouzet was awarded Index of Performance but only after much deliberation on part of the committee. Trouble was caused by argument over legality of black-flagging early in the race before the end of the 45-minute no-stop period.

# The Last Race at Torrey Pines



Miles won under-1500 cc event on Sunday in new 550 brought from L.A. after earlier smashup.

By JIM MOURNING

WHEN the California Sports Car Club optimistically ignored San Diego's continually foggy weather to revive the reportedly defunct Torrey Pines circuit for one more race, fortune favored them beyond expectations. The two days of dicing not only attracted the most outstanding field of cars and drivers yet seen in the West, but drew record crowds both days, swelling the gross receipts to well over \$50,000.

Despite the potential, however, the week-end supplied more than its share of disappointments to spectators who braved the threat of rain to see Saturday's six-hour grind and Sunday's schedule of shorter events.

With the brutal Palm Springs duel still fresh in their minds, many hoped that the endurance race would again see Ernie McAfee match his Ferrari against the Tony Parravano Maserati driven by Masten Gregory. But McAfee elected to shoot for the Index of Performance award in a Moretti and the Maserati never made it to the starting

grid, arriving at the course after the gates were closed.

The failure to get the 3-litre Maserati to the track in time was just one highlight in what proved to be a ragged week-end for Scuderia Parravano. Skipping the regular technical inspection sessions and not bothering to make an appointment for scrutineering at the track, the crew showed up with the 1.5-litre Maserati minutes before the race on Saturday and had to have it checked out while sitting in position on the starting grid. When they showed up late again on Sunday and demanded inspection on the 3-litre machine, they did not endear themselves to the officials. Apparently, the officials weren't the only ones irritated by the way Scuderia Parravano was being handled. Shortly after the race, one of the mechanics told press representatives that he and eight others of the crew were quitting. As a topper, Pete Lovely, who drove the 1.5-litre on Saturday and was scheduled to repeat on Sunday, was so disturbed that he returned to Los Angeles and brought back

his Porsche-powered Cooper for Sunday's fray.

With the Maserati out of the running, everything pointed to a battle between Ferrari and D-Jaguar, but this too failed to materialize. After the 4.4 Ferrari driven by Louis Brero, winner of the first six-hour tangle, was disqualified for using a push start, the only entries left to represent Ferrari were a pair of 2-litre machines driven by Phil Hill and Jack Brumby/Bob Sawyer.

It soon became obvious that the small Ferraris were no match for the D-Jaguars, which immediately took command of the top three spots, led by Sherwood Johnston, who had been enlisted in the attempt to bolster Jaguar prestige following their dismal showing at Palm Springs. During the early going, the only car able to crack the combination

was a Jaguar Special driven by Fred Woodward and Harold Erb, who held third spot for several laps before slashing into the dirt and splitting the oil sump.

At the 40 minute mark, with a relatively secure 40 second lead, Johnston tried stretching it and ran into trouble. Wheeling hard through a corner, he slammed into the hay and was forced into the pits for repairs before the 45-minute minimum time limit. When official word of his disqualification came, Johnston moved over to co-drive with Jerry Austin, whose D-Jaguar was running in second spot.

With Johnston's car out, Pearce Woods, winner of the previous six-hour race, took over, followed by Austin and Hill, who was some thirty seconds behind the leader. Then Hill began to open up. At the end of the second hour it

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Sherwood Johnston gives winning D-Jag a load of fuel during the 6-hour event and gets a load of advice from team-mate in return.



Venerable Mondial, third-hand machine owned by Manning Post, was driven hard by Phil Hill but couldn't stand the hot pace handed out. BELOW, Masten Gregory copped Sunday main in Maserati.



# Torrey Pines

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was still Woods' D-Jaguar, but Hill was now only three seconds behind.

Apparently this blistering challenge was too much for the 2-litre engine in the veteran Ferrari and some twenty minutes later, while trailing by sixteen seconds, it literally flew apart, tearing a fist-size hole in the block.

After Hill's retirement, there was no opposition to the D-Jaguars as Woods held an easily maintained lead over Johnston, who had taken over Austin's mount. Minutes after the half way mark, however, Woods' D-Jaguar blew its bearings and Johnston inherited a lead that he held handily for the remaining three hours, finishing over three laps ahead of second place Jack McAfee's Porsche Spyder and four-and-a-half laps ahead of Jean Kunstle's third place Porsche Spyder.

Ak Miller, who gained international recognition by finishing his hot-rod fifth against the best the sports car world had to offer in the 1954 Mexican Road Race, teamed with Jim Wilcox to bring a Mercedes 300SL in fourth. Although apparently experiencing difficulty in handling the car at first, Miller was extremely impressed by the end of the day and was particularly high in his praise of the brakes. If arrangements can be made, he plans on installing them in the Chrysler-powered Kurtis he is preparing for the next Mexican Road Race.

The Index of Performance Award went to Francois Crouzet, for the second consecutive time, in a DB Panhard Le Mans. Ernie McAfee, touted as Crouzet's logical challenger on the basis of his win during the first six-hour race, was forced out when a cracked hub on his Moretti caused him to lose a wheel. Oddly, it was evidently obvious to everyone but the people in his pits that he was going to lose the wheel several laps before it finally broke loose.

Sunday started with another disappointment for the assembled crowd, many of whom had come expecting to see visiting Stirling Moss, the world's number two driver, indulge in a vigorous practice session against such American drivers as Hill and Johnston after the FIA refused to give him permission to race in a non-sanctioned event. But Moss showed up late, prowled through the pits and finally did a few laps in an Austin-Healey. Even this failed to pacify much of the crowd,

since his presence on the track wasn't announced until about two laps before he pulled off.

Moss, incidentally, inadvertently included a visit to the local jail as part of his tour of Southern California after he tried playing Stirling Moss on the streets of nearby La Jolla before an audience of unappreciative police officers. Not realizing that signing a citation is standard practice in California, Moss crisply refused to do so and was promptly escorted to police headquarters. And there he sat until someone at the track got word and sent race coordinator Al Papp down with bail.

When the races finally got under way, the production class winners followed the patterns set in recent meets. Jean Kunstle powered a Porsche Speedster home ahead in the Under 15 cc Production race and Rudy Cleye's Mercedes 300 SL nabbed the award for large production cars after Bruce Kessler, also in a Mercedes, was disqualified for removing his helmet during the cool-off lap.

In the going for modified cars under 15 cc, Ken Miles, who recently joined Johnny von Neumann's Porsche combine, racked up another in his long series of victories despite early pressure from Pete Lovely in his Porsche-Cooper. Actually, the fact that Miles competed at all was something of a minor miracle after he sent a Porsche Spyder flipping end over end during Saturday's practice. But the unscathed Miles, whose nonchalance is virtually legendary, just surveyed the wreckage in the pits, grinned, observed that it "Looks like I bent a wheel" and strolled off to line up another mount.

The battling for laurels in the over 1500 cc modified race turned out to be no battle at all, a combination of mechanical difficulties and driving errors handing top spot to Gregory's Maserati.

Ernie McAfee blasted his Ferrari Monza into the lead, but a costly bit of misjudgement on turn two sent him spinning into the hay bales about 20 seconds later. Hill, at the wheel of another Ferrari Monza, then moved into first. For seven laps he consistently stretched his lead before a boiling radiator forced him into the pits for the day. Gregory then held down first with Johnston second. Within four laps, Bill Murphy's Kurtis-Buick, the only American car conceded a chance

against the imported machinery, had bulled its way into third, followed by McAfee, who had moved up from 17th spot. On the next lap, Murphy got around Johnston and McAfee whipped the Ferrari past both the Kurtis-Buick and the D-Jag, which was experiencing mechanical difficulties that cut off its power coming out of the turns.

For the next nine laps, the only change in top positions came when Miles whistled his tiny Porsche past Chuck Daigh in the Troutman-Barnes (Mercury) Special and began nipping at the tail of Johnston's Jag. On the 21st lap, Miles' overjoyed pit crew jokingly put up the sign "Pass D-Jag." The next time around, Miles was in fourth spot.

By then it was obvious that McAfee's brilliant driving effort wasn't quite brilliant enough to overcome Gregory's advantage before time ran out. When the Kurtis-Buick spun on turn six, Miles moved the Porsche into third spot and the story was told: Gregory 50 seconds ahead of McAfee and Miles about a minute further back.

The Kurtis-Buick's revolving exit from contention delivered a sharp blow to the hopes of boosters of American built products, particularly after its failure to finish on Saturday. The spin was the culmination of a string of earlier difficulties climaxed by a trip into the hay during Saturday's practice and Sunday's trophy-losing spin.

Despite the D-Jaguar's win in the endurance race, which made it three in a row for Coventry products, and a gallant effort before mechanical troubles set in on Sunday, many spectators expressed disappointment with the performance of the English racers. Lap times, however, indicate that it was running well.

As the meet ended, the rumor shot through the pits that further delays in converting the Torrey Pines area into a golf course would permit the running of still another event. But city officials killed the story with a statement asserting that work would begin in early spring. Probable basis for the rumor was the action of Junior Chamber of Commerce representatives, who discussed a possible course in San Diego's Balboa Park with several officials, top drivers and press representatives. In short, this was the last Torrey Pines race — we think. #