

October 22, 2014

**AONE PIZZA AND A MOVIE: The Golden Age of Auto Racing Revisited  
Part I -- 1948 through 1959 ©\***

By Phillip Bostwick

Following the enthusiastic response to the showing of the motor racing film *Rush* at the Josiah Smith Tavern in Weston, Massachusetts last winter, AONE officers invested in additional movie and sound equipment and decided to host two motor racing films during the late fall and winter of 2014-2015. The dates for this winter's "AONE Pizza and a Movie" events, and the movies to be shown, are:

1. **Saturday, November 15, 2014 at 4:00 p.m.** *The Racers*, a 1955 film starring Kirk Douglas, Bella Darvi, Gilbert Roland, Cesar Romero, Lee J. Cobb, and Katy Jurado. This movie is a few minutes short of two hours long and pizza will be brought in at the end of the film for an intermission. During the pizza break some excerpts from my collection of motor racing videos will be shown.<sup>†</sup> This thirty-eight minute special feature will show movies of some 1950s sport car races and some Formula One races in Europe during the fifties.
2. **Saturday, January 10, 2015 at 4:00 p.m.** *Grand Prix*, a 1966 film starring James Garner, Eva Marie Saint, Yves Montand and Toshiro Mifune-- directed by John Frankenheimer. This film is a few minutes short of three hours long with an intermission during the film. Pizza will brought in during that intermission. Following the film a short special will be shown which portrays how James Garner and the other movie stars were taught to drive formula two cars for shots taken after the races, and how the actual races during the 1966 season were filmed by Phil Hill driving a Ford GT40 with a camera mounted on the roof.<sup>‡</sup>

Both films have somewhat soppy love stories intertwined with the auto racing, but that seems a small price to pay for being able to see the cars and drivers of the 1950s and early 1960s in action during the period that most motor racing journalists have called "the Golden Age of Motor Racing." It was a time when European formula one cars were painted in the colors of the country they represented—red for Italy, green for Great Britain, silver for Germany, blue for France, yellow for Belgium, white and blue for the U.S., etc. They were adorned only by a white number and were devoid of all cigarette and motor oil advertising. In the U.S. in the early fifties sports car race drivers were

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† This special has been prepared by AONE Webmaster Dave Pratt, utilizing his many high-tech talents.

‡ *Grand Prix* and the special are brought to you in High Definition DVD by AONE Treasurer Peter Walker.

amateurs who often drove their own cars to the race track, changed plugs, added air to the tires, raced them and then drove the cars home.

The purpose of this article is to stimulate enthusiasm for attendance at the two AONE Pizza and a Movie events; to refresh attendees' recollections of the cars and drivers of the period; and to provide some information to those attendees who are unfamiliar with the era. The article will be presented in two parts: Part I will cover the period from 1948 through 1959, and the first film, *The Racers*, will show actual shots of the 1954 Mille Miglia and the start of some formula one races occurring during the 1954 season. Part II will cover the period from 1960 through 1966 and the second film, *Grand Prix*, will show actual shots of some of the formula one races during the 1966 season.

### ***Part I. The Golden Age of Motor Racing Revisited—1948 through 1959***

#### **Four Races and four drivers remembered**

Someone once said that the definition of a Golden Age was “whenever you were there.” Whether that adage has any truth or not I leave to the reader, but I was fortunate enough to be present at some very early sports car races in California and Hawaii in the fifties and to see at very close quarters some of the beautiful sports racing cars of the period and some drivers who were just beginning to make names for themselves and who would become world famous in the near future. I remember in particular four races and four such drivers.

**1. Pebble Beach Road Race, April 19, 1953; Phil Hill.** In the spring of 1953 I was a junior at Stanford University in Palo Alto, California. I had with me at school my 1933 Ford V8 Cabriolet that I had restored while in high school, but like thousands of other young men in the fifties I had caught the post-war sports car craze. We were always on the lookout for sightings of true European sports cars. MG-TCs and Jaguar XK 120s were the mainstay of such cars traveling the highways then-- freeways not yet having arrived in California. When we learned that the Sports Car Club of America (SCCA) would be holding one of its road races counting towards championship points at Pebble Beach near the Seventeen Mile Drive through the Del Monte Forest, a friend and classmate of mine and I decided to make the short drive south to the Monterey Peninsula in my Ford to see the main event on Sunday, April 19.

Postwar sports car road racing in the U.S. began on the East Coast with the first running of the Watkins Glen road race through the village of Watkins Glen near Seneca Lake, New York on October 2, 1948. Wealthy sportsman Briggs Cunningham\* was a participant, as were the brothers Miles and Sam Collier. The winner of the first race

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\* Briggs Cunningham, who drove and built sports racing cars, is credited with the phrase, “How to make a small fortune out of auto racing—start with a large fortune.”

drove a pre-war Alfa Romeo 8C 2900 coupe. On the West Coast the venues of early amateur sports car races in California were on airports like those in Palm Springs and Santa Ana using hay bales and rubber tires to lay out the circuit, and on public or private roads in such places as Torrey Pines near the Pacific shore several miles north of San Diego, Pebble Beach near Monterey, and in Golden Gate Park in San Francisco. These road race venues presented special dangers for both drivers and spectators as the roads were often poorly-paved, the circuit often lined with trees, there was a shortage of escape roads and lath snow fencing was the only safety barrier for crowd control. The 2.1 mile circuit for the 1953 Pebble Beach Road Race was a collection of narrow, twisty roads near the Lodge at Pebble Beach with tall Cypress trees hemming in the track on either side. The inaugural Pebble Beach Road Race in 1950 had been run on the famous Seventeen Mile Drive with portions of the circuit being paved and some sections being dirt or loose gravel. That proved unsuitable and in 1951 and later years the circuit was on all paved roads.

The heavy favorite to win the 1953 Del Monte Trophy—the main event on Sunday for cars with engine displacements over 1500 c.c.—was a driver from Los Angeles named Bill Pollack. Pollack was driving a 1951 J2 Allard with a Cadillac engine owned by Tom Carstens of Tacoma, Washington. The Pollack/Carstens/Cad-Allard combination had dominated West Coast road racing for the previous two years, winning eight consecutive races in which they had started, including the 1951 and 1952 Pebble Beach races. The Cad-Allard, wearing race number 14, looked more like a show car than a race car. Carstens had it finished in black lacquer with bright red special heavy-duty 15 inch wire wheels, a fitted chrome trunk rack and white wall tires on all four wheels and on the side-mounted spare. The 1952 Cadillac V8 engine was highly modified with Edelbrock speed equipment.

The challenger was a 26 year-old from Santa Monica, California named Phil Hill.<sup>1</sup> Hill was working as a mechanic at International Motors in Beverly Hills. In May 1950 Hill purchased a new black XK-120 roadster and entered it in the inaugural Pebble Beach road race in November 1950. He won that race in a decisive way and earned a reputation for a nervy, fast and aggressive driver.<sup>2</sup> Phil Hill sold his Jaguar in early 1951 to finance the purchase of a 1938 Alfa Romeo 8C 2900B MM. The car had been a team car in the 1938 Mille Miglia road race in Italy. After racing it in a few events Hill entered it in the 1951 Pebble Beach race held on May 27, 1951. Bill Pollack won the main event driving Tom Carstens's Cad-Allard. Due to the Alfa overheating and requiring several stops for oil, Phil Hill came in fourth. Hill told his biographer, William Nolan, his feelings about the car. He said, "I've seldom enjoyed a car the way I enjoyed that old Alfa. It was one of a number of cars in the Tommy Lee estate offered for sale after his death in '50, and had been driven at Pikes Peak and Watkins Glen before I got it. Trouble was, they'd hopped it up too much. The compression ratio was wrong, and it overheated. Besides which, the scavenger pump kept packing up on me—and that engine just gulped oil. My first time out with it, at Carrell [Carrell Speedway in Gardena, California] in February of

'51 I had to keep pitting for oil. But I loved the way it handled.'"<sup>3</sup> Hill sold the Alfa later in 1951.\* In early 1952 Phil Hill called Luigi Chinetti,<sup>†</sup> the Ferrari distributor in New York, about purchasing a car for the 1952 Pebble Beach race in April. Chinetti recognized in Hill an outstanding driver and wished to encourage the young Californian. Hill's first purchase from Chinetti was a Ferrari 212 Barchetta which he drove successfully in several races. In the spring of 1953 Phil Hill was anxious to win at Pebble Beach and sold his used 2.6 Barchetta to buy a new Ferrari from Chinetti. Chinetti sold him a new 2.9 litre Ferrari 250 Mille Miglia V 12, which arrived only two days before the Pebble Beach race. Hill's car was not the only Ferrari that hoped to beat Pollack. Bill Spear was there from Florida with his blue and white 4.1 litre Ferrari America. Six C-type Jaguars were entered and a gaggle of XK-120s, some Allard J2s, an Aston Martin and several specials rounded out the 32 car field for the main event on Sunday—the 100 mile, 48 lap Del Monte trophy for cars over 1500 c.c. displacement.

My friend and I drove to Pebble Beach from Stanford on Sunday morning, April 19, arriving there after the running of the 100 mile Pebble Beach Cup race for under 1500 c.c. cars. Ken Miles won that race driving his MG-TD R1 Special in a downpour for more than half the race. The rain had stopped by the time we arrived but the track was still slippery on the edges and there were treacherous wet spots as they placed the big cars on the grid for the main event. The two days of racing and practice had made the

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\* Years later Phil Hill's 1938 Alfa Romeo 8C 2900B MM was purchased by Ralph Lauren, who had it restored by Paul Russell. The restored car was exhibited at the Louvre in Paris with other Lauren cars two years ago, where I was able to see it.

† Luigi Chinetti was born in Italy in 1901 and began work at age 16 as a mechanic for Alfa Romeo. When Mussolini's fascism was on the rise he left Italy for Paris where he worked for Alfa Romeo and became a race car driver. He drove various cars in 12 consecutive Le Mans 24 hour endurance races, winning his first time out in an Alfa Romeo in 1932 with Raymond Sommer. He won his second 24 hours of Le Mans in 1934 with Philippe Etancelin. When war broke out in Europe in 1939 he emigrated to the United States with French racing driver Rene Dreyfus. Chinetti became an American citizen in 1946. He returned to Italy that year and visited Enzo Ferrari, who was making machine tools in a factory in Modena. Chinetti urged Ferrari to stop making machine tools and to make fast race cars and road cars which Chinetti could sell to Americans. Ferrari made Chinetti the Ferrari factory agent in the United States. Chinetti Motors also became the U.S. agent for Automobili OSCA of Bologna. Chinetti's first sale of a Ferrari race car in America—a 1948 Tipo 166 Spyder Corsa—was to Briggs Cunningham. In 1949, when he was 47, Chinetti drove a Ferrari 166 MM Barchetta ("little boat") in the 24 hour race at Le Mans. He came in first after driving all but twenty minutes of the 24 hours by himself, setting a record as the only three-time winner of the race and the only driver to drive that many hours. Chinetti passed away on August 17, 1994 at age 93.

troublesome turn three on the circuit even more problematic than usual with the surface breaking up and cars in earlier races skating off into the woods with some regularity. A chicane of hay bales had been put in to slow the cars down. We positioned ourselves near the starting grid so that we had a good view of Tom Carstens's black Cadillac-Allard, with its low unmuffled roar as Pollack warmed up the engine. But the sight and sound of Phil Hill's 2.9 Ferrari was breathtaking to behold. I had never seen—or heard—a Ferrari before. The little red beauty with its silver wire wheels and racing windshield was prettier than any car I had ever seen. And the sound of those twelve cylinders with their high-pitched scream brought goose bumps to the back of one's neck. Phil Hill looked the perfect part of a young, handsome American sports car race driver in his white helmet. We also took careful note of Bill Spear's pretty blue and white 4.1 Ferrari and the six C-type Jags.

Starter Al Torres sent the cars roaring off with his ballet leap while waving a green flag. Pollack's Cad-Allard got out in front with Spear's 4.1 Ferrari in hot pursuit. The two drivers battled fiercely through the early laps while Phil Hill moved up through the cars. Soon Hill had caught the two lead cars and was running third. The pace was fast and Hill managed to pass Spear and head for Pollack. For several laps Pollack led Hill, the Cad-Allard showing strong acceleration out of the turns but Hill's Ferrari staying right with it in the turns. My friend and I moved around until we were at a spot where we could see down a short straight that had a chicane of hay bales on the left side of the track as the cars ended the straight and entered turn 3—a left-hander. As Pollack and Hill came out of a turn and entered the short straight Hill pulled out to Pollack's left and was abreast of the Cad-Allard as they roared down the short straight. There was only enough room on the narrow road for one car to get through the chicane without bashing the hay bales. Pollack had the inside line and was headed directly for the open space to the right of the hay bales. Hill was alongside Pollack headed directly for the hay bales. Everything cried out for the driver on the left to lift just before the chicane and fall in behind the car on the right as they entered the turn. Hill never flinched. He pressed at full speed directly toward the hay bales. At the very last second Pollack lifted and Hill squeezed through the chicane without touching the hay bales, sliding smoothly into the left turn after the chicane. My friend and I look at each other in complete amazement. We did not know it at the time, but we had just witnessed the kind of nerve and skill that would make this young Californian World Champion in Grand Prix racing in another eight years. Pollack chased Hill in vain for the rest of the race but his brakes began to fade. Hill's smooth and fast driving gave him a full lap lead over his old rival as he crossed the finish line, with Bill Spear coming in second and Pollack third. The local road racing newspaper reported that Phil Hill's brilliant and decisive win at Pebble Beach that Sunday made it “instantly apparent [that] West Coast road racing had a new king.”<sup>4</sup> My friend and I drove back to Stanford that evening smugly pleased with our decision to make the trip to Monterey and full of enthusiasm for this exciting new sport.

In November 1953 Phil Hill went to Mexico for the fourth running of the Carrera Panamericana Road Race, a grueling, five-day, 2,000 mile marathon race over the Pan-American highway—some portions of which were unpaved gravel. It began near the Guatemalan border and went north to the U.S.-Mexican border. Hill's Santa Monica friend Richie Ginther--another mechanic at International Motors--accompanied him in Allen Guiberson's 4.1 liter Ferrari 340 Mexico coupe. On the third leg between Puebla and Mexico City on a twisty, mountainous stretch they had a near-fatal accident when they entered a turn with fading brakes and slid backwards down a ledge, bouncing end over end for fifty feet.<sup>5</sup> They emerged from the overturned car unhurt, but ten drivers and six spectators died in the 1953 Carrera, making it the most dangerous road race in the world.\* In January 1954 Hill traveled to Argentina to drive in a 1,000 kilometer race in Buenos Aires. In that race he witnessed an Argentine driver burn to death in a crash.<sup>6</sup> Back in Santa Monica Hill began to reflect on his accident in Mexico and the deaths of other drivers in races he had been in. He confided to his biographer, William Nolan, "I was in terrible shape. Used to get an awful heart flutter on the grid. So bad I'd have to get out of the car and walk around. Then I had these stomach spasms, and I still couldn't eat proper foods."<sup>7</sup> Hill, who was existing on baby food, consulted his family doctor, who diagnosed an ulcer. He advised Hill that if he did not quit racing he could hemorrhage. Phil Hill took a temporary absence from racing from March 1954 to December of that year. During those months he and his brother Jerry restored their aunt Helen's 1931 Pierce Arrow.<sup>†</sup> He also got in the movie business.

In August 1954 Phil Hill joined the company of *The Racers* at Twentieth Century Fox as their technical advisor. The movie, based on a racing novel by Hans Ruesch, starred Kirk Douglas and an unknown actress named Bella Darvi.<sup>‡</sup> Fox's chief, Darryl

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\* The fifth Carrera Panamericana Road Race in 1954 was the last one. After the tragic accident at Le Mans in 1955 the Mexican government cancelled the Carrera.

† Hill's car was named Best of Show in the 1955 Pebble Beach Concours d'Elegance.

‡ When the movie came out in 1955 none of us had ever heard of Bella Darvi or seen her in any movie. The widely-circulated rumor at the time was that she got the part because she was the mistress of Twenty Century Fox's chief, Darryl F. Zanuck. In Michael Cannell's book about Phil Hill he states that Zanuck "made the movie as a vehicle for his mistress, Bella Darvi." Cannell, *The Limit*, 56. This prompted me to look her up on the internet. The information there indicates that she led a tempestuous and tragic life. She was born Bayla Weigier in Poland of Polish-Jewish parents but raised in Paris. When she was 12 she was sent to a concentration camp with her family when the Germans invaded France. One of her brothers died in a Nazi concentration camp. She was released in 1943 and married a businessman who took her to Monaco. For much of her adult life she was a gambler, unable to resist the lure of the casinos, and racked up many gambling debts as a young woman. In 1951 Darryl F. Zanuck and his wife Virginia met Darvi in a casino in Paris. Feeling she had potential as an actress they paid her gambling debts and took her to Hollywood to groom her as a Fox star. She divorced

F. Zanuck, hired John Fitch for the European scenes and the studio sent a camera crew to Europe in the spring of 1954 equipped with Cinemascope lenses. They took over 90,000 feet of color film in races such as the Mille Miglia in Italy, The French Grand Prix at Reims, the Belgian Grand Prix at Spa-Francorchamps, the Italian Grand Prix at Monza, and the German Grand Prix at the Nurburgring. European grand prix racing was still largely unknown to American movie audiences in the mid-fifties so Zanuck had aerial views taken from an airplane of Juan Manuel Fangio, Alberto Ascari and others racing around these circuits to show audiences the full spectacle of the events. The movie stars—Kirk Douglas, Cesar Romero and Gilbert Roland—did very little driving. Doubles did all of the driving in the long-distance shots. Zanuck had duplicates built on Fox's California lot of the pit areas at Reims, Nurburgring, Monza and Spa. The cars used for the movie stars in Hollywood included two four-cylinder Grand Prix Maseratis, three sports racer Ferraris and one HWM Special.\* Phil Hill's job at Fox was to keep the cars in running order and to teach Douglas and the other movie stars how to take off in the cars without spinning the tires or stalling the cars as they were photographed pulling into the pits for a tire change or accelerating out of the pits. The only driving Phil Hill did for the movie wound up on the cutting room floor during the final editing of the film.<sup>8</sup>

His ulcer calmed, Phil Hill returned to racing in December 1954 when he and Richie Ginther went to Mexico to enter the fifth and final Pan-American Road Race. They came in second behind Maglioli. From that date to the end of this article's period (December 1959), Phil Hill accomplished an astounding number of successes in both American and European races. In 1955 he was crowned SCCA National Champion in class D production cars. In 1956 he was asked to be a member of Ferrari's sports car racing team and raced with great success with the team in 1956 and 1957. In March 1958 he and Peter Collins won the 12 hour endurance race at Sebring, Florida. In June of that year he won the Le Mans 24 hour race driving in the rain with Olivier Gendebien. In July 1958 Hill drove in his first formula one race when he accepted Joakim Bonnier's offer to drive a Maserati 250F GP car as a private entry in the French Grand Prix at Reims. Hill finished a respectable seventh in what would be Fangio's last race. Ferrari driver Luigi Musso was killed in the race and Enzo Ferrari then invited Hill to race a

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her husband and moved into the Zanuck home. In 1953 she signed a contract with Zanuck who changed her name to Bella Darvi, the last name being a combination of the first names of Darryl and his wife Virginia. Eventually, she became Zanuck's mistress and a scandal erupted within the Zanuck home. Darvi was thrown out, her contract broken and she returned to Europe to appear in a few mediocre French and Italian films. She went back to gambling and by the 1960s she became deeply in debt and suicidal, attempting suicide three times. She succeeded in 1971 when she turned on the gas in her Monte Carlo apartment.

\* Hersham and Walton Motors (HWM) was a race car constructor in England best known for its successful formula two race cars built in the early fifties.

formula two car in the Grand Prix of Germany at the Nurburgring in August 1958. During that race Peter Collins was killed driving his Ferrari formula one car. Enzo Ferrari then selected Phil Hill to take Collins's spot on the formula one team for the Grand Prix of Italy at Monza in September 1958. Hill finished third in his first formula one race for Ferrari. In March 1959 Hill again won the 12 hour endurance race at Sebring driving with Gendebien, Dan Gurney and Chuck Daigh. In three formula one races for Ferrari in July, August and September in 1959 (Reims, Avus and Monza) Phil Hill placed 2d, 3d and 2d. In October 1959 Hill set a speed record of 250 mph in an MG Streamliner on the Bonneville salt flats in Utah.<sup>9</sup>

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**2. Golden Gate Park Road Race, May 17, 1953; Ken Miles.** Less than a month after our trip to Pebble Beach my friend and I drove my Ford V8 from Stanford to San Francisco on a Sunday morning to watch the road races in beautiful Golden Gate Park. SCCA races were held there just three times—in 1952, '53 and '54. The race circuit was three miles in length, had some hairpin curves as it looped through the park, some high speed bends that could be taken at 110 mph and a downhill straight where the fastest cars could reach 140 mph. There was a bison pen in the middle of the course and spectators—80,000 of them, could practically reach out and touch the drivers as they sped by the crowd control snow fencing—sticks of lath held together by wire. The race was extremely popular but on this date the City supervisors had decreed that the park roads could only be tied up for one day, so the organizers had to cram some practice time and three races into one day of racing. They did extend both the under 1500 race and the over 1500 race from 75 to 100 miles. For the big car main event the entries included Phil Hill in his 2.9 Ferrari, Bill Pollack in a C-type Jag, Jack Armstrong in a Cadillac-Allard, Sam Weiss in a Chrysler-engined J2 Allard, and a newcomer from Kansas City, Masten Gregory, also driving a C-type Jag. The main event was exciting as Phil Hill, starting from the next-to-last position on the grid, flashed through traffic to sixth position by the first turn, then took the lead by the fourth lap. Hill was driving quickly and smoothly, his Ferrari performing faultlessly, and by lap 16 he had a two mile lead over Jack Armstrong's second-place Cad-Allard. Then on lap 17, when it looked like Phil Hill was on his way to another win, the rear axle of his Ferrari broke and he was out of the race. Two cars spun on the oil slick left by Hill's Ferrari and on the 24<sup>th</sup> lap the Kansas City newcomer, Masten Gregory, passed Armstrong's Cad-Allard. Gregory then spun, recovered from the spin and overcame Armstrong once again to go on and win the main event.

We were disappointed that Hill had been unable to finish the race and we were, as before, in awe of his high-speed driving and car control. But I also remember a second driver and car that impressed us greatly on that day. Ken Miles, a British driver who had been in the U.S. less than two years, won the under 1500 race driving his number 50 MG-TD R1 Special, just as he had done at Pebble Beach less than a month before. We had



not seen Miles's victory at Pebble but we knew that he had beaten Bill David's blue OSCA—for my money one of the prettiest little sports racers ever made—and effortlessly blown off such high-powered, expensive class F machinery as Porsches, OSCAs and Barlow Simcas with his MG Special. By the end of the race he had come within three cars of lapping the entire field. Before that Pebble Beach race virtually no one would have made book that an MG of any kind could beat such cars. Both the man and the car are most interesting.

Ken Miles was born in England in November 1918, at the end of the Great War of 1914-1918. He raced motorcycles before World War II began in September 1939 and served as a tank sergeant in the British Army during the war. After the war he raced Alfa Romeos, Bugattis, Alvises and other cars in sprints and hill climbs at such well-known English circuits as Silverstone and Prescott. He emigrated to the U.S. in 1951, taking up residence in Los Angeles where he worked as the service manager at the Automotive Division of Gough Industries. Miles and a top mechanic at Gough designed and built the R1 MG Special he was driving using an MG-TD factory-built engine, the first of the new factory 1500s to run on the West Coast. No alterations were made to the engine except for the addition of special intake and exhaust manifolds. It was the super lightweight body that held the secret to the car's sensational acceleration and speed. A tubular chassis was scantily clad in an ultra-light aluminum shell and supported by special suspension. Thin aluminum cycle fenders covered both front and rear tires. A spare tire was fitted in the tail of the car behind the gas tank. Small headlights were mounted on each side of the grille. The car was painted British Racing Green with a white racing number 50 on each side of the body. It was completed one day before the Pebble Beach race and driven to that course. Its weight was estimated to be under 1000 pounds.<sup>10</sup> Miles demonstrated his superb driving ability and experience at both Pebble Beach and Golden Gate Park. On this Sunday in San Francisco he took the lead when Bill David's blue OSCA had to keep pitting for a gear lever that had come adrift. Miles then proceeded to fly around the course in a relaxed manner, whistling through the turns in an unvarying line, driving the same slot lap after lap. It was a joy to behold. After all, it was not that many years since the Americans and British had been at war with Germany, Japan and Italy and as the Briton, driving his British Racing Green MG Special, passed expensive German and Italian machines you could practically hear the crowd shouting, "Good old Ken!" Miles won the event with an OSCA coming in second. My friend and I drove back to Stanford that afternoon having spent a most memorable day in San Francisco.

For the 1955 season Ken Miles and his mechanic at Gough Industries designed and built a second MG Special—the R2, known as the "Flying Shingle" because of its relatively flat aluminum body. He drove it in March 1955 at Palm Springs in an SCCA race for cars under 1500 c.c. coming in first ahead of some veteran drivers and a novice driver named James Dean driving a Porsche 356 Speedster. In 1955 Porsche introduced

its highly successful 550 spyder.\* During the 1956 season Miles drove John von Neumann's 550 spyder at most SCCA events with great success. In 1957 and 1958 Miles installed a Porsche 550S four-cam engine in a 1956 Cooper Bobtail—known as the “Pooper,” and dominated the F modified class of SCCA racing on the west coast in that car. By the end of 1959 Miles's skill, talent and reputation as a driver, mechanic and engineer had grown steadily and would put him in position to be an important contributor to the racing events that took place during the period covered by Part II of this article.

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**3. Hawaii International Sports Car Speed Week, April 19-21, 1957, Dillingham Field, Mokuleia, Oahu, Territory of Hawaii; Carroll Shelby.** In April 1957 I was an Ensign in the Navy stationed at Naval Air Station Barber's Point on the Island of Oahu, Territory of Hawaii.† After graduation from Stanford I had entered flight training as a Naval Aviation Cadet at Pensacola, Florida. Upon completion of one and one-half years of training I was commissioned an Ensign and got my wings in January 1956. I received orders to report to a squadron in Hawaii. Following a few months of training there the squadron was deployed to Alaska for the last half of 1956. When we returned to Hawaii in early 1957 the Bachelor Officers' Quarters (BOQ) at Barbers Point was declared inadequate, allowing us to draw housing pay and live “on the beach.” Two of my squadron mates and I pooled our money and we rented a small house in Alewa Heights, a hilltop neighborhood in Honolulu overlooking Pearl Harbor. I had purchased a powder blue 1947 MG-TC on the Mainland before departing for the squadron and it was waiting for me when we returned from Alaska. One of my roommates in Alewa Heights purchased a new white MGA roadster upon our return and another Naval Aviator from our sister squadron at Barber's Point who was living in town had a black Austin Healey 100-4 roadster. NAS Barbers Point was about 30 miles from Honolulu and the three of us drove our sports cars through the back roads of southeastern Oahu. From Barbers Point to Pearl Harbor every evening after secure in our Pineapple Grand Prix. It would have been hard to find three more Gung Ho sports car enthusiasts in 1957.

We learned that a Sports Car Speed Week was scheduled for late April on Oahu and that all the major SCCA drivers and cars were coming from the Mainland to participate in it. It was to be held at Dillingham Field, an old Air Force base located near

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\* James Dean was killed in a road accident on September 30, 1955 driving his newly-purchased Porsche 550 Spyder on his way to a road race in Salinas, California with his mechanic. George Stevens had just finished shooting Dean's final scenes in the movie *Giant* a few days earlier. Warner Brothers had insisted that Dean refrain from all racing during the shooting of the picture. Dean's mechanic was thrown from the car and injured severely but survived the high-speed crash with another car. Dean was pronounced dead at the hospital shortly after the crash. He had made only three movies.

† Hawaii became a State on August 21, 1959.

Mokuleia Beach on the northwest shore of the island. A young Hawaiian couple living in a house near us in Alewa Height owned a read Austin Healey 100-4 and the husband was planning to enter it and drive in the races. He invited the three of us to be his pit crew and provided us with passes into the pit area. Excitement ran high as the Easter weekend approached. We spent three days at Dillingham with our neighbor, walking around the pits, examining the cars and the drivers, helping put his Healey on the grid for races and doing what we could to help between races. Certainly, none of us were mechanics. I had been given a small movie camera before going to Pensacola and I used it to take movies of the races, the drivers and the action in the pits that weekend. Phil Hill was there with John Edgar's 4.9 Ferrari 410S that housed a V12 engine with 24 spark plugs. The car had been made at the Ferrari factory in 1955 for Fangio to drive in the Carrera Panamericana race that year but it was cancelled and Chinetti sold it to Edgar. Carroll Shelby was there with Edgar's 300S Maserati, on loan to Edgar from the Maserati factory in Modena. Ken Miles was there in a Porsche 550 Spyder. Chuck Daigh had his Troutman-Barnes Special at the event. There were D-type Jaguars, bags of Lotus Elevens, some Corvettes, a number of MGAs, MG-TDs, and an MG-TC, some Alfa Romeos, several Mercedes Benz 300SL Gullwings and a stunningly beautiful black and turquoise blue AC Ace-Bristol driven smoothly and quickly by Bob Oker. I thought it was the prettiest car in the pits and when it came out of a tight turn and Oker took it up through the gears the sound of that straight six revving to about 6000 RPMs was something to hear. I remember deciding on the spot that I would have to own one some day.

On the first day of the event Phil Hill in Edgar's 4.9 Ferrari set the fastest time at 165 mph in the solo speed trap trials down Dillingham's 3,800 foot runway, which served as the back straight in the races. As explained below, Hill did not race the car in the main event on Sunday and Shelby was given the 300S Maserati to drive. On the second day an accident occurred that stayed with me for a long time. Lou Brero had brought his D Jag to the event but blew its engine early and was practicing in a Special with a large American engine. I was watching it speeding down the straight at about 140 mph when the universal joint failed and the drive shaft fell to the concrete runway. A shower of sparks flew on the gas tank and the car virtually exploded into a ball of fire at speed. The driver got the speed down to about 40 mph and bailed out of the car onto the runway. In those days the drivers wore such gear as La Coste alligator tennis shirts, khaki pants, tennis shoes and polo style helmets. The cars had no seat belts, shoulder harnesses, roll bars or fuel cells. There was no ambulance or any fire trucks on the field. They brought the driver into the pits in the back of a station wagon and parked it right in front of us. No further description will be provided. Suffice it to say he had third degree burns over 80-90 percent of his body and he died that night in the hospital. Up to that point I had been considering converting my TC to racing trim and driving it in sports car races. I

concluded that such an effort could wait and restored my TC in road trim.\* On Easter Sunday the main event was won by Pete Woods in a D-type Jag with Chuck Daigh coming in second in his Troutman Barnes Special and Carroll Shelby third in the 300S Maserati. Unfortunately, Bob Oker hit a stack of tires sliding through a corner and crumpled the nose of his beautiful AC Ace. Our neighbor had an exciting weekend driving his Austin Healey, describing in true Hawaiian fashion his dice with the competition during the race: "I was a-catchin' him up!"

By the time of this race in Hawaii Carroll Shelby was already a successful and established driver in SCCA races in the U.S and had had some international experience.<sup>11</sup> He was from east Texas and took up sports car racing after being discharged from the Army Air Force where he was an instructor pilot during World War II. After his discharge he worked as a trucking contractor, a roughneck in the oil fields and a chicken farmer. Without the money to purchase the kinds of cars that were competitive for racing he relied on mentors who owned sports cars but were either no good at racing them or reluctant to take the risks that came with the sport. In the early years he drove other people's MG-TCs, XK-120s and J2 Allards in SCCA races wearing his signature striped bib overalls, which he called his "Texas tuxedo." By the end of 1953 Shelby had done well enough to be selected as one of a team of four drivers and cars to be sent to Argentina to represent the USA in a 1000 kilometer sports car grand prix in Buenos Aires. Phil Hill and Masten Gregory were also selected. It was on this international race debut that Shelby met European drivers and John Wyer, team manager for Aston Martin. An affable and likeable fellow, Shelby made friendships that would be important to his driving career. By the time of the race in Hawaii in April 1957 Shelby had driven at Sebring, Le Mans, and in the 1954 Carrera Panamericana road race, where he went off the road in an Austin Healey 100S and smashed his elbow. In 1955 he drove a Porsche 550 with Masten Gregory in the dangerous Tourist Trophy race in Dunrod, Ireland where three drivers were killed in car crashes, resulting in the cancellation of further TT races.

1955 would be the blackest year in motorsport history. In June of that year Pierre Levegh, driving a Mercedes, collided with a slower car and was catapulted into the grandstands killing himself and 80 spectators and injuring 120 others. Mercedes would withdraw from all racing at the end of 1955. In 1955 Shelby began driving for Tony Parravano, a wealthy construction operator who owned a stable of Ferraris. In October 1955 Shelby drove one of Parravano's Ferraris in the Targa Florio in Sicily, and in December he drove a Parravano Ferrari at Palm Springs, ending the season placing second in the SCCA National Championship for Class C modified cars. In early 1956 Shelby drove his last race for Tony Parravano. In the U.S. professional drivers were banned from SCCA and California Sports Car Club events if they were paid because the

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\* When I did go vintage racing many years later I purchased the best fire-proof suit, fire-proof underwear, gloves, shoes and face hood that money could buy and had the gas tanks in all the cars I drove removed and fuel cells installed.

drivers were supposed to be strictly amateur. Parravano was contesting this rule and trying to find ways to put his racers on the payroll. Shelby decided to distance himself from this issue and to part company with Parravano. Shelby's last race in one of Parravano's Ferraris was at Palm Springs in February 1956. In that race he beat John Edgar's Ferrari driven by Jack McAfee. After the race Shelby agreed to become a driver for John Edgar Enterprises. John Edgar, a 54 year- old man of inherited wealth with a penchant for spending it on sports car racing, was a hard-partying, heavy drinking man with Ferraris purchased from Chinetti and driven by Jack McAfee. He wanted Carroll Shelby to drive for him in a car that would win. To accomplish that he got Shelby to agree to be one of his drivers and persuaded Chinetti to sell him the 4.9 Ferrari 410S that had been made for Fangio.<sup>12</sup>

Before driving his first race for Edgar, Shelby was entered in the April 1956 Pebble Beach Road Race in Dick Hall's Ferrari Monza. Phil Hill was there in John von Neumann's 3.5 liter Ferrari, Jack McAfee in one of John Edgar's Ferraris and Ernie McAfee (no relation to Jack) in a powder blue 4.4 Ferrari. In the main event Hill shot into the lead, followed by Shelby and Ernie McAfee. Shelby got by Hill and Ernie began closing on them. While speeding down the back straight at 100 mph Ernie McAfee missed a shift, locked up his brakes, skidded into a hay bale and then smashed into a pine tree with great force. He was killed instantly. Phil Hill, who came in second behind Shelby, told his biographer William Nolan, "I'll never forget the sight of his blue car, wrapped around that tree. I was numb. All I could do was drive and try not to think of anything but shifting and braking and accelerating. It was a terrible afternoon. Shelby won the race and I came across for second. But nobody was smiling."<sup>13</sup> That was the last road race through the Del Monte Forest. A track to be called Laguna Seca Raceway was built nearby around a dry lake bed and future Pebble Beach races would be held there. Road racing on public and private roads in America was coming to an end—giving way to purpose-built raceways that were safer for both drivers and spectators. The last Golden Gate Road Race was in 1954; the last race at Torrey Pines in January 1956 when it was turned into a golf course; and the last Pebble Beach race in the Del Monte forest in April of 1956.

In November 1956 Shelby arrived at Palm Springs in Edgar's 4.9 Ferrari 410S for the SCCA National Road Races. Phil Hill was there in George Tilp's 3.5 Ferrari 857S Monza with its four-cylinder engine. It has often been said that the race between those two men on that afternoon was one of the best ever seen in sports car racing in the U.S. during the fifties. Shelby and Hill headed the pack for the entire 30 lap event, dicing side by side and nose to tail. Shelby's 4.9 had more speed on the straights, but Hill's 3.5 was lighter and more agile in the turns. Hill even passed Shelby three times during the race but at the flag it was Shelby by half a second. These two competitors—the best sports car race drivers in America—would become good friends as they continued their racing careers. In January 1957 Shelby and John Edgar went to Maranello, Italy to see Enzo Ferrari. Edgar was dissatisfied with both the sales and service from Ferrari and Shelby

had been approached by Enzo to drive for the Ferrari team. The discussions did not go well. Edgar's request that he be given the chance to buy the best of Ferrari's race cars was met with a cool reception, and Enzo's response to Shelby's inquiry about a driver's pay was that a driver's reward was to drive for Ferrari, and a driver's remuneration was entirely at *il Commendatore's* discretion. Consequently, Shelby never did become a works driver for Ferrari\* and Edgar never bought another racing car from him.<sup>14</sup> The two then went to the Maserati factory in Modena. The reception given them there by the Orsis, who had owned the company since before World War II, was much more to their liking. John Edgar and the Orsis entered into an agreement that Maserati over the next few months would deliver to Edgar two Maseratis—first a 300S and later a 450S. But instead of selling Edgar a Maserati the Orsis sent him the 300S that Stirling Moss and Harry Schell had driven to second place at Sebring in March as a loaner car from the factory. It arrived before the Speed Week in Hawaii in April 1957 and was shipped to Hawaii, but Maserati did not deliver Edgar his sought-after 450S. In Hawaii Edgar entered in Sunday's main event both Shelby in the Maserati 300S and Phil Hill in the ex-Fangio 4.9 Ferrari 410S. A dispute arose over the Edgar-Maserati Agreement. Edgar took the position that the contract only prevented Shelby from driving a Ferrari. Maserati's position was that under no circumstances could Edgar enter a Ferrari in a sports car race, and to let Phil Hill drive the 4.9 Ferrari in the main event in Hawaii would be a breach of the agreement and end Maserati's promise to send Edgar a 450S. Edgar backed down and Phil Hill's participation in Hawaii was limited to his speed trial run in the 4.9 Ferrari.

In May 1957 Alfonso de Portago, the car-racing Spanish Marquis, was killed—as was his passenger-mechanic-- driving in the Mille Miglia race in Italy when their front tire burst at 150 mph. The car careened into the spectators killing 9, including two children. As a consequence the 1957 race was the last Mille Miglia to be run. In 1958 John Wyer, the team manager for Aston Martin, offered Shelby a place on the factory team for the 1958 sports car season. Aston Martin sent a DBR1 to Sebring in March 1958 for Shelby to drive with Roy Salvadori. They did not finish when the Aston's gearbox broke. In May 1958 Shelby went to England to drive an Aston Martin DBR2 with Paul Frere in the Belgian Sports Car Grand Prix at Spa. They came in second behind Masten Gregory. Archie Scott-Brown was killed in the race attempting to pass Gregory when his Lister-Jaguar clipped a wall, somersaulted and exploded into a ball of fire. Shelby drove several sports car races in Europe in 1958 and was saddened when his friend, Peter Collins, was killed in August 1958 in the German Grand Prix at the Nurburgring when his formula one Ferrari left the road while making a desperate attempt to catch Tony Brooks's Vanwall. In September 1958 Shelby and Masten Gregory drove a formula one Maserati 250F for Scuderia Centro Sud in the Grand Prix of Italy at

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\* Juan Manual Fangio also found Enzo Ferrari's dealings intolerable, and after a single season with Ferrari (in which he had won the World Championship), he returned to Maserati for the 1957 season. Mills, *Carroll Shelby*, 95.

Monza, coming in fourth. In 1959 Shelby began to suffer from angina, nearly doubling over with pain when the angina attacks occurred. He talked to a friend with heart trouble who gave him some nitro glycerin tablets to put under his tongue. Shelby was advised to let the tablet dissolve so that it would open up the blood vessels to his heart. Shelby arranged to get his own supply of the tablets. In June 1959 Carroll Shelby and Roy Salvadori won the 24 Hours of Le Mans in an Aston Martin DBR1, the cars running that year under a new 3 liter limit for the World Sports Car Championship. Only 13 of the 53 cars that had started were still running at the end of the twenty-four hours. As the 1959 season drew to a close Shelby's driving career was also drawing to a close.

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**4. SCCA National Sports Car Race at Riverside International Raceway, November 17, 1957; Dan Gurney.** In November 1957 I was in San Diego, having been transferred to a squadron in that area. I was now a lieutenant (junior grade) and was living with two other bachelor Naval officers in a rented house on Coronado, our BOQ at the Naval Air Station having been declared inadequate. The bridge from San Diego to Coronado had not yet been built and a car ferry was used to go from Coronado across the San Diego Harbor to the city of San Diego, where one could enjoy some of the best Mexican food in the State of California. I had completed the restoration of my 1947 MG-TC. It now sported a new 1500 MG-TF engine, twenty coats of black lacquer paint, new red leather upholstery, a new tan top and new Pirelli tires mounted on silver 19-inch wire wheels. By all accounts it was a beautiful car just sitting in the driveway, with its classic pre-war design, cut down doors, gracefully-sweeping front fenders, nerf bars front and rear and a small Union Jack mounted in front of each door. A squadron mate of mine had a red Porsche 356 Speedster and when we read that the new raceway at Riverside would host the SCCA National Sports Car Races on November 17 we decided to drive our cars the ninety miles from Coronado to Riverside to watch Sunday's final races. I took my movie camera with us to film some of them.

Riverside International Raceway had been built in a sandy, treeless area outside Riverside and had opened for its first race just two months before on September 21, 1957. It was a 3.3 mile circuit with a long back straight, four short straights a series of esses, three right hand turns and a wicked left U-turn at the end of a short downhill straight. John Edgar, who helped finance the final construction of the circuit, had purchased a red Maserati 450S V8 sports race car from the Orsis after they failed to deliver a factory car to him and he had entered it in Riverside's inaugural race on September 21 with Carroll Shelby driving. On his first practice lap in the big Maser Shelby ran wide on a turn, lost traction in the sand and slammed hard into a sand embankment. The front of the car was badly crumpled and Shelby suffered injuries to his face that required 70 stitches. But both the car and Shelby were repaired and entered in the November 17 race at Riverside. Phil Hill was racing in Europe and would not be there. However, several other cars and drivers promised spectators an exciting main event for big cars. Masten Gregory was

there driving Temple Buell's blue Maserati 450S bored out to 4.7 liters; Walt Hansgen would be driving Briggs Cunningham's D-type Jaguar; John Edgar had entered Richie Ginther in the ex-Fangio Ferrari 410 Sport; and a little known young Californian from Riverside named Dan Gurney was driving Frank Arciero's Arceiro Special—an ex-Parravano 1955 Ferrari 375 Plus MM that had been crashed at Sebring in 1955 and rebuilt by Frank Arciero, a wealthy construction contractor in California. The car now had a 4.9 V 12 Ferrari engine, Ferrari running gear and a special body by Sports Car Engineering. Also entered were successful sports car racer Paul O'Shea driving George Tilp's Mercedes-Benz 300 SL S; Max Balchowsky driving his Balchowsky Special with a Buick engine known as "Ole Yaller;" John von Neumann in his silver Ferrari 625 TRC; and Bob Oker driving Joe Lubin's Aston Martin DB3S.

When the starter's flag dropped for the 25 lap main event Masten Gregory in the 4.7 Maserati shot into the lead. But by the end of the first lap Walt Hansgen in the D Jag, Shelby in the 450S Maserati and, to the surprise of the crowd, the young unknown Dan Gurney in Frank Arciero's Special were all bunched in behind Gregory. Hansgen got by Gregory using the D Jag's superior braking, and Shelby took the lead two laps later. My friend and I positioned ourselves on the outside of turn 9, the wicked lefthander U-turn at the bottom of the hill after a short straight. I had my movie camera running and trained it on the cars as Shelby, Hansgen, Gregory and Gurney came in that order down the hill into turn 9. Instead of braking and turning into the apex of the left turn, Shelby shot straight ahead into the sandy shoulder, the big Maserati spinning and throwing up a huge cloud of dirt, dust and sand. The other three cars shot by and sped down the next short straight, followed by the Ferraris of Ginther and von Neumann. Shelby's efforts to extricate himself from the dirt shoulder were hampered by the massive power of the Maserati's 4.5 liter V8. The car fishtailed several times and threw up dirt until Shelby was able to get it back on the paved track. By then the three leaders were long gone. I had managed to capture the whole event on my movie camera. What happened after that was a spectacle to behold. Shelby began to drive like a man possessed. He caught and passed von Neumann and then Ginther, but the three leaders were still far ahead. Shelby began to lap several seconds faster than the leaders but up front the young Dan Gurney was driving the race of his life. Gurney passed Gregory and then Hansgen, clocking over 163 mph down the long back straight in the Arciero Special as he took the lead. Gregory passed the fading D-type to run second behind Gurney. Shelby was remorseless as he caught and passed first Hansgen and then Gregory, setting a new lap record in the process. The crowd could hardly believe what it was watching. Gurney was driving flawlessly but could not hold off Shelby's 450S Maserati. Shelby caught and passed Gurney near the end of the race and the cars finished (1) Shelby, (2) Gurney, (3) Gregory, (4) Hansgen, (5) Ginther and (6) von Neumann. We had just witnessed what had to be one of Carroll Shelby's greatest drives. But we had also seen for the first time a talented young Californian who would soon make a name for himself racing in Europe as well as America. In a post-race interview Shelby explained that the new Maserati had a central throttle, placed between the clutch and brake pedals Italian-style. In his haste entering



turn 9 he had stomped on the throttle instead of the brake, resulting in his spectacular spin. As we drove back to San Diego that evening my squadron mate and I felt like we had observed motor racing history in the making.

Dan Gurney's father, a prominent singer with the Metropolitan Opera in New York, moved his family to Riverside, California in 1947 after his retirement. Young Dan was caught up in the post-war California hot rod culture, building a car at age 19 that Dan drove 138 mph on the Bonneville Salt Flats. He became an amateur drag racer and sports car racer, serving in the Army during the Korean War. His second place drive at Riverside on November 17, 1957, beating established drivers like Walt Hansgen, Masten Gregory and Richie Ginther, caught the attention of Luigi Chinetti, who arranged for a factory ride at Le Mans in 1958 for Dan and fellow Californian Bruce Kessler in a Ferrari 250 Testa Rossa. Gurney had worked the car up to fifth overall when he handed it over to Kessler. Kessler, driving in the pouring rain, was following Jean Brussin's D-type Jaguar when the Frenchman entered water-covered Dunlop curve too fast, hit the earth bank and rolled. Kessler's Ferrari struck the D-Jag and caught fire. Brussin was killed in the crash and Kessler escaped with minor burns.<sup>15</sup> Gurney's performance in that race earned him a test run in a works Ferrari and his Formula One career began with the Ferrari GP team in 1959.

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### **Photos of some cars from the Golden Age of Motor Racing through 1959**

The numbers below correspond with the accompanying photos:

**1. 1938 Alfa Romeo 8C 2900B MM.** In 1938 Alfa Romeo made four of these cars to race in the 1938 Mille Miglia. The car pictured is the winner of that race driven by Clemente Biondetti. It is now in Dr. Simione's automobile museum in Philadelphia, PA. Phil Hill purchased one of the team cars and raced it at Pebble Beach in 1951. That car is now in the Ralph Lauren collection.

**2. 1947 MG-TC.** The car that started the post-war craze for European sports cars, the MG-TC was based principally on a pre-war design and featured right-hand drive. The car pictured is the MG-TC that I purchased in 1956 and restored while I was in the Navy.

**3. 1951 Jaguar XK120C (C-type).** Jaguar developed this competition race car in 1951 and it won the Le Mans 24 hour race that year driven by Peter Walker and Peter Whitehead. It featured an aerodynamic aluminum body and a 3.4 liter 6 cylinder double-overhead camshaft (DOHC) engine with twin SU carburetors. It was about 1000 pounds lighter than the Jaguar XK-120 road car. In 1953 Jaguar C-types came in first and second at Le Mans driven by Tony Rolt/Duncan Hamilton and Stirling Moss/Peter Walker

respectively. The 1953 models had three Weber carburetors and vastly-improved disc brakes. The car was capable of 152 mph on the Mulsanne straight and had by far the best braking performance in the field.

**4. 1954 Mercedes-Benz 300 SL Carrera Panamericana race car.** This car was the predecessor of the 1955 Mercedes-Benz 300 SL “Gullwing” road car. The car pictured is in the Mercedes Museum in Stuttgart, Germany.

**5. 1955 Mercedes-Benz 300 SLR sports race car.** The car pictured is the car that won the Mille Miglia road race in 1955 driven by Stirling Moss and navigated by his passenger, motorsport journalist Denis Jenkinson. The two set a new record for the race which was never broken before the race was cancelled in 1958. This car is in the Mercedes Museum in Stuttgart. The number 722 on the car signifies that Moss was to depart Brescia at 7:22 a.m. to start the race.

**6. 1955 Mercedes-Benz W 196 R Formula One Grand Prix monoposto race car.** During the 1955 Grand Prix season Mercedes team drivers Juan Manual Fangio and Stirling Moss drove these Formula One cars with the open-wheel bodies on short, tight circuits like Monaco. They drove nose-to-tail most of the time and were known as “the train.” Fangio (“El Maestro”) was Formula One World Champion five times—in 1951 with Alfa Romeo; in 1954 with Maserati and Mercedes Benz; in 1955 with Mercedes Benz; in 1956 with Ferrari; and in 1957 with Maserati. Fangio drove the W 196 R in the last part of the 1954 season and during the 1955 season. This car is in the Mercedes Museum at Stuttgart.

**7. 1955 Mercedes-Benz W 196 R Formula One Grand Prix race car with the “Streamliner” body.** Mercedes used the Streamliner body on its Formula One cars on circuits with long straights like Reims. This car is in the Mercedes Museum at Stuttgart.

**8. 1955 Jaguar D-type.** Jaguar D-types won Le Mans 24 hour race three times—in 1955 with Mike Hawthorn and Ivor Bueb; in 1956 with Ron Flockhart and Ninian Sanderson; and In 1957 D-types came in first (Ron Flockhart and Ivor Bueb); second (Ninian Sanderson and Jock Lawrence); third (Jean Lucas and Jean Brussin); and fourth (Paul Frere and Freddy Rousselle). These cars, with their 3.8 liter straight 6 DOHC engines and disc brakes dominated Le Mans for three years.

**9. 1956 Austin Healey 100-4 Le Mans.** Donald Healey brought out his Austin Healey 100 in 1953. It was a four cylinder, two passenger sports car with an aerodynamic body and windscreen that could be slanted to the racing position. It had a three-speed transmission with overdrive in the top two gears. It was an unqualified success and in 1955 the BN2 series was fitted with a four-speed transmission with overdrive in the top two gears. A 100 M Le Mans model was also introduced in 1955 which had the four-speed transmission, larger carburetors, a high-lift camshaft and higher

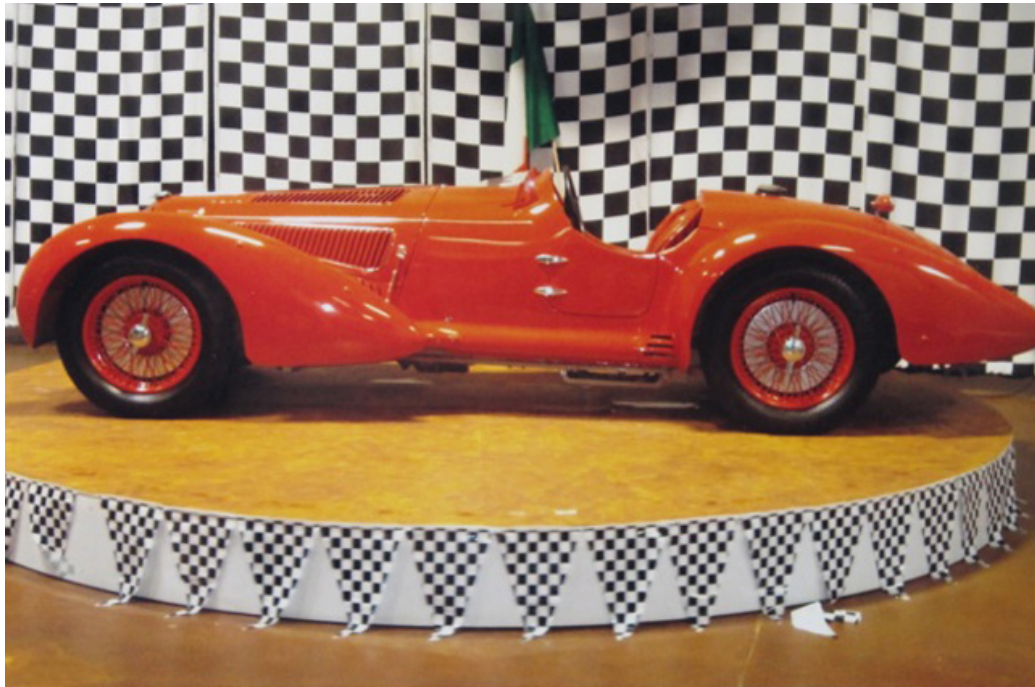
compression pistons. The 100 M had a bonnet with two rows of louvers and a leather bonnet belt. For competition Austin Healey made 50 Austin Healy 100 S cars with aluminum bodies and disc brakes. Carroll Shelby was driving a 100 S when he crashed during the 1954 Carrera Panamericana race and injured his elbow. The car pictured is my 1956 Austin Healey 100 M Le Mans that I bought in San Diego in 1958 while in the Navy. To finance the purchase I was required to sell my 1947 MG-TC. The 100 M Healey was a nice road car but was never competitive in road racing. I sold it in late 1958 when I was discharged from the Navy to help finance law school.

**10. 1957 Cooper-Climax Formula 2 (T 43) race car.** This model race car started the rear-engine revolution in Grand Prix cars. After World War II Charles Cooper and his son John began constructing race cars in England at the Cooper Car Company. They built small Formula 3 cars with motorcycle engines which were very successful in British postwar racing. Stirling Moss began his driving career at age 18 driving Cooper Formula 3 race cars in 1948. In 1955 Cooper's produced a sports race car called the Cooper Bobtail which had an engine made by Coventry Climax that had been developed from a small engine that had been used to run fire pumps during the London Blitz. In 1956 the company was building Formula 2 cars with a 1500 c.c. Climax engine placed in the rear behind the driver. In 1957 the T 43 model of the Cooper-Climax Formula 2 race car was introduced. An early driver of these cars for the Cooper Works was an Australian named Jack Brabham. Rob Walker, of the Johnny Walker Scotch fortune, purchased a T 43 for his driver, Stirling Moss, to drive as a private entrant. Rob Walker cars were painted Scot's Blue with white wheels and a white nose band. In 1958 the opening race of the 1958 World Championship season was to be run in Buenos Aires in January. The Cooper Car Company prepared one of Rob Walker's 1957 T 43s to take to Argentina for Stirling Moss to drive. The Climax engine was enlarged from 1500 c.c. to 1.96 liters for the Formula One race, which would feature front-engine Maserati 250Fs, Ferrari V 6s and other front-engine machines to be driven by experienced drivers like Mike Hawthorn, Fangio, Behra and Musso. Moss started seventh on the 10-car grid. While all the other cars stopped half-way during the race to change tires, Moss kept circling the course like clockwork. He ran the entire 80 laps on the same tires, which were down to the canvas by the end of the race. He came in first 2.7 seconds ahead of Musso's Ferrari to be the first to win a Grand Prix race in a rear-engine car since the Auto-Unions of the late 1930s. Phil Hill, who was present at the race as a reserve driver, was quoted by Doug Nye as saying after the race, "Amorotti, our [Ferrari] team manager, was wandering around the paddock, with his hands palm upwards, fingers interlocked and wagging in the air—a sign like a bug on its back wagging its legs. He couldn't believe his masterpieces had been beaten by this horrible iddy-biddy thing with its engine in the wrong end."<sup>16</sup> It was the beginning of the rear-engine revolution in Grand Prix racing.

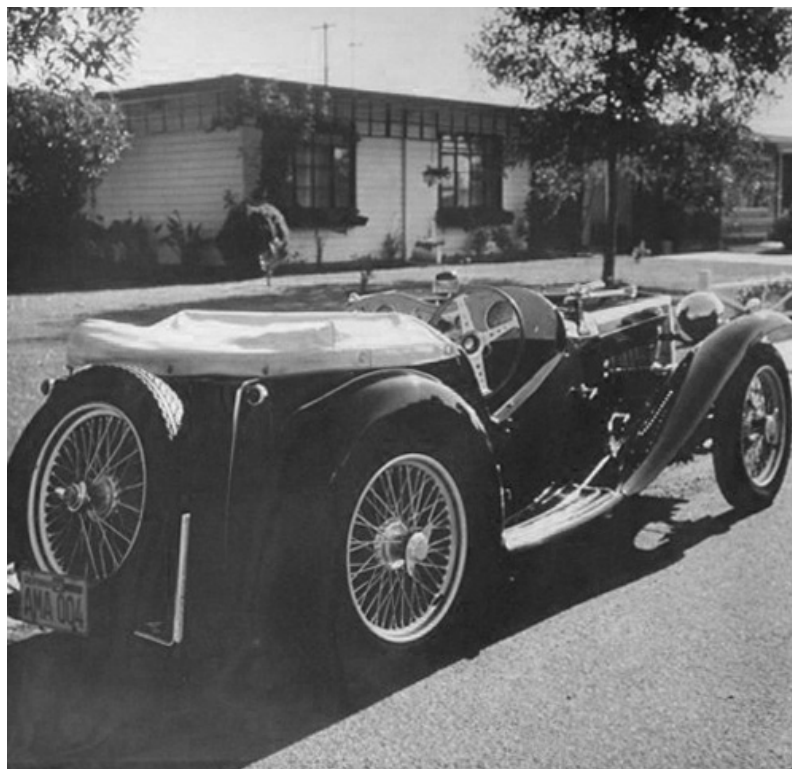
The car pictured is my 1957 T 43 Formula 2 Cooper-Climax (twin cam) painted in Scot's blue with a white nose band and wearing Stirling Moss's race number 14 in

honor of Moss's Argentine Car and win. It was taken at Mid-Ohio raceway in 1992 by Gordon Jolly of Motorsports photography. I am leading a front-engine Formula Jr. This Cooper-Climax Formula 2 car was a pleasure to drive, with an engine that could rev to 7300 RPMs and a perfectly balanced chassis that had a little oversteer in the corners, allowing the tail to be held out with the throttle.

**11. 1958 Aston Martin DBR 1.** Carroll Shelby and Roy Salvadori won the 1959 Le Mans race in a car like this. The car pictured is in Dr. Simione's automobile museum in Philadelphia, PA.



**1938 Alfa Romeo 8C 2900B MM.**



**1947 MG-TC**

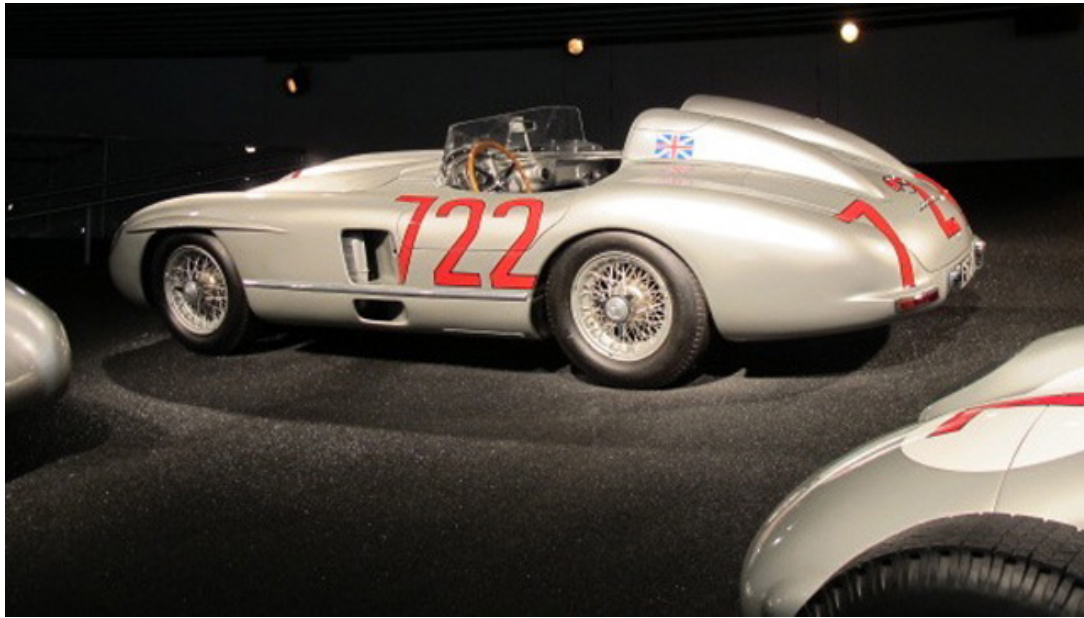


**1951 Jaguar XK120C (C-type)**



**1954 Mercedes-Benz 300 SL Carrera Panamericana race car**

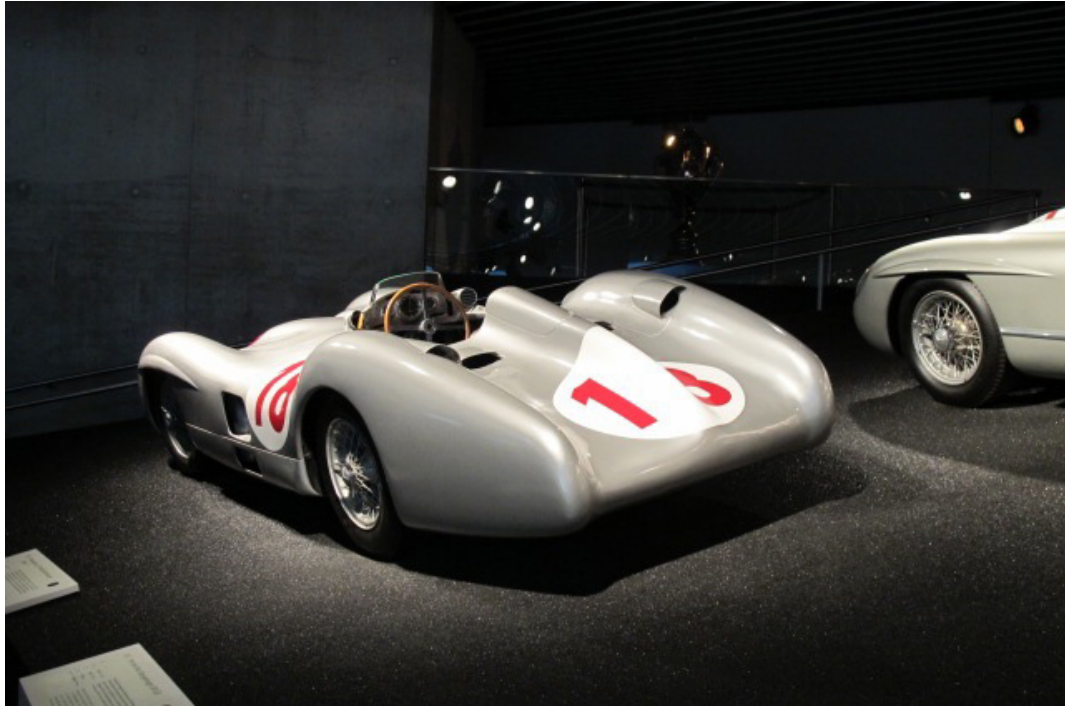




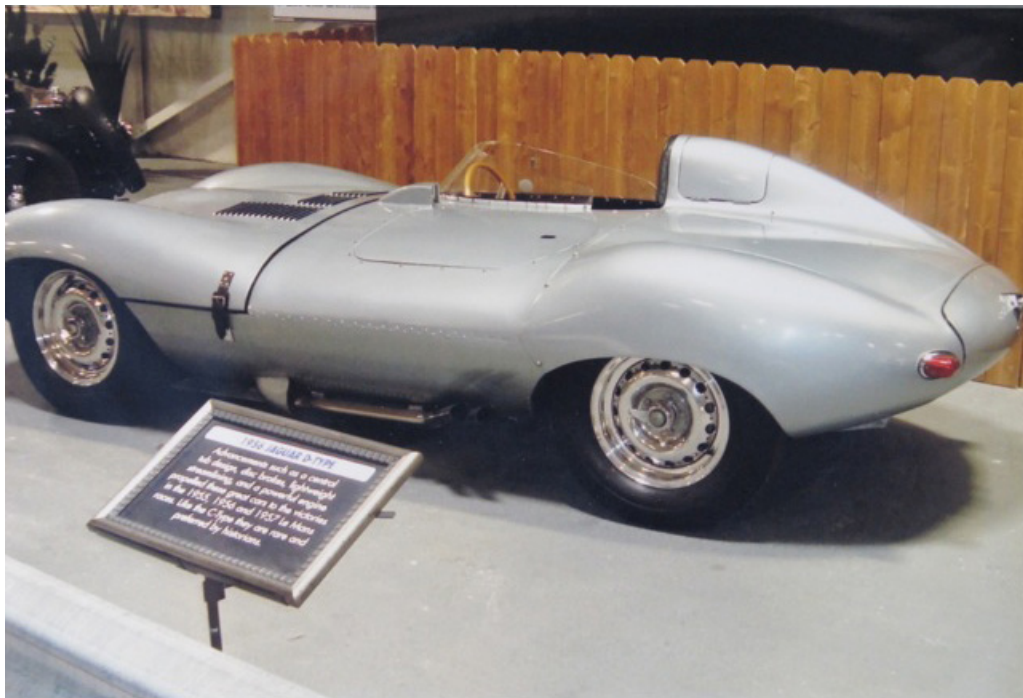
**1955 Mercedes-Benz 300 SLR sports race car**



**1955 Mercedes-Benz W 196 R Formula One Grand Prix monoposto race car**



**1955 Mercedes-Benz W 196 R Formula One Grand Prix race car with the  
“Streamliner” body**



**1955 Jaguar D-type**





**1956 Austin Healey 100-4 Le Mans**



**1957 Cooper-Climax Formula 2 (T 43) race car**



**1958 Aston Martin DBR 1**

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<sup>1</sup> For biographies of Phil Hill see William F. Nolan, *Phil Hill: Yankee Champion* (New York 1962) and Michael Cannell, *The Limit: Life and Death on the 1961 Grand Prix Circuit* (New York 2011). See also, Jaguar Cars and PPVideo, Ltd.'s video, *The Phil Hill Story* (1975).

<sup>2</sup> For details of this race see Nolan, *Phil Hill*, 13-15 and Cannell, *The Limit*, 20-22.

<sup>3</sup> Nolan, *Phil Hill*, 36, 37.

<sup>4</sup> See SCCA Sports Car Race Results 1953, *Fastest Pebble* by John Viertel.

<sup>5</sup> For details of this race see Nolan, *Phil Hill* 53-57 and Cannell, *The Limit*, 47-51.

<sup>6</sup> For details of this race see Cannell, *The Limit*, 52.

<sup>7</sup> Nolan, *Phil Hill*, 58.

<sup>8</sup> For details of Hill's work on The Racers see Nolan, *Phil Hill*, 60, and Cannell, *The Limit*, 56, 57.

<sup>9</sup> Nolan, *Phil Hill*, 223-225.

<sup>10</sup> SCCA report on <sup>the</sup> Pebble Beach road race, *Pebble Beach Surprise*, April 20, 1953.

<sup>11</sup> For a biography of Carroll Shelby see Rinsey Mills, *Carroll Shelby: the Authorized Biography* (Minnesota 2012).

<sup>12</sup> Mills, *Carroll Shelby*, 82, 83.

<sup>13</sup> Nolan, *Phil Hill*, 74.

<sup>14</sup> Mills, *Carroll Shelby*, 94, 95.

<sup>15</sup> Quentin Spurring, *Le Mans: 1949-59* (California 2011), 311, 315.

<sup>16</sup> Doug Nye, *Cooper Cars* (Wisconsin 1983), 152.