

CALIFORNIA SPORTS CAR CLUB



POMONA

ROAD RACES

by Art Evans



Bob Drake takes turn 9 in Joe Lubin's Aston Martin.

The second running of the Pomona Road Races, held on October 20th and 21st by the California Sports Car Club, presented some of the finest racing that California has seen since Pebble Beach.

Lined up on the grid for the start of the over 1500cc main event, Sunday, was some very potent machinery indeed. Favored were Bill Murphy in his fuel injection Buick-Kurtis and Maston Gregory in Temple Buell's Ferrari Monza. But likely to threaten the confidence of the favorites were Ken Miles in a new 1600cc Porsche-Cooper, Eric Hauser in the Morganson Special, Harrison Evans in his Ferrari Monza and John Von Neumann in the beautiful Ferrari Testa Rosa.

At the drop of the flag, Bill Murphy was first through turn one, something he has perfected through the years. But right on his tail was Evans, Gregory, Hauser, Bob Drake in Joe Lubin's DB3S Aston Martin, Miles, in that order. Following at a more leisurely pace was the rest of the pack led by Mike Kingsley in the Sparks and Bonney Special and Fred Woodward in his Jaguar Special.

The pace was fast and furious with the leaders all bunched together and trading positions. By the eighth lap, the first six cars had begun to lap the slower ones. Positions then were: Murphy, Hauser, Miles, Gregory, Drake and Evans, with only feet to spare between any two of them.

On the tenth lap, Murphy, race favorite and darling of the American machinery lovers, retired permanently to the pits with engine trouble. This put Hauser in the lead by a few inches. Miles, in his tiny Cooper, was breathing hotly on the Special's tail. Meanwhile Von Neumann was threading his way up and rode in sixth spot followed closely by Bob Path in Alen LeMay's Monza Ferrari.

Miles passed Hauser on the thirteenth lap with Gregory pushing very hard in third position. In fact, Gregory pushed so hard that he spun out and dropped back behind Path to seventh. This put Drake's DB3S third.

On lap sixteen the first three cars were running tail and nose, still at an incredible pace. They were lapping three and four seconds faster than the under 1500cc cars had; and this short twisting course is more suitable for small machinery!

Drake passed Miles and began challenging Hauser on lap sixteen. Drake rode in Hauser's slip stream for five laps when he finally passed into the lead on the 21st lap.

Meanwhile, Path developed troubles and dropped out; Gregory retired for a long rest in the pits with a cracked head. This left Drake leading, followed by Hauser, Miles, Evans and Von Neumann.

By the 32nd lap Drake had built up about a fifteen second lead and Miles was really beginning to press Hauser. Toward the end of the next lap while going under the bridge, Hauser apparently decided that the strain was not worth it and waved Miles by. From then on there was no position change among the six front-runners and so it ended: Drake, Miles, Hauser, Evans and Von Neumann. This race, although there was some brilliant driving, particularly on the parts of Drake and Miles, was more surprising for those who dropped out than for those who didn't. Also, this was undoubtedly the best performance here to date of a DB3S Aston.

The under 1500cc main event, too, saw the pre-race favorites watch the winner take the checkered flag from the pits, this time in a somewhat dented condition. This was also the last time out for a true sportsman and a great competitor, Dr. Troy McHenry. Troy lost control of his fibreglassed Porsche Special—careened out of turn four and crashed head on into a tree between turns four and five. He was killed instantly by the impact. This was his first time out in this machine, and, until the crash the car looked very good.

Dr. William Eschrich in his Porsche-Cooper was first away closely followed by Howard Wheeler in the OSCA and McHenry. These three skittered around the course for three laps when McHenry retired. This left Harvey Mayer in a Lotus Mark IX third followed by Charles Willis in another Lotus, Jean Oddous, Lotus, and Dusty Miller in an MG Special.

By the fifth lap Richie Ginther in a Von Neumann Porsche Spyder appeared behind Miller moving up very fast. After a short pause under the yellow flag, while the McHenry ambulance was on the course, Ginther started moving up again and by the twelfth lap he was riding second, seven seconds behind Eschrich.



Parkinson smiles after edging out local ace Rudy Cleye.



Jim Parkinson passes Rudy Cleye to win class in a surprising upset.

Ginther and Eschrich started a furious two car dual which finally ended on the 20th lap when Eschrich spun out on turn two, and Ginther, who was following very closely, crashed into him. This little tiff put both machines out of commission and left Howard Wheeler leading. Howard was followed by Miller, Oddous and Walt Turner in a Porsche Spyder.

The race ended much this way except that Wheeler and Oddous were followed by Robby Robinson in a stock MGA, Ed Barder in a stock Porsche Super Speedster and Bill Pollack in a stock Alfa Romeo.

A consolation race for all modified cars was run in conjunction with the Formula III and Formula Libre race. Only two Formula Libre cars were entered and Frank Livingstone in the Eliminator hot rod was eliminated due to mechanical difficulties. This left Gordon Cooper in the Alfa Romeo Nardi, the winner by default. Actually Cooper was tenth overall with nine under 1500cc cars ahead of him, two of which were in class H.

First away of the modified sports cars was Alex Burduran's ex-Murphy Buick-Kurtis, followed closely by Lance Reventlow in his Cooper Climax. The Kurtis lasted eight laps with Reventlow nudging it all the way. Finally the veteran car could take it no more and crawled around with engine trouble to finish dead last.

Reventlow sailed on to an undisputed and well deserved win followed by Bill Scott's stock bodied MG Special. Bud Hand in an MG Special, Chuck Schroeder in a Lotus and Dick Seifried in the Seifried Special rounded out the procession of leaders.

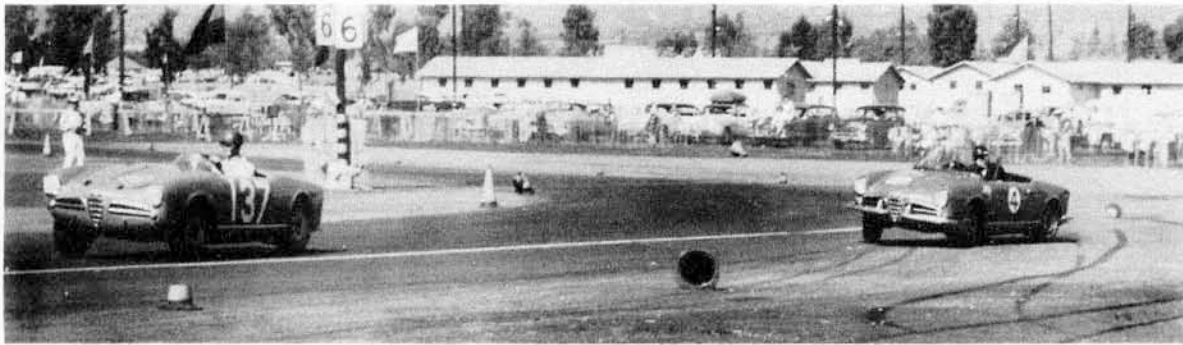
A spirited Formula III race saw Jean Geslin, Cooper, and Harry Morrow, Cooper lead all the way and finish in that order, followed by Stuart Dane. Amazingly enough, six cars finished out of the eight starters.

An eight lap combination Ladies and Sedan race saw two ladies, Ruth Levy (see the October Journal) and Linda Scott show some of the men a thing or two about racing. Ruth, in her Porsche, and Linda, in Bill's MG Special, ran a furious race and finished in that order followed at a distance by Betty Schutes in another Porsche.

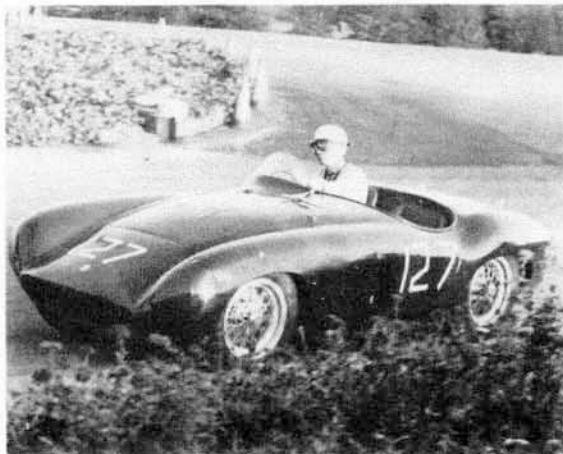
Fred Woodward led the sedan contingent home in his Alfa followed by Ron Pearson (Volvo) and Marv Patchen (Simca).

Gil Blomendaal in a 100S Healey scored a narrow two second win over James Hall's Corvette in the over 1500cc consolation-production race. Jack Breskovich was third in another Healey followed by Gerald Aarons (Jaguar) and Ronald Bucknum (Porsche 1600).

A hoard of MGA's were subdued (but with only two seconds to spare) by Jim Moore's Porsche in the under 1500cc consolation-production race. Dan Hogan followed in an "A" with Walt Garlick (Alfa) running third.



Bill Pollack takes turn six wide while Frank Aldous goes into lead.



Masten Gregory

SATURDAY'S RESULTS

Saturday's racing proved to be as exciting, if not more so, than the Sunday go. In the Under 1500cc sedan race Ron Pearson drove his Volvo to a win after Fred Woodward's Alfa was forced to retire while leading. When the checkered flag dropped it was a short two seconds after the winner had passed when Marvin Patchen drove a Simca across for second place.

The second race on Saturday proved to be one of the most exciting of the whole week end. Not only was it an outstanding success for Alfa Romeo but a close grueling battle between two of the southland's top drivers, Frank Aldous and Bill Pollack, both driving Alfa's, with Frank edging out Bill by a close 1.5 seconds. Alfa Romeo's captured first seven positions in the ten lap event.

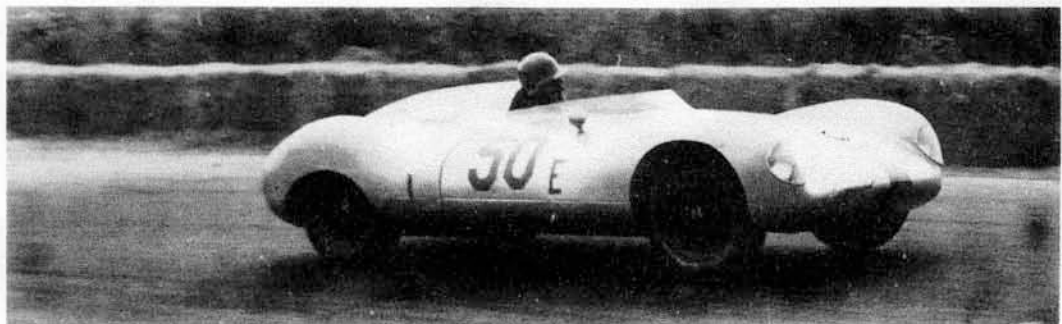
Race three, production, 1300cc to 1500cc, saw a close race between the two leading contenders—Ed Barker, in a Porsche Super Speedster, and E. Forbes Robinson in and MG-A. Barker's Porsche proved superior to Robbies MG-A after a cat and mouse battle over the fast two mile course.

Bob Oker, driving Ed Savin's AC Ace Bristol, won the production 1500cc to 2000cc race proving it's difficult to beat a good driver-car combination. George Dillaway showed good, however, in a Siata V8 but, at best, could only come in 14 seconds behind Oker followed by Lew Bracker in third spot driving a Porsche Super Speedster.

Race five saw a surprising upset when Jim Parkinson edged by Rudy Cleye winning production over 2000cc. Jim, driving an Austin Healey 100S, passed Cleye's 300SL about half way through the race. Class C racing saw some good driving by Jag drivers. Bob Weller, driving an XK140C, turned in a good performance winning first in class. J. Greslin drove his Cooper to a first spot in the formula three race with F. Livingstone taking a first in the Formula Libre category in the Eliminator.

In the big car category Bill Murphy averaged 81.4 mph to take first in the Modified over 1500 race, driving his fuel injected Kurtis Buick past the finish line seven seconds ahead of second place winner Eric Hauser. Bob Drake took third overall and first in class D, handing in a very consistent job of driving. He was followed by Harrison Evans, Ferrari Monza, and Harold Dolden in the Sparks and Bonney Special. John Von Neumann captured first in class E driving a Ferrari Testa Rosa.

Modified under 1500cc race was a very close battle between Bill Eschrich, Lotus Porsche, and Richie Ginther driving a Porsche Spyder. Race ended with Eschrich ½ second ahead of Ginther followed by Howard Wheeler, OSCA, for third place.



Ken Miles driving his new 1600 Porsche Special.