

THE FLAG IS DOWN and they're away. Roy Salvadori already has a good 10-yard lead on the others as the drivers rush to their cars.

together and running extremely well. Fred Lieb (Turner) stopped at the pits with clutch troubles.

Meanwhile, the crowd was kept on its toes by the fantastic battle that was being waged between Salvadori and Rodriguez. Lap after lap they were at it hammer and tongs, neither one giving an inch as they passed and repassed round the circuit. There was considerable commotion in front of the pits

FERRARI WIN AT SEBRING

Repeat Victory for Le Mans Winners, Hill/Gendebien (Ferrari)—Sensational Performance by Porsches—British Challenges Fail—D.B.-Panhard wins Index of Performance

THE ninth International 12 Hours Race at Sebring was won by Phil Hill and Olivier Gendebien in a 3-litre Ferrari which they took over from Chuck Daigh and Dan Gurney. Second was another Ferrari in the hands of Jean Behra and Cliff Allison. In third spot came Wolfgang von Trips and Joakim Bonnier in the sensational Porsche 1600.

The main British force failed to last the distance, the works Aston Martin and the Listers all having various troubles. Highest placed British car was the Hansgen/Thompson Lister-Jaguar which finished 12th.

Practice for the race was held up by heavy rain which fell solidly for several days before the event and when eventually the cars appeared on the circuit there were many large pools of water lying on the track and naturally fast times were out of the question. There was a nasty accident on Friday when E. P. Lawrence crashed his Maserati at the hairpin. The car caught fire and Lawrence died of his injuries.

After the first practice session it was found that Stirling Moss (Lister) and Lance Reventlow (Ferrari) had returned fastest lap with a time of 3 mins. 52 secs. This time will give some indication as to the conditions when you recall that the lap record is 3 mins. 20 secs. At the end of the final practice session Moss again had recorded fastest time with 3 mins. 33 secs. Walt Hansgen in another Lister lapped in 3 mins. 47 secs., Gendebien in a Ferrari did 3 mins. 41 secs. and Hill in a similar car 3 mins. 50 secs.

Race day dawned dull but warm. Sixty-five starters ran to their cars at the fall of the flag and first away was Roy Salvadori in the Aston followed by the rest of the pack. Jean Lucas (Cooper Monaco) stalled and lost over a minute getting restarted. After this car's belated departure there was a silence of some three minutes before the cars could be heard approaching the starting area. Round they came. Salvadori fled past the pits with the Ferrari of Pedro Rodriguez snapping at his heels. Behind this pair were Gurney (Ferrari), Bueb (Lister), Behra (Ferrari), Hansgen (Lister), Miles (Porsche),

Entwistle (Lotus), Johnstone (Ferrari) and Reventlow (Ferrari). Olivier Gendebien spun his Ferrari off course but continued and Tom Flemming brought his Lotus 1,100 into the pits.

Lap two and Gurney passed Salvadori into the lead. Behra then began to motor very rapidly and after a short

By GREGOR GRANT

Photography by Ozzie Lyons

sharp scrap passed them both, lapping in 3 mins. 24.4 secs. in the process. Walt Hansgen and Ivor Bueb (Listers) then joined battle with Gurney and Salvadori, although Hansgen's car was misfiring badly. Behra began to draw away from the rest and behind him a terrific scrap began between Salvadori and Pedro Rodriguez, who was driving very well indeed. Gendebien now began to make his presence felt after his spin and proceeded to pass both Listers. Von Trips also began to harry the Cambridge machines in his incredibly fast Porsche. Pedro Rodriguez's younger brother, Ricardo, was doing fantastic things with his 954 c.c. Osca, actually lying in 18th place! The Lotus Elites were leading all the twin cam M.G.As and the three Austin-Healey Sprites were circulating

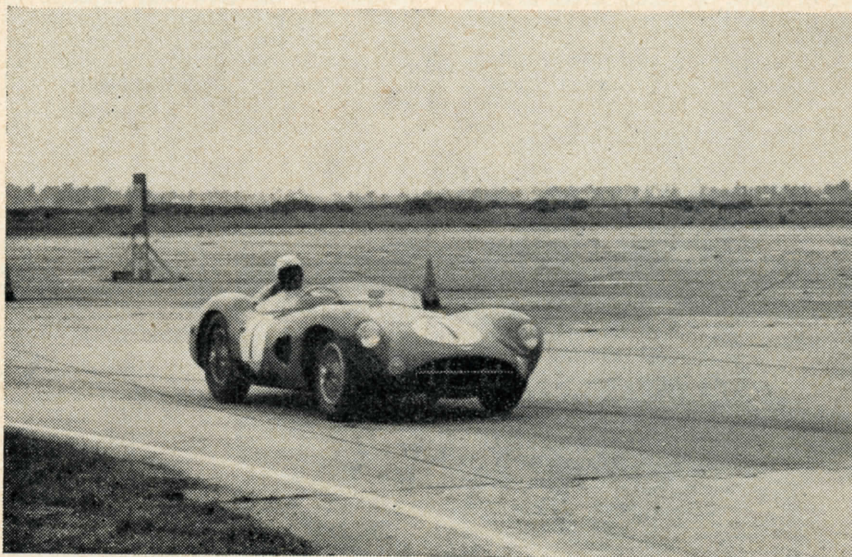
when the straw bales were moved back to give the cars more room in which to pass.

Behra was still in front, increasing his lead lap by lap. Then Rodriguez, in the heat of the battle, spun off and hit a marker cone, forcing the bodywork on to the rear tyre. He was black-flagged and made for his pit where the damage was quickly repaired. He then shot off to join in the fray once more. Poor Salvadori was unable to relax, however, for no sooner had this threat been removed from him than the Aston developed plug trouble and he was forced to visit the pits to change them. He then rejoined the race.

Frank Baptista's Elva developed an oil leak and was black-flagged. Ken Miles stopped at the pits for several minutes. He stopped again on lap 16 and then set off once more, his Porsche sounding very healthy. The Sheppard/Furlong Aston Martin DB2/4 was also in the pits with a blown gasket.

With Behra still firmly in the lead von Trips now made an assault on the leaders, passing Hansgen under the Amoco Bridge on lap 16 and closing up on Bueb. After one hour the positions were: Behra, Gurney, Gendebien (Ferraris), von Trips (Porsche), Hansgen (Lister), von Dory, Miles, Fitch (Porsches) and Rodriguez (Ferrari).

OUT OF LUCK once more. The singleton Aston Martin was up among the leaders for the first two hours of the race but was later forced to retire.



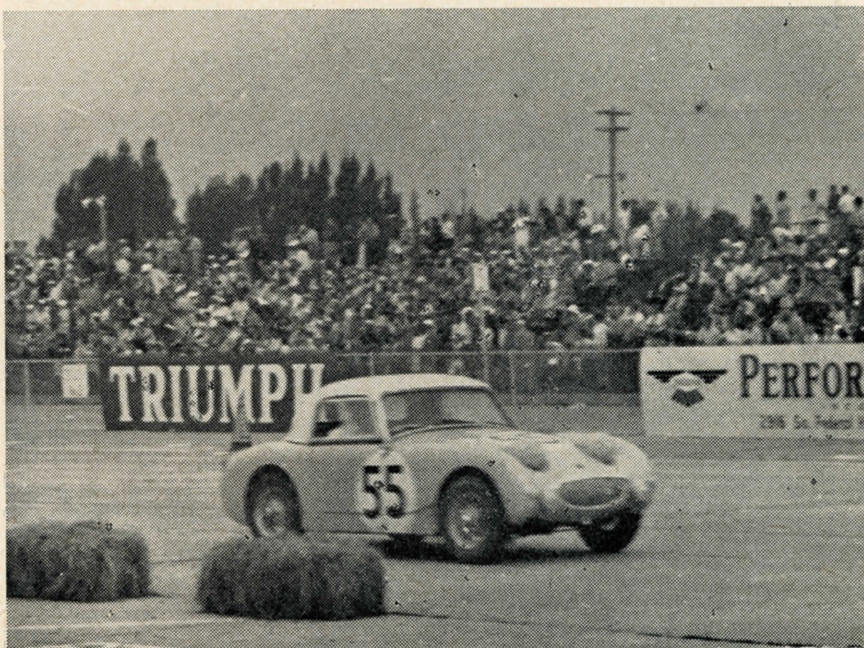
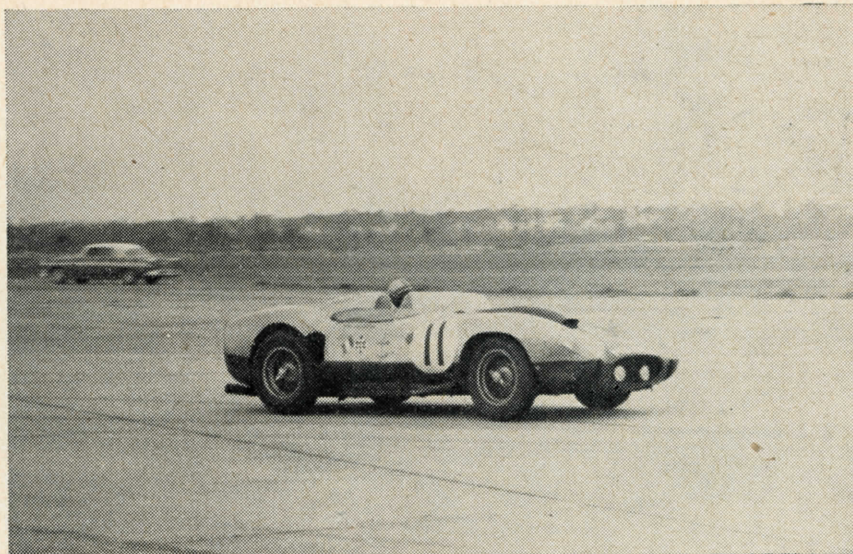
PEDRO RODRIGUEZ in the 3-litre Ferrari he shared with Paul O'Shea. Rodriguez went very fast indeed during the initial stages of the race.

N. R. J. Wyllie (Elva) spun off and burst a tyre and at midday Jean Lucas retired the Cooper Monaco with an oil leak. Denise McCluggage took over the 750 c.c. Osca from de Tomaso and Briggs Cunningham relieved Lake Underwood at the wheel of the Lister. Carroll Shelby took over from Roy Salvadori and set off to try to get back among the leaders. He had not been driving long when the gear lever came away in his hand. Furious, Carroll parked the car by the side of the track and walked back to the pits, where he threatened to hit Reg Parnell over the head with the broken lever. And so the lone Aston was out.

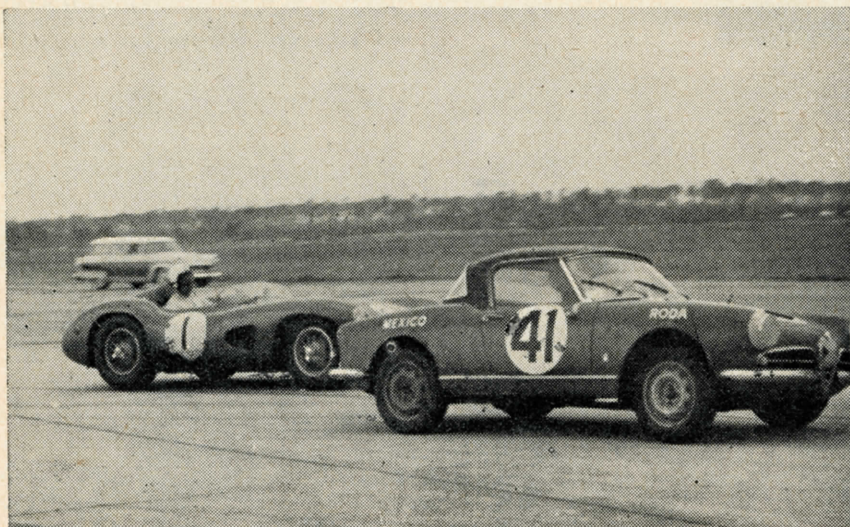
Ed Leavens lost his Sprite and hit two marker cones which forced him to stop and change a wheel. Wacky Arnolt (Arnolt-Bristol) stopped to fix a loose undertray. The pits were now a hive of activity with drivers changing over and mechanics refuelling and changing tyres.

At the end of the second hour the three Ferraris of Behra, Gendebien and Gurney were still in the lead with 34 laps to their credit. Then came von Trips, Bueb, Hansgen, Sessler and Fitch (Porsches), all with 33 laps. Don Sessler was doing very well, leading on Index of Performance from the Tomaso/McCluggage Osca. The twin-cam Fiat Abarths entered by Franklin D. Roosevelt, Jr., were putting up a very impressive showing.

Stirling Moss now took over from Ivor Bueb in the Lister and Phil Hill replaced Gendebien in the Ferrari. This car was now in the lead, Behra having had to make a few pit stops for minor repairs to the car before Allison took over. So with three hours gone the order was: Hill/Gendebien (Ferrari), Gurney/Daigh (Ferrari), Behra/Allison (Ferrari), Moss/Bueb (Lister), Sessler/Holbert (Porsche), von Trips/Bonnier (Porsche), Barth/Fitch (Porsche) and Rodriguez/O'Shea (Ferrari). Leading the G.T. categories were Reed/Odell (Ferrari), Jackson-Moor/Cook (A.C.-Bristol), Rainville/Kaplan (Alfa Romeo Veloce), von Hanstein/de Beaufort (Porsche), Hanna/Toland (D.B.-Panhard) and Rutan/Cuomo (Fiat Abarth). There was a fine battle going on between



FAST LITTLE 'UN: (Above) The Hayes/Christie Sprite passes the packed grandstands.



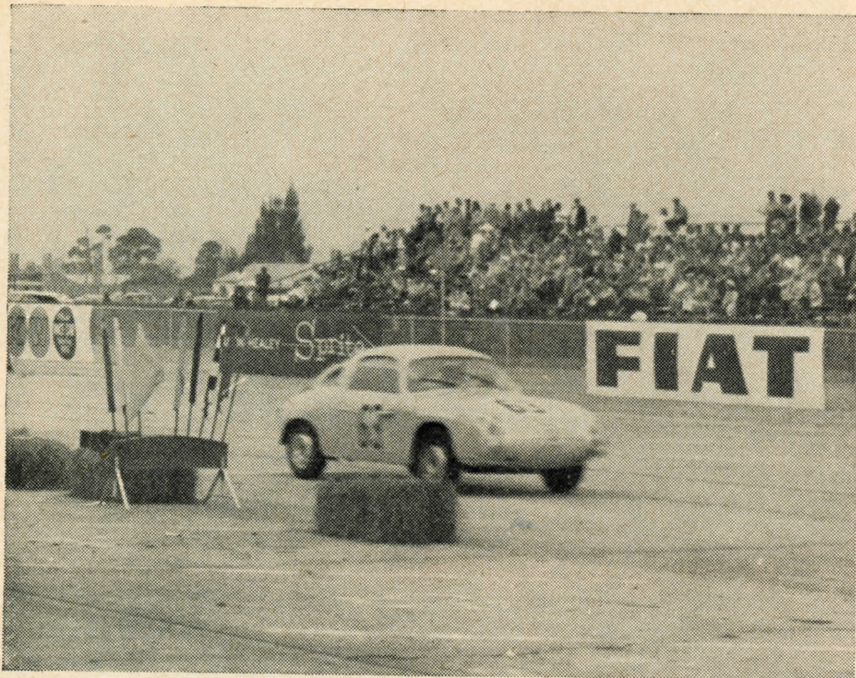
the Elites and the Alfas in the 1,300 c.c. class and also between the Lotuses and Elvas in the 1,100 c.c. class.

After three hours of racing there were 60 of the 65 starters still left in the race. The retirements were Salvadori/Shelby and Sheppard/Schiff (Aston Martins), von Dory/Mieres (Porsche), Lucas (Cooper) and the van Bueren/Valesquez Alfa Romeo.

A Triumph ran off the road at Tower turn and got stuck in the mud. The driver gave up the unequal struggle and abandoned the car. The Comito/Kramarsky Alfa also got bogged down at the hairpin but was eventually dug out.

Suddenly the leading Ferrari of Hill and Gendebien was out with a broken differential. So the two Americans Daigh and Gurney found themselves in the lead, to the huge delight of the 40,000 spectators. Second was the Behra/Allison sister car and third the Moss/Bueb Lister-Jaguar, with Moss now driving.

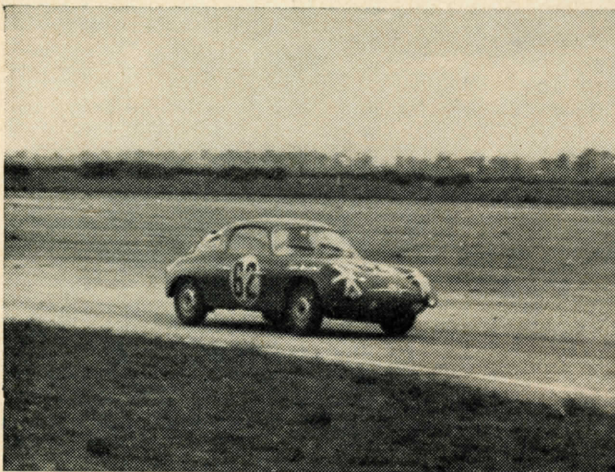
ABOUT to pass the Alfa of van Bueren/Valesquez is Carroll Shelby in the DBR1.



THE LITTLE Fiat Abarths proved very fast indeed. This car is the one driven by Poltronieri/Thiele/Norwood, seen here passing a grandstand.

Stirling now settled down to some serious motoring and began to go very fast indeed. To such effect did he motor that he passed both Ferraris into the lead and with five hours of racing behind them the drivers found the Moss/Bueb Lister in the lead, followed by the Behra/Allison Ferrari and the von Trips/Bonnier Porsche.

in the Lister. Then suddenly the Cambridge-built machine failed to appear. Now it was the British contingent's turn to look unhappy. At his last pit stop Stirling's car was refuelled from cans and he may have set off some gallons light. Anyway he ran out of gas about a mile from the pits. Walt Hansgen tried to restart him by giving him a



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FULL BORE: The Fiat Abarth of Coltrici/Cussino hustles round a fast bend in the early hours of the race.

Just after the half-way mark a fine rain began to fall, slowing the pace a little. The Hansgen/Thompson Lister burst a tyre and made a pit stop for a wheel change. The Publicker/Makins Osca broke a cylinder head stud and the mechanics set to to repair it. Down came the rain and as Moss began to pull farther and farther away from the Ferraris the faces in the Prancing Horse pits grew longer and longer. Much to the disappointment of the partisan crowd, Hill and Gendebien now took over the Daigh/Gurney car and set about catching the flying Moss, who was putting up a fantastic performance

HOW'RE YOU DOING? Ivor Bueb (right) looks across at his sister car driven by Walt Hansgen.

shunt with his own Lister but it was to no avail and so Stirling got a lift back to the pits on a motorcycle. This was his undoing for it is a rule that any driver forced to leave his car must make his way back to the pits on foot. So Stirling was out.

The pouring rain coupled with the failing light caused many incidents. Sandy McArthur's Stanguellini wrecked itself against a bridge but the driver escaped without injury. The de Tomaso/McCluggage Osca was now losing ground in the Index of Performance and the little D.B.-Panhard of Laureau/Armagnac came into the picture. These two, you may remember, won the Tourist Trophy in 1954.

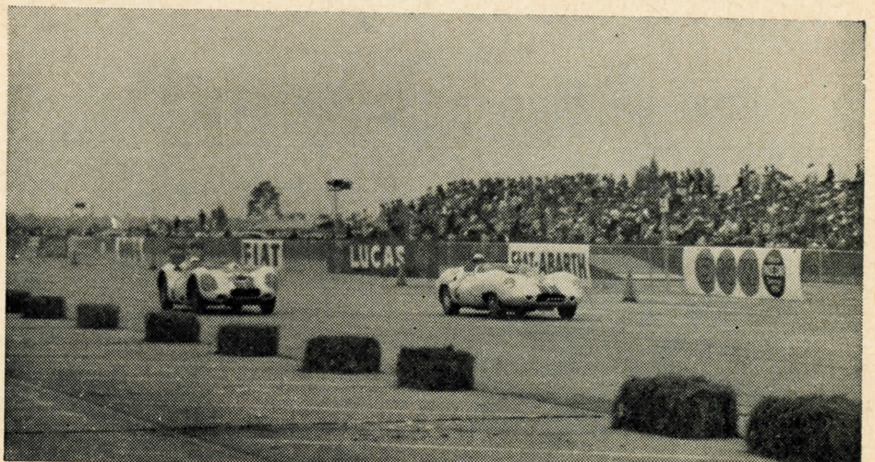
With seven hours gone only 11 cars had retired. With Moss now out of the running the Behra/Allison Ferrari led from the sister car of Hill and Gendebien, the latter having lost time at the pits with an electrical fault. The incredible Porsches were now in third, fourth, fifth, sixth, seventh and eighth places!

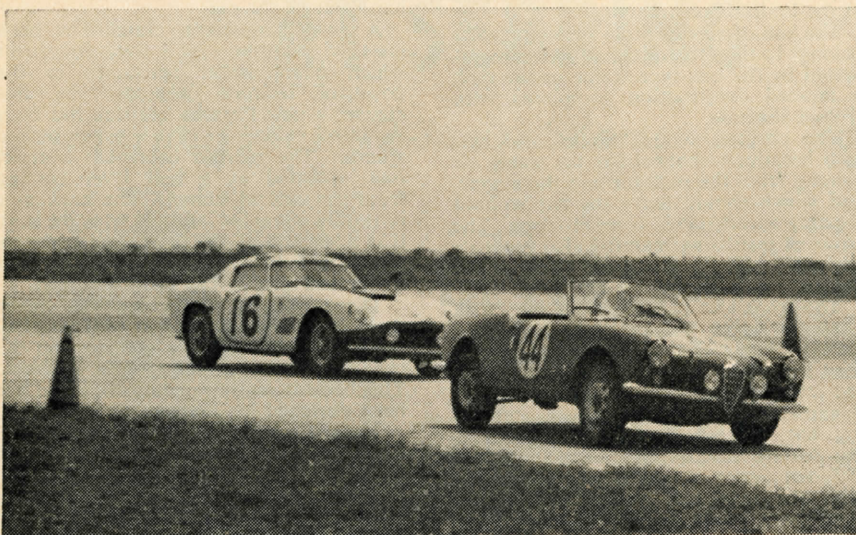
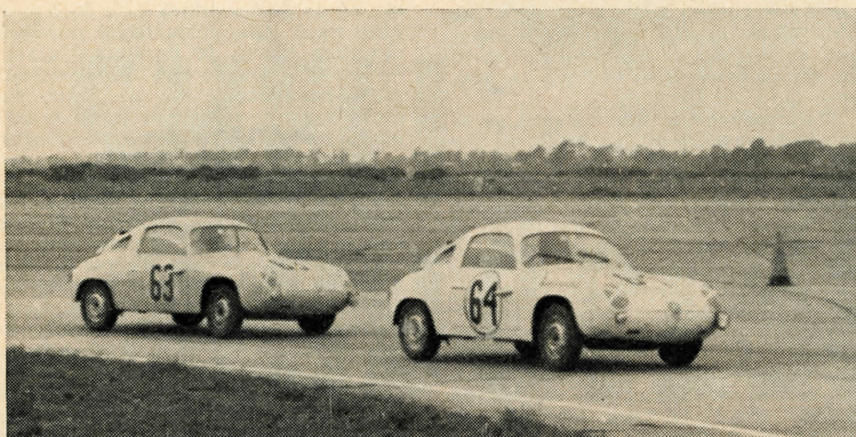
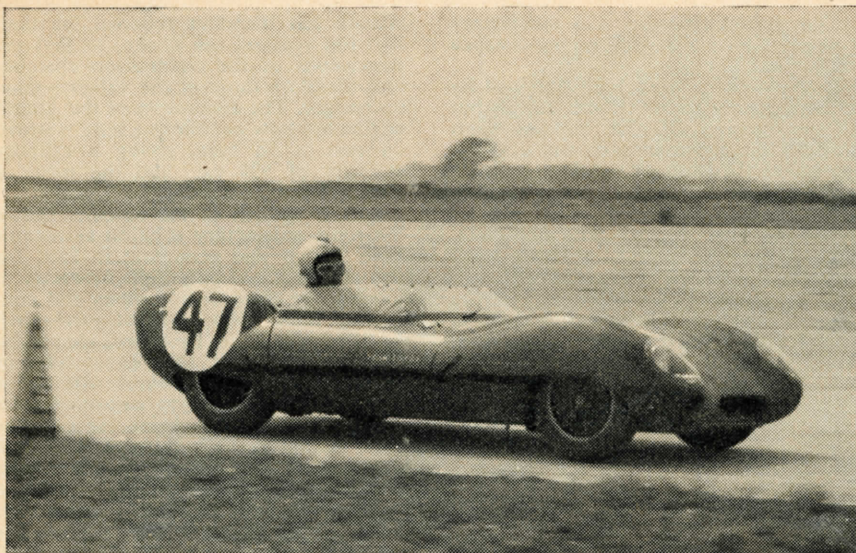
After being in constant plug trouble Frank Campbell retired his Osca 1500 and John Bentley, who had been missing for some time, returned to the pits after replacing a broken wheel spindle on his TR3 out on the circuit.

The incessant rain made the driving conditions appalling. It was almost as bad as Le Mans last year, which is saying something! The drivers had to ease off considerably and went round at touring speeds, blinded by spray and mud. Gradually the rain eased off but the track remained very dicey indeed.

Hill was not so happy here as he was at Le Mans under the same conditions, but this notwithstanding he passed the Behra/Allison car into the lead. Then to everybody's surprise the von Trips/Bonnier Porsche began to threaten the second Ferrari and Behra had to do his utmost to keep out of range.

With two hours to go the track at last began to dry and speeds rose accordingly. Only 13 cars had retired up to this point, an unusually small percentage for Sebring which has a reputation as a car breaker. Ken Miles and Jack McAfee were driving a tremendous race and were now in seventh place after a series of pit stops earlier on. The Porsche of von Trips and Bonnier was still circu-





LOTUS IN THE SUN: (Top) The Fleming/Schade team car on one of the fast curves.

TURIN TUSSLE: (Centre) The Fiat Abarths of Poltronieri and Rutan corner in close company.

ALFA v. FERRARI: (Bottom) George Reed (Ferrari) prepares to pass the Rainville/Kaplan Alfa Romeo.

lating rapidly in spite of clutch troubles and a suspected cracked piston.

The relentless pressure that Laureau and Armagnac had been keeping up on the de Tomaso/McCluggage Osca now reaped dividends and the little D.B.-Panhard moved into the lead on Index of Performance. The Mexican-entered Alfa Veloce of van Bueren/Valesquez crashed but the driver escaped unhurt.

After his car had been disqualified

Results

1, Hill/Gendebien (Ferrari), 188 laps, 977.6 miles, 80.257 m.p.h.; 2, Behra/Allison (Ferrari), 187 laps; 3, von Trips/Bonnier (Porsche), 184; 4, Sessler/Holbert (Porsche), 182; 5, Fitch/Barth (Porsche), 181; 6, Martin/Reventlow (Ferrari), 174; 7, Johnston/Lunken (Ferrari), 174; 8, Miles/McAfee (Porsche), 173; 9, Ginther/Hively (Ferrari), 171; 10, Erickson/Hugus (Porsche), 170; 11, von Hanstein/de Beaufort (Porsche), 164; 12, Hansgen/Thompson (Lister-Jaguar), 164; 13, Casner/Hunt (Ferrari), 164; 14, Jackson-Moore/Cook/Burns (A.C.-Bristol), 164; 15, Cunningham/Underwood/Moss (Lister-Jaguar), 164; 16, Rainville/Kaplan (Alfa Veloce), 162; 17, Armagnac/Laureau (D.B.-Panhard), 162; 18, de Tomaso/Haskell/McCluggage (Osca), 161; 19, Baptista/Tweeddale/Wallace (Elva), 160; 20, Mena/Fernandez (Ferrari), 160.

Index of Performance: 1, Armagnac/Laureau (D.B.-Panhard); 2, de Tomaso/Haskell/McCluggage (Osca); 3, Sessler/Holbert (Porsche); 4, von Trips/Bonnier (Porsche).

Classes—Grand Touring up to 3,000 c.c.: 1, Ginther/Hively (Ferrari); 2, Mena/Fernandez (Ferrari).

2,000 c.c.: Jackson-Moore/Cook/Burns (A.C.-Bristol); 2, Means/Wees/Kurtz (A.C.-Bristol); 3, Rix/Rahal/Avent (A.C.-Bristol); 4, Arnolt/Durbin/Goldman (Arnolt-Bristol); 5, McNeill/Rothchild (Morgan).

1,600 c.c.: 1, von Trips/Bonnier (Porsche); 2, Abrman/Seidal/Decker (M.G. Twin-Cam); 3, Parkinson/Dalton (M.G. Twin-Cam).

1,300 c.c.: 1, Rainville/Kaplan (Alfa Veloce); 2, Chapman/Lovely (Lotus Elite); 3, Blanchard/Callahan/Anderson (Lancia).

1,000 c.c.: 1, Sutherland/Stiles (Sprite); 2, Leavens/Kunz/Colgate (Sprite); 3, Hayes/Christy (Sprite).

750 c.c.: 1, Rutan/Cuomo/Richards (Fiat Abarth); 2, Catrici/Cussino (Fiat Abarth); 3, Schrafft/Wilson (Fiat Abarth); 4, Poltronieri/Thiele/Norwood (Fiat Abarth).

Sports—3,000 c.c.: 1, Hill/Gendebien (Ferrari); 2, Behra/Allison (Ferrari); 3, Martin/Reventlow (Ferrari).

2,000 c.c.: 1, von Trips/Bonnier (Porsche); 2, von Hanstein/de Beaufort (Porsche); 3, Casner/Hunt (Ferrari).

1,500 c.c.: 1, Sessler/Holbert (Porsche); 2, Fitch/Barth (Porsche); 3, Miles/McAfee (Porsche).

1,100 c.c.: 1, Baptista/Tweeddale/Wallace (Elva); 2, Jordan/Dietrich/Martin (Elva); 3, Sutherland/Stiles (Sprite).

750 c.c.: 1, Armagnac/Laureau (D.B.-Panhard); 2, de Tomaso/Haskell/McCluggage (Osca); 3, Rutan/Cuomo/Richards (Fiat Abarth).

Team Prize: A.C.-Bristol.

Fastest lap: Behra (Ferrari), 3 m. 21.6 s.

Moss took over the wheel of the Cunningham/Underwood Lister and proceeded to lap very fast, although many laps in arrears. The sister car of Walt Hansgen and Dick Thompson lost over an hour at the pits whilst the Cunningham mechanics got down to the stupendous task of changing the de Dion axle.

Hill and Gendebien were now one lap ahead of the Behra/Allison car and nothing was going to stop them winning. Moss relinquished the wheel of the Lister to Lake Underwood who set out on the last leg of the race.

The little Austin-Healeys and the Abarths were models of consistency and the tiny Fiats caused many spectators to smile as they whipped past many larger cars.

And so the race drew to a close. The winning Ferrari was mobbed at the finish, hundreds of photographers trying to get pictures of the winners and when speaking of those illustrious gentlemen we must not forget Chuck Daigh and Dan Gurney who went so well in the winning car earlier on.

The only British cars that shone were the Austin-Healey Sprites, the A.C.-Bristols and the Elvas. The Sprite drivers were Sutherland/Stiles, Leavens/Kunz/Colgate and Hayes/Christy who came home one, two, three, in that order in the 750-1,000 c.c. class. The team of A.C.-Bristols also covered them-

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Sebring—continued

selves in glory coming one, two, three in their class—1,600-2,000 c.c.—and Elvas gained first and second places in their class.

Another very fine performance was that of the little French D.B.-Panhard in the very capable hands of Laureau and Armagnac. Although led by the Osca in the early stages of the race the Frenchmen were undaunted and launched their attack when the rain began. The superior roadholding of the D.B. enabled them to pass the Italian car and win the Index of Performance. A fine effort by a very good team.

SEBRING NOTES

CARROLL SHELBY has confirmed that he has signed to drive the F1 Aston Martin. . . . AUTOSPORT'S editor is doing an extensive road test of the Fiat Abarth. . . . Compared with the Ferraris the Lister-Jaguars were definitely underpowered. . . . Talking point after the race was the remarkable speed of the Porsche 1600 and the wonderful reliability of the Porsches in general. . . . The twin-cam M.G.As went well but were disappointing as regards performance and the Lotus Elites were most impressive. . . . Forty-eight of the 65 starters finished the race, the highest percentage ever at Sebring. . . . All the Ferrari drivers were full of praise for the Dunlop disc brakes. . . . The Ferrari team was nearly disqualified before the start for filling up with fuel not supplied by the organizers. . . . Honorary starter was pre-war G.P. driver René Dreyfus. . . . The team prize-winning A.C.-Bristols were all fitted with Girling disc brakes.