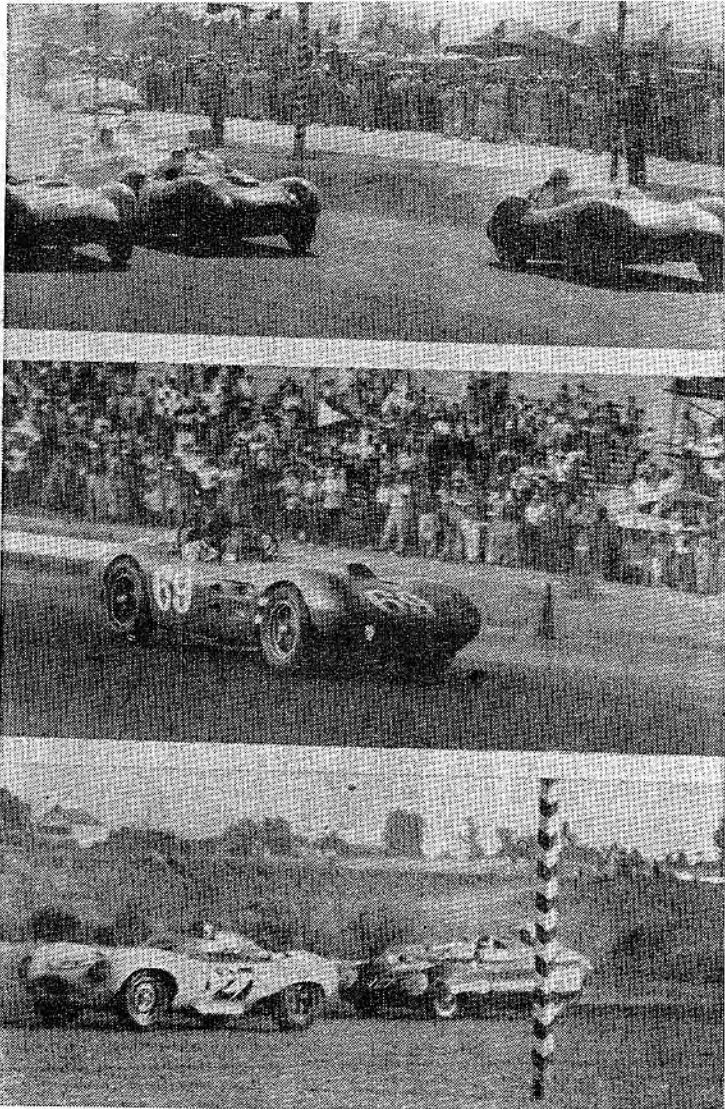


**Daigh First  
At Start--  
And Finish!**

# IT'S DAIGH'S DAY AT RIVERSIDE



TOP PHOTO shows Chuck Daigh (5), right, taking the lead at the start of 200-mile U.S. Grand Prix at Riverside Raceway last Sunday. Phil Hill (2) is in center, and Lance Reventlow (3), left. Center shot shows Dan Gurney, Riverside ace, who turned in excellent job to finish 2nd in 4.9 Ferrari, 25 seconds behind Daigh. Bottom: young Bill Krause, D-Jaguar, passes Skip Conklin's Lotus, 1st in Class G. Krause's effort also was tremendous. He was 3rd. Only he and Gurney finished in same lap with Daigh. Other photos: front & back covers.

## 70,000 See Early Duel With Hill

By GUS V. VIGNOLLE

RIVERSIDE, Calif., Oct. 12—Big-time sports car racing with an international flavor came to the Pacific Coast here today under the auspices of 2 L. A. newspapers, The Times and Mirror-News.

And it was a smasher, with more than 70,000 fans contributing to a titanic success in 100-deg. heat, dust and impossible conditions getting in and out of the 3.275-mi. raceway.

It was a smashing success for the U.S., too, which in the past has taken a back seat to Euro-

Charts—Page 6

pean drivers and machinery. It was the 1st USAC pro sports car race on the Coast.

An American, 34-year-old Chuck Daigh, of Long Beach, won the \$14,500, 200-mile U.S. Grand Prix in a U.S. car, one of Lance Reventlow's Chevy-powered Scarabs. He averaged 88.8 mph for the 62 laps after a fierce early duel with Phil Hill, the Ace Santa Monica who won at Sebring and LeMans this year, in a massive-engined 4.1 Ferrari.

The duel ended when Hill went

(Continued on Page 2)



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## Von Neumann First at Vaca

By TOM WILSON

MOTORACING Staff Correspondent

VACAVILLE, Calif., Oct. 5—The first annual Vaca Valley National SCCA races here this weekend were a big success, both financially (some 12,000 fans) and artistically.

San Francisco's Region closed out the 1958 racing season with a doubtful future due to the double threat of professionalism and the ban by the SCCA National organization.

The 40-lap main event on the

Chart—Page 5

2.1-mile course was a thriller from start to finish. The winner was in doubt until the last lap when Johnny von Neumann's 4.1 Ferrari took the checkered flag 50 feet in front of Jack McAfee's Porsche RSH Spyder. Jack put up a great battle in the smaller

(Continued on Page 6, Col. 3)

## Vignettes

- A Free Tip
- Action by Stapp
- The Sport Gains

By Gus V. Vignolle

WE ARE NOT going to charge young Lance Reventlow anything for some advice, since his dire financial straits probably wouldn't permit it.

But he had better grab hold of himself—and quick!

Since the kid came into the kopecks and built those 3 \$25,000 Scarabs it has been tough to deal with him. More and more, drivers, mechanics and just the usual hangers-on say it'd be quite a job to manufacture a fez big enough for him.

Let's go back a little bit. His driving, first.

In practically EVERY RACE since the fine Scarabs were completed, he has been either OFF THE ROAD or banged into the hay or other objects.

We have his complete driving record and all the reports from his eastern and No. Calif. races.

The trouble is that since he became "famous" nobody has the guts to tell him off. He is surrounded by yes-men and a coterie of sycophants whose genuflections and acts of obeisance are downright shameful.

Nothing to upset The Master.

In a No. Calif. race, he clearly should have been disqualified.

(Continued on Page 3, Cols. 1-2)

## IN THE NEWS

### MEYER CONN. VICTOR

THOMPSON, Conn., Oct. 5—In a race featuring the real SCCA amateurs vying in the unrestricted category, Jack Meyer, Meyer-Cad Spl., won the 20-lapper with an average of 65.57mph. Races were staged by New England Region at Thompson Raceway. Gil Geitner, Ferrari Testa Ros-

sa, and Stutz Plaisted, Cheetah-Cad, followed in an event for unrestricted and modified sports cars.

Other winners and averages: Jim Silberman, Alfa, 59.32; Don Urian, MGA, 58.0; Len Bastrup, Lotus, 62.73; Bill Chadbourne, 57.53; Henry Carter, AC Bristol, 62.31; Dick Jalbert, Corvette, 63.32.

### MICHELL KILLED

LONDON, Oct. 5 — Peter Michell was killed on the Brands Hatch Circuit today. His Cooper Norton overshot a curve and somersaulted twice in a F III race. The British racer was thrown from the car.

### MARLBORO PRO GO

MARLBORO, Md., Sept. 21—USAC Road Racing Division's 2nd pro sports car race, a 76-miler (40 laps around 1.9-mi course), was won by George Constantine, Southbridge, Mass., in a 3.9 Aston Martin. He also had won at Lime Rock 2 weeks before. He led all the way, aver-

(Continued on Page 7, Col. 4)

## Big Rally Off

Allen Guiberson, co-director of the \$12,500 American Intl. Rally, Nov. 4-7, announced at the Riverside races last weekend that the event has been cancelled.

He said work on the rally was started too late, giving organizers insufficient time. It was known that entries were below the expected level. Entry fees are being refunded.

"Both George Holland and I dropped several thousand dollars, but we plan to stage the rally next year," Guiberson said.

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## L.A. SCCA BACKS PRO RACING, SEBRING STYLE

By W. R. SHEDENHELM which is an FIA-sanctioned manufacturers' point race, and where SCCA drivers were permitted to run if they signed waivers in advance stating that

(Continued on Page 3)

## Mott Cartoon

With the freeloading cocktail party now an established American institution, especially among the sports car cult, please turn to Page 3 for a real laugh—Stan Mott's terrific cartoon on freeloader blowouts.

A noted cartoonist, Mott, with Bob Cumberland, developed and fathered Cyclops II, "world's cheapest car" and a lampoon of the "Detroit elephants." His drawings will become a regular MOTORACING feature. Watch for them.

This action made the LA Region the 1st to take a definite stand against SCCA's rules which forbid an amateur driver to participate in a pro event, even though he is not driving for money. In the past the only exception has been at Sebring.



HERE IS part of the fantastic mob that swarmed around Chuck Daigh and his Chevy-Scarab at start-finish line after his smashing victory at Riverside Raceway. Photographers had a tough battle trying to take pictures. More than 70,000 fans saw the race in unbearable dust and blistering heat.