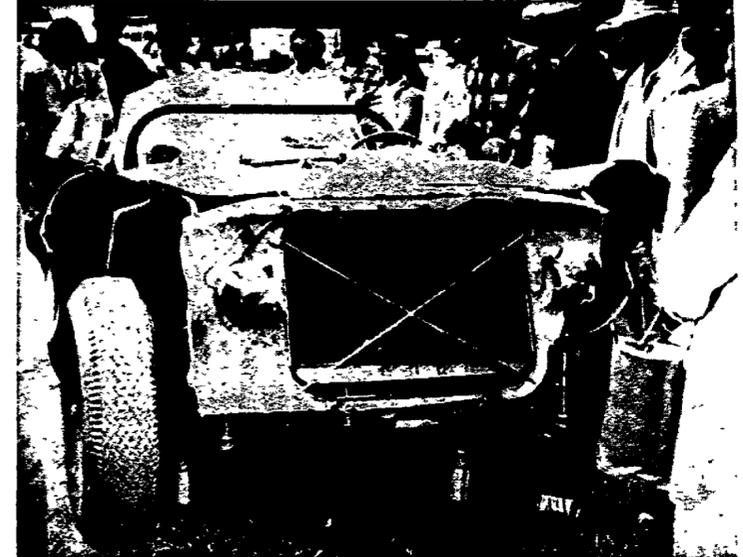




COOLLY-FRENZIED PIT WORK. WHIZZING CARS and even some damage — all were on display at Road America Saturday and Sunday. At left, bulky Ernie Erickson in



his daffodil-colored jumper and black "space helmet," clammers into his D-Jaguar's cockpit as a pitman grabs the tire he has just changed (a tire change with just 11 laps to



go that probably cost the Chicagoan victory Sunday). Johnny Fitch takes a pit message as he speeds by at camera-blurring speed in the middle picture in a white D-Jaguar. And at right, Dick Thompson's front-battered Corvette is shown just after it wobbled across the finish line Sunday. — (Sheboygan Press photos).

Ferrari Beats Out Jaguars Again In Road America Endurance Race

Osca In Saturday Four-Hour Victory

By DWIGHT PELKIN
ELKHART LAKE—The Jaguars did everything but win Sunday.

Here on the bending asphalt pretzel of Road America that is fast becoming a Ferrari fiesta, a sleek scarlet product of Enzo Ferrari's handcrafting Italian machine shops once again finished with a throttle-shoving rush to doom a heavily-favored corps of D-Jaguars into also-ran oblivion. The Jaguars snarled through lap after lap, mule after mule as endurance race leaders—but for the third time in the two flashing years of America's newest and finest road racing course, a flaming red Ferrari took the checkered flag.

Last year Phil Hill outgunned Sherwood Johnston in a fabulous Ferrari-D-Jag duel. This June Carroll Shelby pushed another crimson Ferrari across the finish line first, outlasting the challenge of accident-plagued Jaguars. And now, Sunday before a record crowd of 35,000, the skilled team of Jim Kilborn and Howard Hively made it three straight for the Italian automotive genius' cars.

This was a six-hour, car-and-driver-punishing grudge Sunday—and perhaps because all of the two-man driving teams realized that staying power was so essential, accidents were at a minimum; no one, indeed, was hurt. Of the 32 starting cars, for that matter, 19 finished.

Kilborn and Hively drove a steady, mile-munching pace that was unpectacular but deadly. Third in their No. 10 as the cars belted past the line at the first lap, the pair hung in contention all the way, never being further back than sixth.

They were second from the second lap to the 46th, seized the lead briefly from the 47th to the 50th laps, dropped as far as sixth for a while, charged back to lead the pack for another 10 laps from the 78th to the 87th, yielded the lead once more, and then—after running a dangerous second—finally grabbed first for keeps on the 199th lap. Eleven laps later the race was over. Nothing sensational, but very consistent and ever a threat. They averaged 79.7 miles an hour.

And so finely did they have things planned that they actually ran out of gas scant feet after crossing the finish line on their victory lap.

And what were the cars that were gunning ahead of them all, most of the way? The D-Jaguars: First Johnny Fitch in the white, blue-striped survivor of last June's accident-riddled team brought over by Briggs Cunningham. Fitch led from the first lap right on through the first 46 Cunningham himself taking the cockpit in a driver's switch on the 42nd lap.

After Kilborn took the lead on the 47th lap it was Frank Bott's turn next in his pale yellow whizzer. The car? A D-Jaguar. By this time, Hively had taken over for Kilborn with a 2-toned pit stop that hurt. And that daffodil-colored Jaguar beauty (No. 27) kept out front whether under Bott's skilled hands or owner Ernie Erickson's from the 51st lap on until the Ferrari captured the lead briefly from laps 78 to 87 except for one brief stretch when the black, flying Tiger No. 12 of Lora, Karske and Dale Duncan had a fling at setting the pace. Their car? A D-Jaguar too.

Erickson had taken the wheel on the 67th lap with a beautiful two-minute, gas-loading pit stop—and kept it. Actually, it was a two-car race over much of this time with Cunningham's D-Jag the nearest pursuer.

Fitch pushed the controls of his No. 58 after the fourth hour with the Jaguar running fifth on the 81st lap. And Fitch a danger-ignoring gunner if ever there was one, pushed the car to second by the fifth hour and kept closing in all along. Erickson, too, though, in his Jaguar, wasn't to be counted out. Driving at a good clip, he kept that daffodil honey in the lead despite disheartening pit stops for tire changes.

Finally, on the 108th lap, he suffered his third (that's right—third, probably due to peeling chrome that made his brakes stick) flat tire... leading them all with only half an hour to go. The minute it took to jack up the car and change left front tires killed him. For Kilborn grabbed the lead with his Ferrari and never was headed.

Fitch supplied the dramatics the rest of the way with his grim efforts to cut into Kilborn's lead, hitting better than 80-miles an hour, he cut the margin down but still was running third behind Erickson. Not until the 118th lap did he pass up the chunky Chicago contractor, who pulled onto the apron for a few seconds—and while he closed fast on the smooth-running Kilborn he never did get closer than seven seconds at the finish.

Kilborn, 41, out of Decatur, Ill. placed fourth here in June, while Hively, a year older, has only been racing for two years and most recently placed at LeMans, France. Kilborn drove all but the middle two and a half hours in the 1955 45 Ferrari that had considerable more engine power than the smaller Jaguars (powered, incidentally, with the same power plant as a conventional Jag, albeit modified).

Ernest Erickson (Chicago) and Frank Bott (Park Ridge, Ill.), D Jaguar 32 starters, 19 finishers. Winner's time: 59 minutes in 6:11.11; average speed 79.738 mph.

SUNDAY LEADERS
OVER-ALL—1. Jim Kilborn (Cincinnati), Ferrari; 2. Briggs Cunningham (Green Farms, Conn.) and John Fitch (Stamford, Conn.) D Jaguar; 3. Jack Ensley (Indianapolis) and Gordon Bennett (New York), D Jaguar; 4. Red Sontor (Chicago) and Bob Ballenger (Highland Park, Ill.), Ferrari; 5. Paul Van Anwerwen (Milwaukee) and Bill Larson (Hibbing, Minn.), Jaguar; 6. Bill Larson and Ed Greason (Hibbing, Minn.), Jaguar; 7. B. W. Coan (Calesburg, Ill.) and Bruce Montgomery (Saginaw, Wis.), Jaguar.

MODIFIED—1. Andy Rosenberg (Milwaukee) and Bob Gary (Chicago), Nash-Healey; 2. Jack and Gene Baker (Hibbing, Minn.), El Toro; 3. 1. Kilborn and Hively, Ferrari; 2. Cunningham and Fitch, D Jaguar; 3. Erickson and Bott, D Jaguar.

PRODUCTION—Duke Knowlton and Bill Andrews (Indianapolis), Jaguar; 2. Bill Larson and Ed Greason (Hibbing, Minn.), Jaguar; 3. B. W. Coan (Calesburg, Ill.) and Bruce Montgomery (Saginaw, Wis.), Jaguar.

MODIFIED—1. Rod Carveth (San Jose, Calif.) and George Reed (LaFayette, Calif.), Aston-Martin; 2. Paul O'Shea (Santa Monica, Calif.) Mercedes-Benz; 3. Paul Van Anwerwen (Milwaukee) and Gene Seavers (Lake Forest, Ill.), Mercedes-Benz; 4. Chester Fitch (Cincinnati) and George Reed (LaFayette, Calif.), Mercedes-Benz.

MODIFIED—1. Boynton and Balzer (Cincinnati) and Roger Reed (Cincinnati) Ferrari; 2. Jack Manning (Big Rapids, Mich.) and M. E. Ward (Lansing, Mich.), Porsche.

"Hot" Team Wins
The team they said was the "hottest," showed its exhaust pipes to the rest of the field Saturday. Jim Kimberly has done his share of winning around the country, but lately Carroll Shelby has been the most unbeatable driver anywhere with a sensational victory string that includes a triumph here last June. Together, they were pegged as being a terrific combination—and they were.

Kimberly, in his scarlet "flying suit" overalls, got his red Osca away nicely and was in the lead by the third lap after the usual breakaway jockeying for the first couple times around the four-mile layout. He had a vicious duel with Dr. M. R. J. Wylie, a Pennsylvania dentist who toiled his green Lotus around in brilliant fashion, for a number of laps in what was for a while—a real humdinger of a two-man race.

Wylie, in fact, seized the lead briefly on the sixth and seventh laps before giving ground again, but he kept pushing Kimberly hard until, on the 18th lap, he had to pull into the pits for what turned out to be his finish. A sheared-off cam shaft put an end to his driving (his third such mishap at Elkhart Lake) before Margaret Wylie could get a crack at the course as his co-driver.

With the green Lotus out of it, Kimberly's main contention came from the silver Porsche Spyder No. 71 of Bob Ferguson and Ray Mason of Columbus, Ohio (which had, for that matter, been running a strong 1-2-3 all along). But he clung to his lead, withstood the challenge of Lance Reventlow in a silver Cooper No. 23, and when he finally pulled into the pits for fuel and to give the eager, over-alled Shelby his chance to drive, he was still comfortably out front.

The switchover, after an hour and 45 minutes of the race, gave the rest of the field a brief chance to catch up to the bright red No. 5 beauty (Shelby began driving on the 32nd lap), but except for three laps when the yellow Porsche No. 73 of Art Bunker and Dale Duncan took over, it was all-Osca.

Boosted Advantage
Shelby shoved hard on the accelerator as he usually does, turned some sensational laps in 76-plus miles an hour, and kept boosting his advantage over the field. Three hundred miles and 75 laps after the race had started, he wheeled the car home a full hour and a half minutes ahead of his nearest pursuer in what had turned out to be—after Wylie's exit—a comparatively routine run.

After the Osca, here's how the "top ten" looked: Porsche, Cooper, Porsche, Porsche, Cooper, AC Ace, Porsche, Arnold Bristol, Morgan—an obviously Porsche-dominated race.

There were three rollovers (all on the 11th station where you can get up speed on a spreading turn coming out of the gravel pit) but no drivers were hurt.

At least 8,000 fans saw Saturday's races to make it a smash-up 45 to 45,000 over the week end.

SATURDAY LEADERS
OVER-ALL—1. Jim Kimberly (Chicago) and Carroll Shelby (Dallas), Osca; 2. Bob Ferguson and Ray Mason (Columbus, Ohio), Porsche; 3. Art Bunker and Dale Duncan (Cincinnati), Porsche; 4. Art Bunker and Dale Duncan (Cincinnati), Porsche; 5. Jack Manning (Big Rapids, Mich.) and M. E. Ward (Lansing, Mich.), Porsche; 6. 31 starters, 31 finishers. Winner's time: 300 miles in 4:14.49; average speed 74.436 mph.

PRODUCTION—Frank Campbell (Chicago) and Hall Ulrich (Cincinnati), AC Ace; 2. Dick Thompson (Chicago) and George VandeSande (Chicago) and Fred Wacker (Lake Forest, Ill.), Porsche; 3. Ralph Durbin and Ken Aske (Detroit), Alfa-Romeo; 4. Tom Kerr (Mystic, Conn.) and Dick Thompson (Washington), Alfa-Romeo; 5. Dan Parker (Janesville) and Walter Short (Milwaukee), MG TD.

MODIFIED—1. Large Reventlow (Hollywood) and Richard Ginter (Santa Monica), Cooper; 2. Capt. Bill Cooper and Lloyd Barton (Houston, Ill.), Cooper; 3. Burdette Martin (Northfield, Ill.) and Frank Reich (Wilmette, Ill.), Abarth.

MODIFIED—1. Herman Behm (Oshkosh) and Carl Hias (Chicago), Stanguellini; 2. John Mays (Bloomington, Ill.) and Paul Gouletman (Wichita, Kan.), Fibersport; 3. John Barnes Mill (Malvern, Pa.) and Howard Hanna (Broomall, Pa.), DB.

Mick's Fading

NEW YORK (UP)—Mickey Mantle is fading fast in the face of Babe Ruth's blistering September pace of 1927 but the Yankee slugger "ain't seen nothin' yet."

He now needs five home runs (count 'em) in the next three games to draw even with the immortal Bambino's pace enroute to the 60-mark. Mantle failed to homer again Sunday and now has 47 in 137 games. Ruth had 49 in 137 games in 1927.

Bears Smear Steelers In 21-10 Tussle

By The Associated Press
The Chicago Bears once again are rumbling like the big, bad Bears who ruled the National football league in the early 1940s.

With the opening of the scheduled season only three weeks away, the Bears today stood as the only undefeated team in the league after defeating the Pittsburgh Steelers Saturday night 21-10 for their fourth victory.

The New York Giants, who also are showing threatening signs of being a power in the eastern conference, downed the San Francisco 49ers 21-14 for their third win in four outings.

Sunday, the Philadelphia Eagles got in the win column for the first time after dropping four by turning back the Baltimore Colts 19-14 in a nationally televised game.

Harlon Hill, a lanky end playing his third season in the league, scored all three of the Bears' touchdowns. Two came on passes and the third on the recovery of a teammate's fumble.

GREEN BAY (AP)—"We waited just a little too long before putting in our best lineup," Coach Leslie Blackbourn said Sunday night after his Green Bay Packers flew home with their first defeat of the season.

The Washington Redskins downed the Packers, 17-10, at Winston-Salem, N. C., Saturday night to snap the Bays' three-game exhibition winning streak.

Blackbourn said the squad came through the game with normal bruises.

Pennant-Feverish Braves Act Like Schoolboys Following Double Win

By IRA LURVEY
CHICAGO (UP)—The pennant feverish Milwaukee Braves headed East today for a 10-game road trip but Manager Fred Haney wasn't worried because "the rest of the league will have to beat us to catch us."

Milwaukee begins its wanderings Tuesday night at Brooklyn when the Braves play the first of a crucial two-game series with the second place Dodgers, who are only one game behind the pace.

"We're not worried," Haney said. "We're the leaders. As long as we keep on winning nobody can lay a hand on us."

The Braves swept a twin bill from the Chicago Cubs Sunday, 7-4 and 5-3, while Brooklyn won a single game from New York.

"We're certainly not choking up at the idea of meeting the Dodgers on their home grounds," Haney said. "They don't faze us any more than the Cubs did. As far as we're concerned one ball club's no better than another."

Milwaukee's double victory Sunday snapped a five-game losing streak, the Braves' longest of the season.

"We were due to break loose," Haney said. "This is a good ball club I've said that all along. If we fall into a slump we simply have to fight our way out of it."

The Braves resembled a bunch of schoolboys as they patrolled another on the back and sang in the showers following Sunday's wins.

"We'll kill them Dodgers," somebody shouted from the showers.

"Two big ones. That's all. Just two big ones," came a reply.

"The boys start hitting these last two games," Haney said. "That's what our whole trouble was. We just weren't getting the hits in the key places. Why, with a few hits we could have taken

(those first two games from the Cubs). Haney, however, admits he isn't as free of worries as he would like.

"There's Johnny Logan. We hope he'll be able to get back by Tuesday, but we're still uncertain," Haney said.

Logan, who suffered a bruised rib when he collided with the Cubs' Ernie Banks Saturday, was ably replaced at short Sunday by Felix Mantilla, but that doesn't make Haney rest any easier.

"What if something should happen to Mantilla?" Haney asked. "Then where would we be? We wouldn't have anybody."

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Ron Carlson Badgers' Top Quarterback

MADISON (AP)—Little Ron Carlson took a tighter grip on the quarterback spot Saturday as the Wisconsin football squad held its first full scale scrimmage before a touring group of Big Ten sports writers.

Carlson, a 5 foot, 9 inch sophomore, completed four of his first five passes and ran the first unit with promise.

"Ronnie's our quarterback from now on," Coach Milt Bruhn said after the two-hour session. "We feel he excels in every phase over other candidates and it's up to one of them now to push him out."

Carlson's principal competition likely will come from Dick Simonson, another sophomore.

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