

West Coast Sports Car Journal

Number 2

March 1955

25¢



*willow springs
agoura hill climb*

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 Columnists *Josie Von Neumann*
 Doris Price
 Ken Miles

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CALENDAR OF EVENTS- MARCH

March 6 Question Mark #2 Rally sponsored by Lockheed Sports Car Club. This short rally, ending with dinner, will start from Hody's at Sepulveda and Ventura at 9:30 a.m.

March 5-6 Whittier Chapter of FCCA invites all 4 Cylinder Club of America members to the "Death Valley Rally". Write 211 Philadelphia st., Whittier.

March 9 Regular monthly meeting of the San Fernando Valley FCCA. Place- American Legion Hall 5320 Fallbrook Ave., Woodland Hills. Meet second Wednesday of each month in the evening.

March 13 "Real Gone Rally"- Leave Clem Atwater's at 15531 Ventura Blvd., Encino 8 a.m. George Gregory, Rallymaster, states that this is a "drivers rally" and should prove to be fun. George can be contacted by calling TORrey-37277

March 12-13 Palm Springs Road Race SCCA

March 13 Regular Monthly SFVC FCCA rally. George Gregory will be rallymaster. Write %6212 Zelsah Reseda, Calif.

March 19 Glendale Chapter of the FCCA "Vegas or Bust" rally. (Plans are going full bore for the annual 12 hour Las Vegas run. This year it will take place the week end of March 19. They hope to stay in Las Vegas proper this time in order to save the long ride to Boulder City.

March 20 Stockton Road Race- Northern California SCCA.

March 26-27 Palm Springs Road Race- Sponsored by California Sports Car Club with the cooperation of Long Beach MG Club.-

April 3 MG Car Club of America 2nd. Annual English Trials. This open event to be held at Costaic is open to all who wish to enter. Technichal inspection required.

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LOS ANGELES 46, CALIF.

The Latest... By DICK SHERWIN

PAGE 3

*Lots of luck to Bill Gay and the West Coast Chapter of the Jaguar Owner's Association. Bill is doing a fine job getting this group under way and the club promises to be one of the most well organized on the coast. Incidentally, Jag owners who would like more information can contact Bill at RI-1330 during the day.

*So far we've received a lot of constructive criticism on the magazine and would like to know more of what our readers think of it. Next month's issue will contain a letters to the editor column and we hope readers with ideas and criticisms will let us know.

*Club members: Its not too late to receive a six month's free subscription to the Journal. If your club secretary hasn't sent your mailing list in yet you had better take advantage of the offer as it's limited.

*If you are planning an open event in the near future and would like approximately 3000 sports car fans to hear about it, it might pay to investigate the special rates on advertising we offer sports car clubs. For about half the cost of stamps alone, a club can purchase a full page ad in the Journal. (may be used as an entry blank as well.)

*ANOTHER service we are offering to clubs is space in each issue for a club column. There is no set limit on how much a club may include in their column. You might find it easier to send your club news through this media, letting us do the printing and mailing for you.

*Watch for a new British automobile to be put on the American market very soon. This car looks very good, has a tubular chassis, independent front and rear suspension, wire wheels and many other mechanical advantages. This 2 litre, 6 cyl, 100 h.p. sports car will be the subject of our feature article in next month's issue of the Journal.

*Dan Gilson Jr., formally of the Bay Area FCCA, announces that the newly formed Highland Touring Club, better known as the 'Highlanders' meets on the second and fourth Wednesday evenings at 8:p.m. in the Lake Merritt Sail Boat House in Oakland. (We Welcome any and all news from the sport car clubs in the Northern part of the State and would certainly like to hear more from them.)

(Continued on Page 15)

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Ken Miles getting a last minute pep-talk in his new number 50 MG Special.

WILLOW SPRINGS

BY ART EVANS

Over 20,000 spectators turned out Sunday, February 13, to watch California sports car club's third running of the Willow Springs Road Races.

Highlights of the day were the appearance of Ken Miles' new number 50, and Ak Miller's Mexican Road Race Special, 'El Hot Rodo.'

Because of fouling plugs, Ken was forced to make three pit stops during the Fourth Race (for modified cars under 1500 cc), thus cheating him out of an almost sure win. When he finally got around to steady running, 50 was observed to be gaining on Beavis, the leader, by 12 seconds per lap. Miles came in eighth overall.

Miller was apparently only out for a Sunday drive. He really roared on the straights; however one driver reported he was having cornering difficulties.

Accidents marred both Saturday's practice and Sunday's racing. Bill Powell, a student at Los Angeles State College was killed when his Formula III Cooper flipped on Saturday.

Driver Frank Monise and spectator Carl J. Kirby were hospitalized with serious injuries, and driver Howard Fanning recieved first aid during the second race. The scheduled 15 lap race was stopped at the end of 4 laps because all the ambulances were in action. It is reported that Monise is doing well and will soon be on his feet.

RESULTS

RACE I - Production cars up to 1500cc (36 starters) 15 laps-
Average Speed - 68.2 MPH Time - 33:02.

NO.	PLACE	NAME	CAR
11	1st.	Buckler, Erich	Porsche
174	2nd.	Shillam, Dennis	Porsche
86	3rd.	Johnson, Dale	Porsche
1250 cc MG CLASS			
93	1st.	Burt, Floyd	MGTC
116	2nd.	Lawrence, John	MGTDMKII
97	2nd.	White, Mel	MGTD

RACE II - Production cars over 1500cc (28 starters)
15 laps - Officially called at end of 4 laps.

83	1st.	Peterson, Jim	Jaguar M
30	2nd.	Graham, Jack	Jaguar M
84	3rd.	McLaughlin, John	Austin Healey

CLASS C

83	1st.	Peterson, Jim	Jaguar M
30	2nd.	Graham, Jack	Jaguar M
77	3rd.	Plint, Donald	Jaguar M

CLASS D

84	1st.	McLaughlin, John	Austin-Healey
156	2nd.	Higgs, Joe	Austin-Healey
80	3rd.	Ginther, Richie	Austin-Healey

CLASS E

167	1st.	Newlon, Al	Triumph
128	2nd.	Smith, Colin	Triumph
175	3rd.	Moore, Charles	Siata

RACE III- Ladies and 500cc cars. 6 laps - Average
Speed 65.4 MPH Time 13:42

8	1st.	Anderson, Janet	Jaguar Sp.
162	2nd.	Hoppe, Hildreth	Jaguar
108	3rd.	Givins, Carol	Jaguar

500cc Class

110	1st.	Becker, Leon	Cooper MKV
15	2nd.	Myllenbeck, Warren	Cooper MKVIII
6	3rd.	Fox, John	Cooper-Norton

RACE IV .. Modified cars under 1500cc & 1st 3 cars from
classes F,G, and H. -30laps- Ave. Speed 72.8 MPH

10	1st.	Beavis, George	Beavis-Offy
159	2nd.	Eschrich, William	Eschrich-Offy
57	3rd.	Freutel, Ed	MG Special

Class F (Same as Overall)

Class G

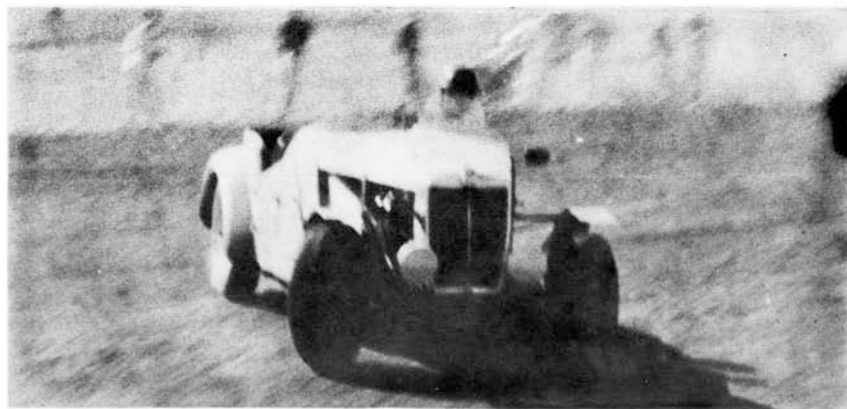
73	1st.	Peron, Perry	Peron-Special
24	2nd.	Edmiston, Walker	Crosley L SS
114	3rd.	Bucklein, Stan	Panhard

Class H

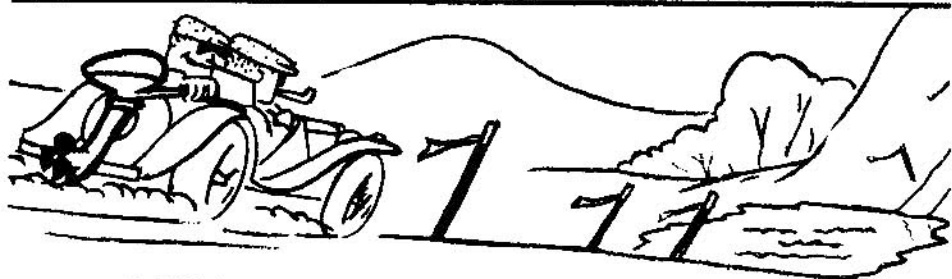
169	1st.	Porter, H John	Aardvark
120	2nd.	Winter, Paul	Renault
37	3rd.	Duff, Jack	Siata Sp.

Class Fs 1st. Parkinson, Jim

Continued on Page 15



Harry Hanford cornering sideways.



COLIN CANTWELL

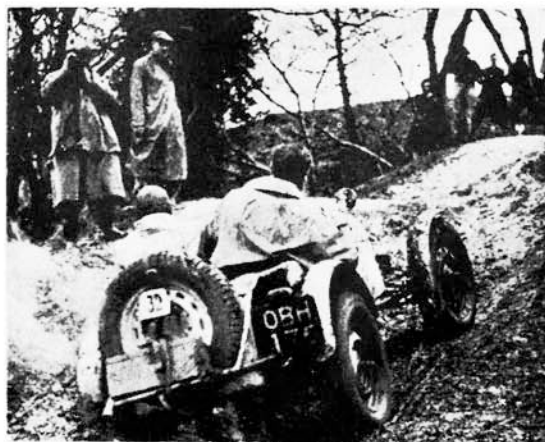
M.G. Car Club TRIALS

Why are the 'little furrin cars' trying to make like mountain goats? Well, this does take a bit of explanation. This mania goes back to pre-war England where a group of enthusiasts, searching for something different, held a rally on a grassy slope during the soggy season. From that time on things really got organized. The steeper the hill, the deeper the river, the muddier the area, the better the trials. Your first impression might be that someone had slipped 'loco-weed' in their crumpets--but let's look at the situation more objectively. All men thrive on competition. The competition available in road races depends to a great extent on the skill and daring of the driver but also on the capacities of the vehicles. As time goes on the capacity of the machine depends more and more on capital investment. Trials, however, tend to limit or nullify the part played by expensive machinery. The successful competitor owes victory to driving skill, split-second course evaluation and close teamwork with his co-driver.

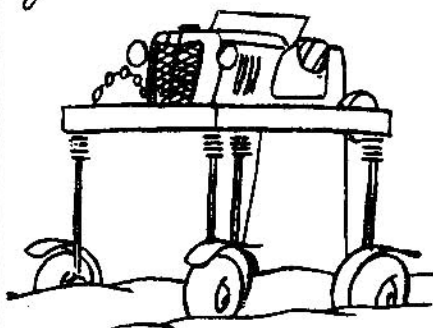
Trials appeared in America for the first time in January of last year. Naturally the type of obstacles and events were modified to fit American terrain and tastes. The course is designed to test the ingenuity of the participants, provide the element of surprise, and yet be traversable without danger to the vehicle or contestant.

This type of event is particularly well suited to spectator interest; close proximity to the action being safe. And for the participating enthusiast, the cost is almost negligible.

Trials are fun! Trials are safe! Set aside your April Third Sunday and join the crowd at Owl's Roost in Castaic. Only 32 miles from Hollywood. For further information, contact the M.G.C.C.A. at Box 41047, Eagle Rock, California, or call POplar 55309.



Ground clearance



The Chronicle Of Aston Royce...

If you get a chance to see Dusty Mahon's films on his Grand Prix Tours, don't pass it up. The pictures themselves are well worthy of the trip but the sight of Dusty putting up his equipment is slapstick comedy at its best... Shades of "The Poor Soul" with grinning sub-titles.

And radio's Don Wilson getting into his 300 SL won't bring back any memories of the ballet either. Rather like stuffing three pounds of Marfak into a one pound sack.

Looks fairly dark for a Mexican Road Race this year. The government wants the dry season to repair the roads. This would mean the race would be scheduled for the spring of '56. Gives Phil Hill some extra milk drinking training.

'Jolly Roger' Barlow is seen scooting around town in some small, red Italian-type auto. He is currently the film editor on the Paul Coates Show.

What ever happened to that keen 'Sports Car March' that was introduced last year at Willow? Remember, a stirring tune that kinda got ya right here... Something about 'getting high in a low-down sports car'...

With the '55 Season well under way it is obvious that we are again in for the petty-politics involved with the dates and scheduling of events. The Merced Timing Association was small enough to ignore the Singer Owner's Club Hill Climb and mail out 'blurbs' regarding the availability of Willow Springs on the same day for timed runs. Last year similar conflicts marred the season and caused some bitter blood between the clubs. In this case it was in poor taste as the Singer group had gone way out on a limb to insure a good afternoon's entertainment for everyone and the success depended on a decent attendance. Luckily, the turnout was better than fair and the event was well handled. If the council is to serve the Sports Car group (and this just might be one of their aims) why not sanction all events and only give the council seal to those who have placed their event on the 'All Clubs Calendar.' Participation in the Council should be opened to every Sports Car club in the Southland and co-operation between clubs encouraged rather than avoided. We might all benefit by the inter-club associations, at least we could attend all the events without a feeling of dereliction. While on the subject of The Singer Owner's Club, be remembered that this group was the first to stage a benefit event in the form of their Concours d'Elegance held last summer at Sawtelle for the shut-in vets. How many members of other clubs helped them OR attended with their cars OR even knew about this wonderfully altruistic display? Come on Council...pick up your pencils and get the lead out....more some other time.

Aston Royce

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Walt Stone negotiates the scenic Agoura course in his TD.

AGOURA HILL CLIMB

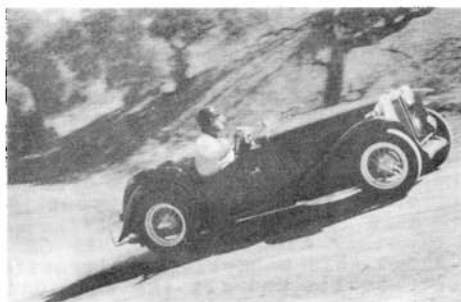
By ART EVANS

Photography by Len Frank

Over 2000 spectators and 160 competitors turned out Sunday, February 6 for the Second Annual Singer Owner's Club Hill Climb. The event, held at Tupper's Ranch, Agoura, was marked by fine weather.

Among interesting cars entered was a hot rod and a Thunderbird. The hot rod, a 1925 Model T roadster won. The Thunderbird, a Ford of somewhat later vintage also ran.

The Singer Owner's Club, assisted administratively by the Women's Sports Car Club, is to be congratulated on a well run and interesting event. All will look forward to the Third Annual Climb in 1956.



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Starter Jack Crosby gives the flag to Bob McDonald driving John Marlin's Singer.



RESULTS

OVERALL

1. Frank Livingston
2. Ennals Ives Jr.
3. Paul Parker
4. Tommy Poole

Eliminator	27.83
Cad-Allard J2X	27.86
Eliminator	28.03
Jaguar XK120M	28.63

FIA

- B Ennals Ives Jr.
- C Frank Livingston
- D Merl Francisco
- E Robert Oker
- F L. P. Jacobsen
- G Rod Gage
- H Bill Levy

Cad-Allard J2X	27.86
Eliminator	27.83
Francisco Special	31.37
Triumph TR2 (Mod.)	30.11
Magnette (Mod.)	30.20
Porsche	29.22
Crosley	38.44

STOCK JAGUAR

STOCK AUSTIN-HEALEY

STOCK TRIUMPH TR2

STOCK SINGER, DUAL CARB.

STOCK SINGER SING. CARB.

STOCK PORSCHE

STOCK MG

STOCK JUPITER

SEDANS OVER 1500cc

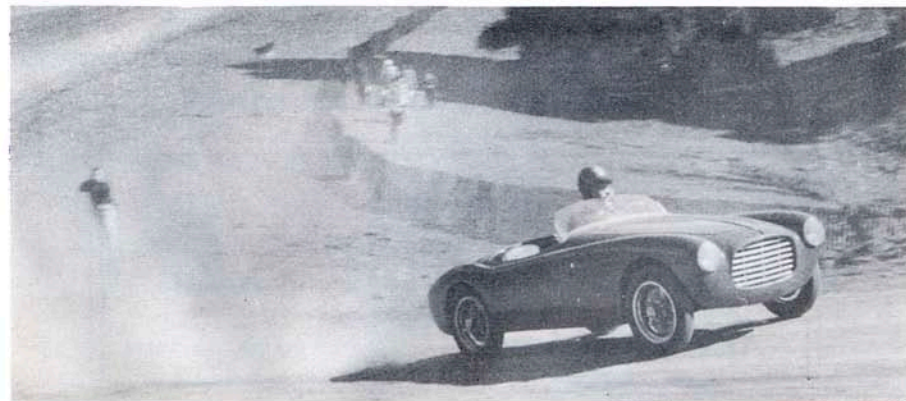
SEDANS UNDER 1500cc

WOMEN OVER 1500cc

WOMEN UNDER 1500cc

OPEN

Paul Poole	28.63
Richie Genther	29.66
Bob Drake	29.83
Bob Sullivan	33.35
Dick Van Loanen	34.00
Don Roberts	31.67
Norman Sumpf	33.27
Richard Mindes	30.83
Walter Herndon	32.18
Walter Herndon	36.27
Joan Fischal	32.36
Rosemary Landaker	35.71
Jack Kestren	30.02



Bruce Kessler in a Siata Spider.

Official Entry Blank

MGCCA Trials

MGCCA TRIALS — OWL'S ROOST

APRIL 3, 1955

Entry Fee \$3.00

DATE OF APPLICATION

1955

OWNER'S Name _____
Make and Model _____ Lic. No. _____
DRIVER'S Name _____ Driver's Lic. No. _____
Driver's Address _____ Phone _____
Passenger's Name _____ Phone _____
Club Affiliation _____ Team _____

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WHEREAS, the undersigned is familiar with the nature of each event or events;

NOW THEREFORE, the undersigned acknowledges that he enters into said event or events with full knowledge of the condition of the course and conditions under which said event or events are being conducted and he does hereby assume sole and entire responsibility for any loss of life, injuries or damages that may be sustained in connection therewith; and he does hereby agree to hold said M. G. Car Club of America and each individual member thereof, harmless from all suits, claims or demands of every kind and character, whatever in connection with his entry in each and every event in which he may be so entered; and from all suits, claims or demands of every kind and character which he or she, or his or her heirs, executors, administrators or assigns hereafter can, shall or may have arising out of and/or by reason of, and/or in connection with the conducting of said events by said club.

Dated at _____, California on _____, 1955

Owner

Driver

Passenger

(Both occupants of the car must sign the above agreement. Parent or guardian must sign if either occupant is under 21 years of age. No children will be allowed in cars.)

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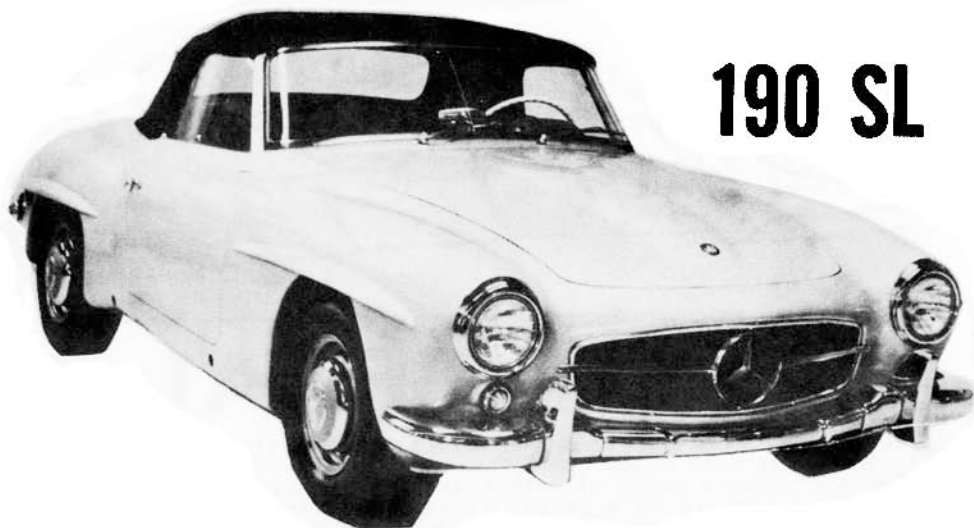
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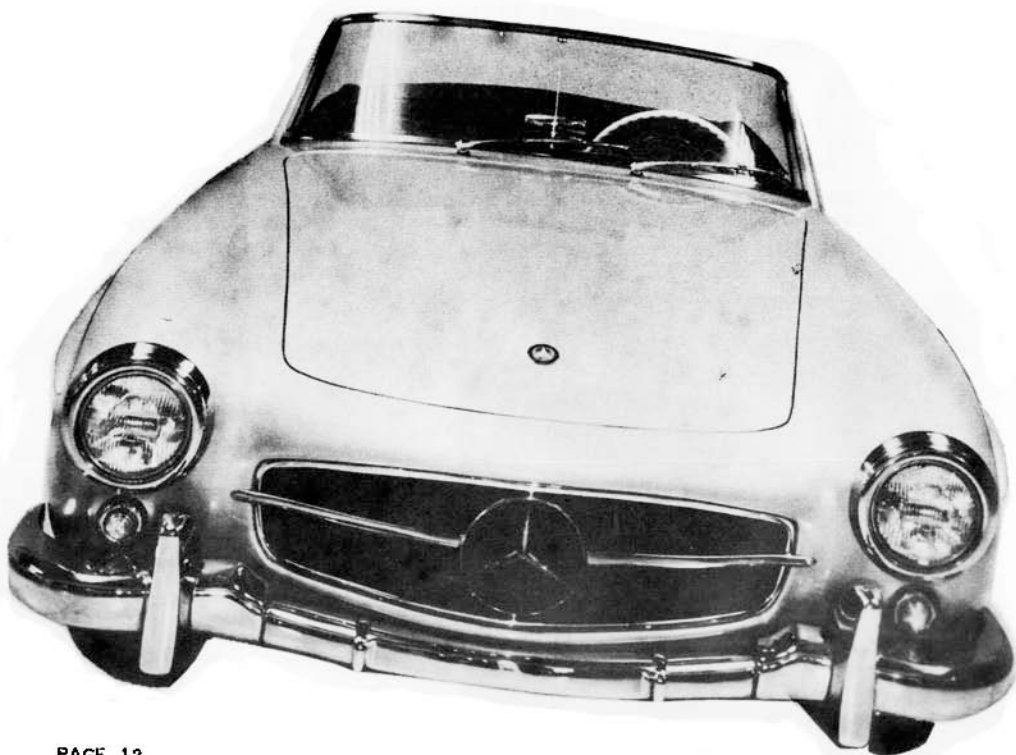
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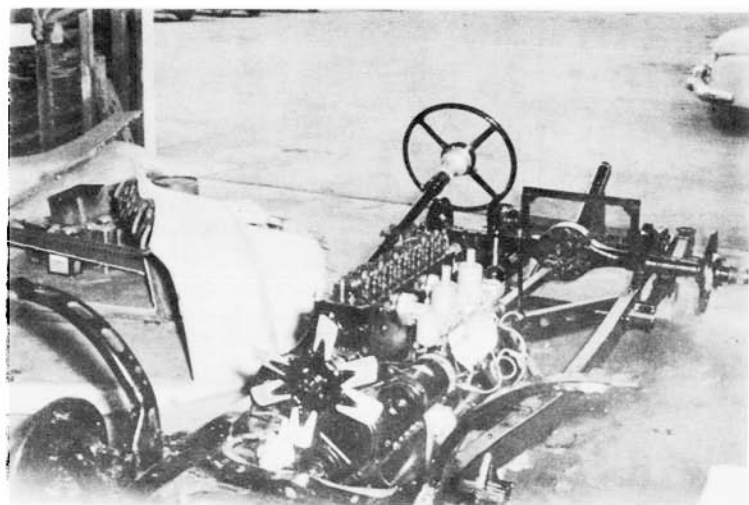
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190 SL

Pictured above and below is the new Mercedes-Benz 190 SL sports car. At the competitive price of \$4126 (plus tax), this 1900cc convertible has 125 bhp with a rumored top speed of at least 120 mph. The engine has 4 cylinders, four speed gear box, 94 inch wheelbase, a length of 166 inches and a height of 51.9 inches. When a few get broken in it will be interesting to watch what it will do in local road racing. The three cornered star may begin to cast a shadow in California.





SS 100 Jaguar being restored

RESTORATION OF A CLASSIC JAGUAR

by Dr. RAYMOND A. RYDELL

Here is what a restoration job looks like when it's about half completed. Three months ago this was a white 3½ litre Jaguar SS100 with over 100,000 miles on the odometer, and it looked it. Two months from now it will be a glistening blue and chrome classic car that should, in every way, be superior to what it was when it first rolled out of the Coventry works in 1937.

The restorer, Barclay Cotter of Long Beach and myself, the owner, are using our spare time and odd hours to take the car completely apart (everything except the frame), strip all the paint and grease, recondition or replace every item, rewire, repaint and replat, and reassemble the automobile. So far, close to 400 man hours have gone into the project, with Barclay Cotter doing the planning and doing the expert work while I assisted with 'basic' jobs--scraping, cleaning, etc. Tom Yasumi of Los Angeles is working on the aluminum body.

The toughest job to date has been removing the old paint, since the car has been, successively, off white, racing green, dark red, and stark white. Sandblasting takes off the paint, but also much of the aluminum with it. So muscle and Kelite paint remover were used; they worked very well.

This SS 100 has wandered a long way. Originally it was owned by an Englishman in Northern Ireland. The restorers verified the location when we found pieces of Irish peat on the undercarriage. After World War II it was brought to London and sold. (A sixpence was found deep in one of the side pockets under the second layer of leather upholstery). In 1951 the car was brought to California by George Paris of Hollywood, who sold it to its present owner last year. Judging from the degree of tune of the engine and the stiffness of the suspension, the car was set up for racing. It still goes like a bomb.

As with all restoring, when reassembly begins, the long hours of work pay off generously in satisfaction and pride. That's the way it is now us. The new chrome, the smooth panels, and the spotless engine makes us feel pretty good.

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Women's Angle

BY- *Josie von Neumann*



I was very happy over the response to my last column regarding the Women's Sports Car Club. All your inquiries have been turned over to the club officials.

After watching last week's race at Willow Springs, I've come to several conclusions about this much discussed course. First and foremost, it is definitely not a course for anyone but the most experienced drivers. It has been picked as a course for club events; however, it is the most unsuitable one we could find for such meetings as it might be fun to drive and inexpensive to put on; but it can be a death-trap to all but the most experienced pilots.

In the future, entries for Willow Springs should be limited to the very best drivers and the most suitable cars. A novice in a stock Jag is a danger, not only to himself, the other drivers in the race, and the spectators, but also to road racing itself.

Club events at Willow Springs should be held only in the form of Hill Climbs or Time Trials. I think such action as this should be taken by the club involved. The only insurance we have for the future is by taking the necessary steps in the present.

Men like Bill Pollack or Ken Miles won't have trouble as they are excellent drivers with a great deal of experience; but the average driver is going to wind up on his head as was shown in the Jaguar race last Sunday.

Ken Miles made his first appearance with his new car and it was most impressive. However, I always expect to be impressed by Mr. Miles. Ken, it seems, can always make an MG go much, much faster than an MG should be able to go.

Austin

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*California Sports Car Club announced new officers for 1955. Ken Miles reelected president. Bill Pollack, Vice President; Joe Weissman, secretary; Ray Frug, Treasurer. Elected to Board of Governors were Ken Miles, Bill Pollack, Lew Kaplon, Stan Mullin, Joe Weissman and Ed Fruetel Jr. One year; Phil Hill, Cy Yedor, Carlyle Blackwell, Ray Frug, Henry Manney, and Dick Van Loanen.

*The San Fernando Valley FCCA Valve Chatter states that the installation dinner of their chapter Jan. 15th. was quite a success. Earl Cowden, retiring Rally Committee Chairman, made the trophy awards to last year's high point winners and rallymaster: 1st. George Gregory, 2nd. Lou Griffin, 3rd. Myra Jones and Rallymaster, Bill Levy, and as a surprise, presented a beautiful wood plaque, with gavel attached, to Jack Dorsett for his previous and present years service as President. Also awarded were the plaques for Norm Berry's Wild Goose Rally of December.

*Thanks to Larry Reid of the Greater Boston FCCA for the invitation to dinner at the Alamo restaurant in Boston following their February 27th. rally. Sorry I couldn't make it Larry but my MG probably couldn't make it to Boston and Back.

Congratulations to the incoming officers of the State College Sports Car Club. Phil Conner steps in as president, Tom Yasumi and Drisa Cooke as Vice-President and Secretary.

*Howard Frank has been elected chairman of the Southern California Council of sports car clubs. Congratulations Howard!

WILLOW SPRINGS Continued

RACE V - Modified cars over 1500cc Average Speed 77.2 MPH Time 58:16			
20	1	Pollack, Bill	Baldwin MKII
63	2	Lozano, Ignacio	Kurtis Cad
147	3	Murphy, Bill	Kurtis Buick
Class B			
63	1	Lozano, Ignacio	Kurtis Cad
147	2	Murphy, Bill	Kurtis Buick
Class C			
20	1	Pollack, Bill	Baldwin MKII
8	2	Pickford, Bill	Jaguar Special
Class D			
84	1	McLaughlin, John	Austin-Healey
80	2	Ginther, Richie	Austin-Healey
Class E			
27	1	Drake, Bob	Ferrari
155	2	Erb, Harold	MGTC S/CH



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Jaguar Jacket, \$22.95; canvas.

Porsche Parka, Sunbeam Sneed, V. W. Vest, \$29.50; butyl.

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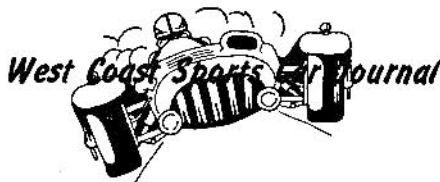
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