
West Coast Sports Car Journal



Number 4

May 1955

25¢



MGCCA ENGLISH TRIALS

special

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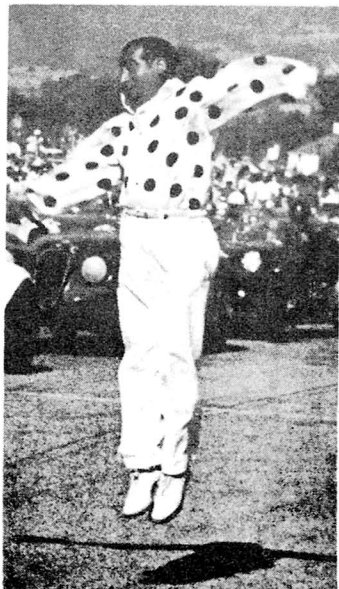
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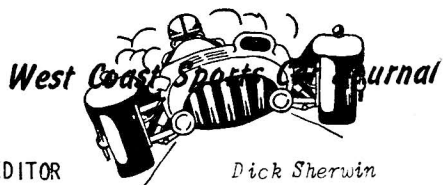
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CO-EDITOR	Art Evans
ARTIST	Ed Clarke
PHOTOGRAPHERS	Ed Enfiajian Dick Shipman
COLUMNISTS	Willard King Doris Price Aston Royce Josie Von Neumann

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CALENDAR OF EVENTS

MAY 8 FRUGALITY RUN SFVC FCCA entries - Bill Levy, 7037 Hayvenhurst, Van Nuys, Calif., ST - 61673

MAY 8 PUEBLA ROAD RACES RUDA SPORTS CAR CLUB, Mexico City Entries write 347 Chapultepec, Mexico City.

MAY 13 Concours D'Elegance LA STATE COLLEGE SCC, entries - 912 N. Vermont Ave. NO - 57747.

MAY 14 NIGHT RALLY Sm FCCA, Sun-Air Foundation Benefit, 1246 S. La Cienega, Los Angeles 35.

MAY 14-15 SANTA ROSA ROAD RACES P.O. Box 2042 Montgomery Village Santa Rosa, Calif.

MAY 18-19 2nd ANNUAL VENTURA HILL CLIMB co-sponsored by Ventura Jr. Chamber of Commerce and Tri-County MG Club Write Box 237 Saticoy, California.

MAY 20-21 LUCKHEED SCC - 24 HOUR RALLY.

MAY 22 Concours d'Elegance, Harbor Day LONG BEACH - FCCA.

MAY 28-29 SANTA BARBARA ROAD RACES CSCC, 4949 Hollywood Blvd., Hollywood, Calif.

MAY 30 Indianapolis Grand Prix.

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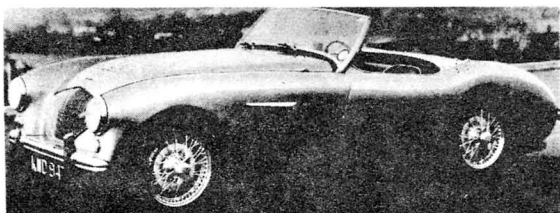
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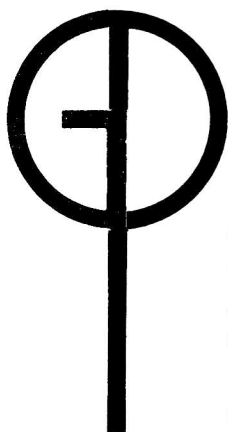


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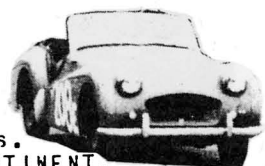


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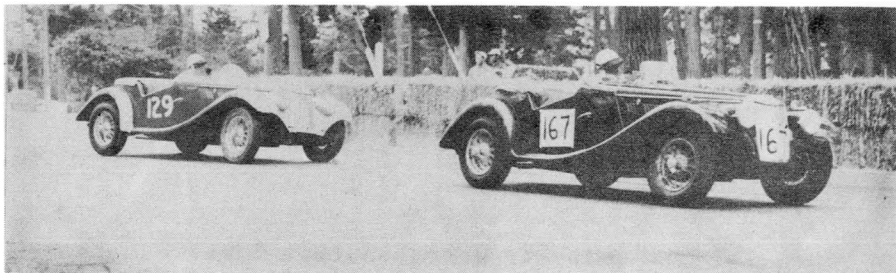
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Sixth Annual **PEBBLE BEACH SPORTS CAR ROAD RACES**

By Art Evans

Phil Hill proved again that he is one of America's foremost sports car drivers by winning the Del Monte Trophy by a good one and a half laps.

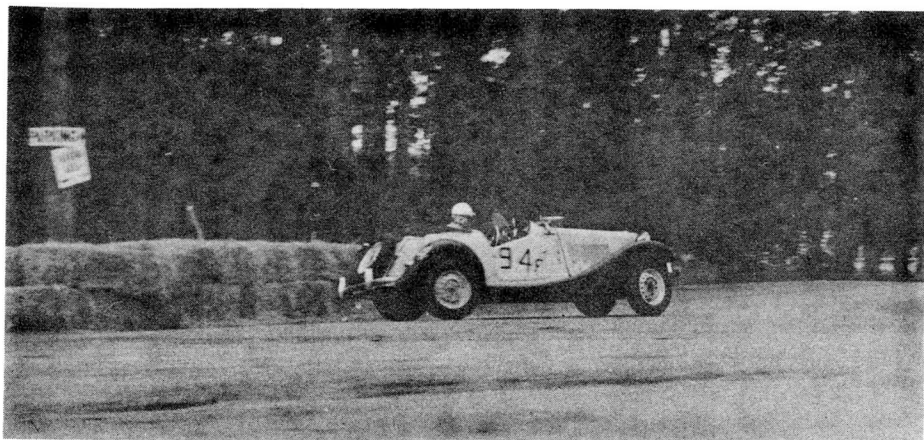
Piloting a new Monza Ferrari, Phil drove a superb race through a driving rain, lapping the field including second place Sterling Edwards, last year's winner, also in a Monza. For the first third of the race, Bill Pollack, in the Baldwin Mk II, and Hill fought it out for the lead. Hill pushed the Baldwin into turn after turn until Pollack's overstrained machine was forced to retire with mechanical difficulties. From then on, Hill had no challengers. But, much to the glee of the crowd, some 20,000 drenched enthusiasts, instead of slacking off, the Monza's lap times continued to drop. Ken Miles in his MG Special, driving his second 100 miles of the day, captured third.

In the Pebble Beach Cup for cars under 1500 cc., it was Miles all the way. Harry Hanford in the Lotus MG put up a plucky but losing battle until a pit stop put him completely out of contention for the lead. At about 60 miles, Chick Leson in an OSCA was in second place, about 40 seconds behind. For the next few laps Chick began closing the gap by one or two seconds per lap. For a while it seemed the OSCA might have a chance. But then Miles apparently got the word from the pits, picked up his times, and that was the way it ended.

A pack of Jaguars swept the over 1500 cc. Production Race as usual; Ignacio Lozano capturing top honors. Springer Jones in a Porsche took a very close decision from Dale Johnson in a similar machine in the under 1500 cc. Production go. The two went the ten laps neck and neck with almost a photo finish. It was Porsche 1, 2, 3, 4, with Porsche Chaser Jim Parkinson creeping in for fifth. Obviously out cornering the German machines, Jim just couldn't get his 1500 MG-TF to go fast enough.



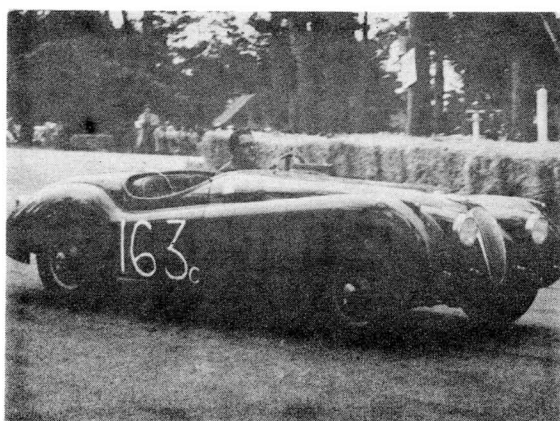
Pete Lovely having hay bale troubles in the Alfa Romeo.



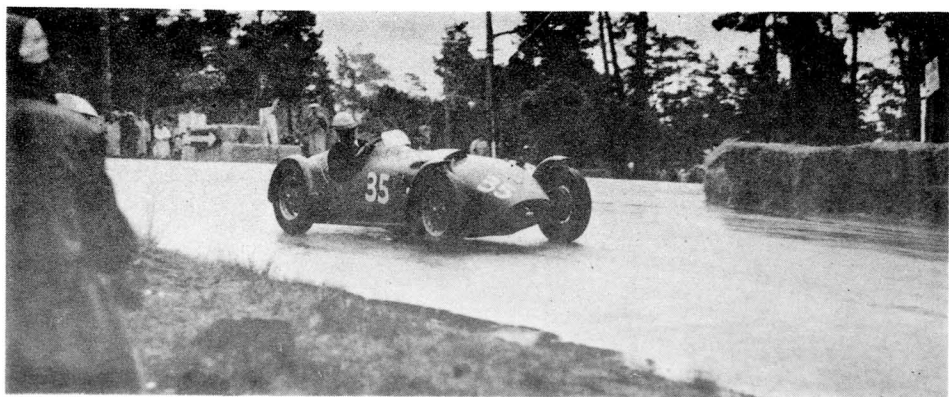
Gordon Wilson starting to spin out in Roy Storey's MG-TD.



Terry Hall had trouble keeping the 300 SL on the road, took the escape road time after time on turn 2.

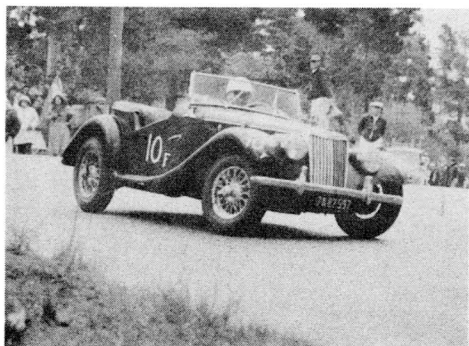


Ignacio Lozano taking his extra lap after winning the over 1500cc Production race.

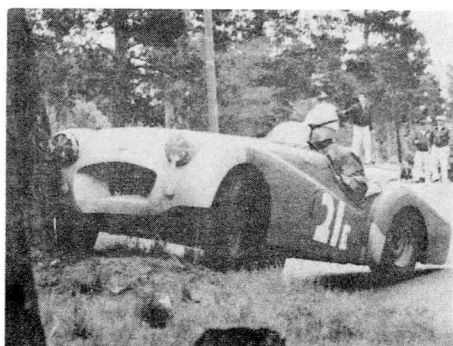


Marion Playan coming around the last turn. Notice amount of water on course.

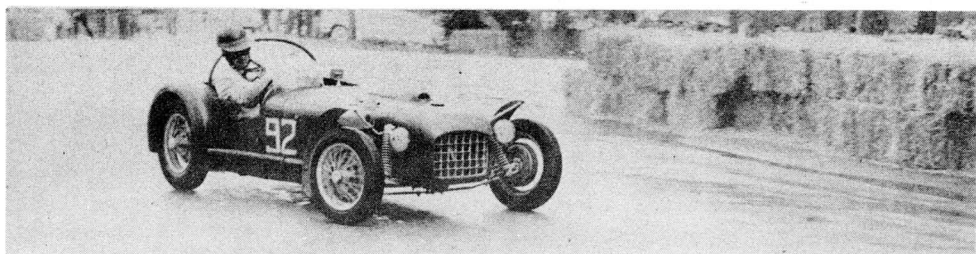
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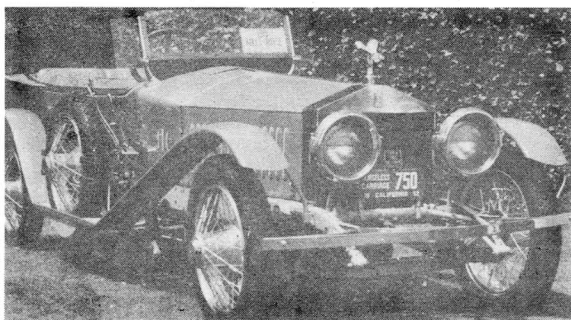
Louis Keller in an MGTF 1500



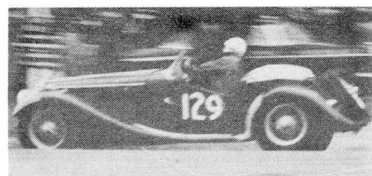
Jack Hayes ramming a tree in his TR2.



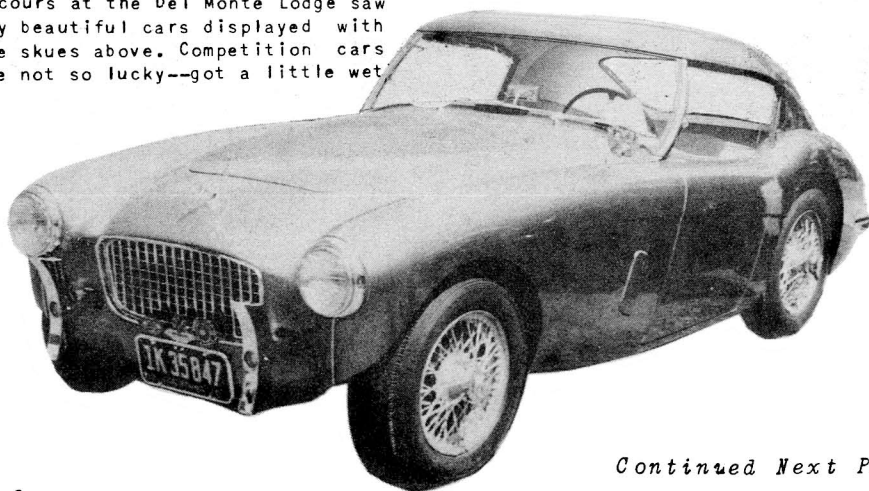
Harry Hanford in Alan LeMay's Lotus MG put up a good fight.



Concours at the Del Monte Lodge saw many beautiful cars displayed with blue skies above. Competition cars were not so lucky--got a little wet.



Jim (Porsche Chaser) Parkinson



Continued Next Page

PEBBLE BEACH Continued

Contrary to Sunday's wet weather, Saturday's practice was sunny and pleasant. If no one else, the Concours people were happy. The practice session was marred by Lou Fagoel's unfortunate accident involving his twin-engined Porsche. Damage was so extensive Lou was unable to compete on Sunday.

The organization and conduct of the races was excellent. Other clubs could take lessons here. There was an announcer on each turn enabling all the spectators to know what was going on all the time. Crowd control, courtesy of the U. S. Army and some Marines, was so good there were no mishaps even under the dangerous climatic conditions. Press representatives were provided with distinctive hats and crowd control personnel naturally had uniforms. So it was obvious who should be where and when. The Army could have had a bit more instruction though. The sergeant who constantly stood guard in turn one's escape road should thank his lucky star that no one needed to use it.

The Concours d' Elegance at the Del Monte Lodge on Saturday was remarkable for the absence of certain cars. No Ferraris and few MGs were shown. This year almost 50 fewer cars were here than last year. However, the usual pleasant continental atmosphere befitted the West Coast's foremost Concours. Even with absences many beautiful cars were shown. Phil Hill won here, also, with his Pierce Arrow. A few more years of this and they'll be calling it Hill Beach instead of Pebble Beach.

PEBBLE BEACH RESULTS

Under 1500cc Production (10 laps)

1. Springer Jones	Porsche
2. Dale Johnson	Porsche
3. Bill Friedauer	Porsche
G. Don Burhop	MGTD
H. Louis Hayward	Panhard

Pebble Beach Cup (100 Miles)

1. Ken Miles	MG Special
2. Chick Leson	OSCA
3. Cy Yedor	MG Special
G. Skip Swartley	OSCA
H. Harry Everly	Crosley Special

Del Monte Cup (100 miles)

Over 1500cc Production (10 laps)

1. Ignacio Lozano	Jaguar 120
2. Jerry Austin	Jaguar 120
3. Bob Weller	Jaguar 140MC
D. Richie Ginther	Austin-Healey
E. Duane Rice	TR2

1. Phil Hill	Monza Ferrari
2. Sterling Edwards	Monza Ferrari
3. Ken Miles	Mg Special
4. Carl Block	Allard LeMans
C. Louis Brero	Silverstone Jaguar
D. Phil Hill	Monza Ferrari
E. Charles Rezzaghi	Alpha Romeo
F. Ken Miles	MG Special

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14 MAY '55

7:30 P. M.

STARTING LINE

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Entry Fee \$2.50

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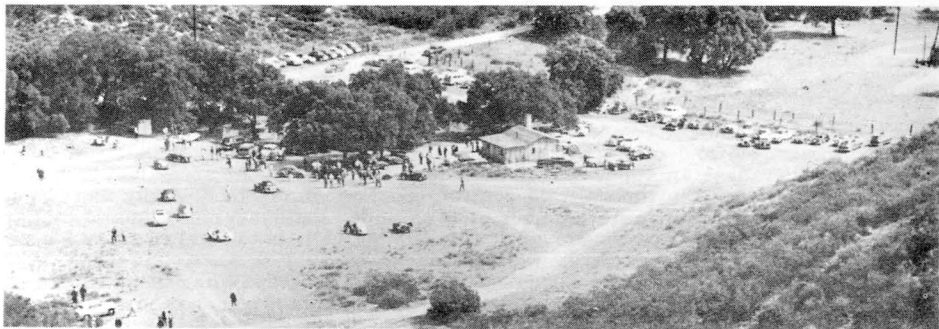
Mail to: Buzz De Bardas

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Los Angeles 35, Calif.

BRadshaw 2-6241

Entries will be accepted at the starting line.



second annual mgcca TRIALS

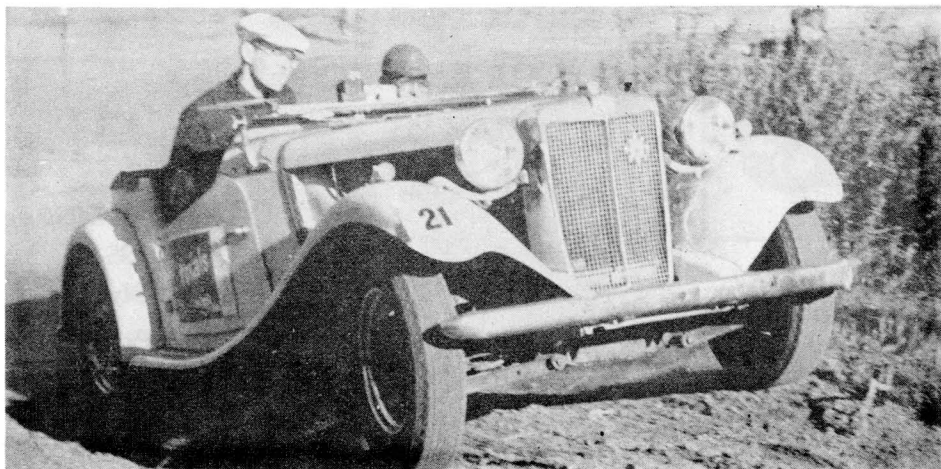
by Willard King

Over 500 people turned out to see the second annual MGCCA English trials at Owl's Roost on April 3rd. This event, widely touted as the toughest test of both driver and car certainly lived up to it's name.

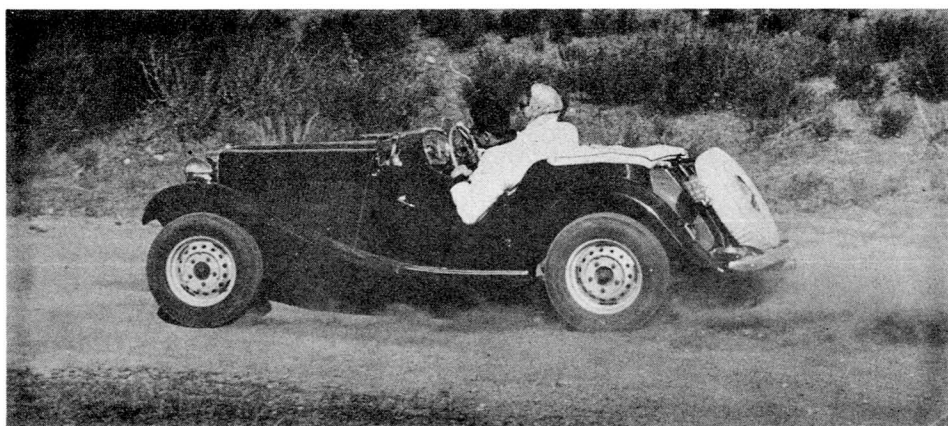
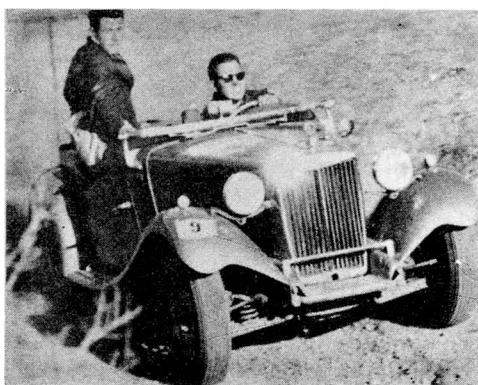
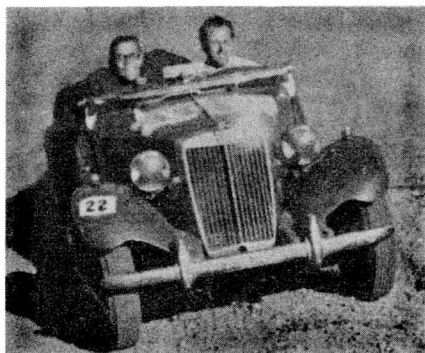
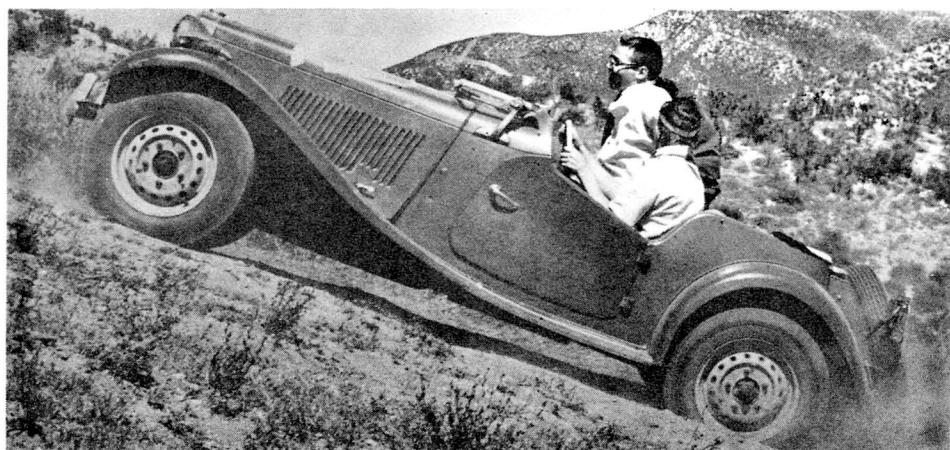
Things started rolling about 10:00 a.m., after the water truck made its next to last visit to the mud holes. On its last visit Der Gestunken truck got stuck in No. 3 mud hole, necessitating a change in the course. A bit of comedy relief was offered when the truck finally showed up in the pit area being towed by a Model "A" Ford of uncertain vintage.

The first section wound through a sandy dry creek bed in which many "hot-shoes" added new dents to their fenders. This leg, though easily traversed at low speeds, presented a very rugged problem when run against time. Walt Stone, well-known in Gymkhana circles, carried off the honors here with a masterful job of driving.

Continued next page



The Cantwell brothers in the second leg of the Trials journey.





TRIALS

CONTINUED

Section two was notable chiefly for the somewhat perilous sharp, blind turns which were encountered throughout the entire leg. No one came to grief, although there were several narrow escapes.

Section three was a series of extremely difficult hill climbs which eliminated many contestants. As the day wore on, the rocky surface became looser, and more difficult to negotiate. This section, although not hard on body and chrome, was tough on axles and transmissions and several cars lost out in that manner. Clarke Whitney, Mocca vice-president and winner of the January, 1954, invitational trials, and whose picture highlights the front cover, borrowed a TC axle in order to complete the event after breaking his own. Clarke took home two trophies as a result of this switch.

Some competitors had trouble staying on the course. Spectators were very helpful in this matter.



Continued next page

M.G. CAR CLUB TRIALS (Cont'd.)

The final section was in the form of an elimination hill climb reminiscent of motorcycle events of a similar nature.

Throughout the day the weather was ideal for such an event, with the strong winds of the L. A. area mostly screened off by the surrounding hills.

The Women's Sports Car Club was much in evidence, working at the gate, the scoring table and as course checkers, as is their habit. They did an excellent job.

Although bedeviled by the usual last minute foul-ups which dog every organization, MGCCA came up with a very creditable event, and staged an enjoyable and thrilling show.

Trophy winners are as follows:

MGCCA TRIALS RESULTS

SPORTS CLASS

1. Walt Stone/Dick Macinnes
2. Aaron Pascal/Robert Kudler
3. Harlan Hall/Ashley Mc Dermott
4. Gene Anderson/Don Sarnage
5. Jack Smith/Gordon Steele

SPECIALS CLASS

1. Colin Cantwell/Gill Cantwell
2. Merl Francisco/Tom Clouse
3. Clarke Whitney/Inez Whitney

TEAM TROPHY

MGCCA SPECIALS TEAM

SECTION TROPHIES

1. Walt Stone
2. Harlan Hall
3. Aaron Pascal

HARD LUCK TROPHY

Bob Niquette

SPORTSMANSHIP TROPHY

Charles Edelson

LOS ANGELES STATE COLLEGE

SPORTS CAR CLUB

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A

CONCOURS D'ELEGANCE

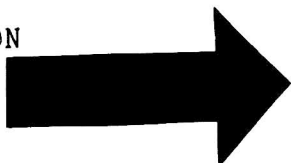
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INFORMATION
AND
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NO 57747

Greater Los Angeles Chapter NATIONAL SAFETY COUNCIL



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April 25, 1955

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TO ALL SPORTS CAR CLUBS:

For several years, the Greater Los Angeles Safety Council has enjoyed a fine working relationship with members of organized car clubs. And it has been our experience that, for the most part, members of these clubs are making a sincere effort to promote safety on our streets and highways.

We know, too, that much of the criticism of sports car drivers results from the behavior of a few owners who feel no responsibility toward their fellow motorists. Unfortunately, other members of the sports car fraternity must share the ill-feeling created by the few.

In an effort to recognize the safety efforts of organized car clubs and to assist them in reminding their members of their driving responsibilities, the Greater Los Angeles Safety Council has prepared a wallet-size safety pledge card which we are offering without charge to any car club requesting them. The cards list four safety rules and include a space to write in the name of the club. Members are asked to sign the cards and carry them as a constant reminder of their pledge to follow the rules of the road.

We will be happy to provide the cards to any club official who writes or calls the Greater Los Angeles Safety Council.

Sincerely,

J. T. Blalock
President

COOK METAL CO.
5752 Joanne Pl.
Culver City

OLYMPIC INTERNATIONAL MOTORS
5766 Hollywood Blvd.
Hollywood

WARREN'S SPORTS CAR SERVICE
460 S. La Cienega Blvd.
Los Angeles

A SPECIAL MESSAGE TO ALL SPORT CAR CLUBS from the NATIONAL SAFETY COUNCIL

Greater Los Angeles Safety Council CAR CLUB SAFETY PLEDGE

As a member of the _____
I recognize that driving is a privilege and that safe driving is a mark of good citizenship. I therefore pledge that I will—

1. Practice caution and courtesy on the highway
2. Obey all traffic laws
3. Confine all speed activities to controlled and supervised speed courses
4. Cooperate with the Greater Los Angeles Safety Council in its accident prevention program

(NAME) _____

DO YOUR CLUB MEMBERS HAVE A SAFETY PLEDGE CARD?

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San Fernando Valley FCCA — Gen. Petroleum FRUGALITY RUN

Under the chairmanship of Bill Levy and the cooperation of the General Petroleum Company, SVFC's Frugality Run is taking shape. To be held on Sunday, May 8th, starting officially at 9:00 a.m. The run will take participant over some scenic roads as well as traveled roads and back at the starting point some time in the early afternoon. The starting place will be the same as last year's start, the Mobilgas Station at Olympic Blvd., and Fairfax Ave., in Los Angeles.

Official Entry Blank

FRUGALITY RUN

SVFC - FCCA and GENERAL PETROLEUM CORPORATION

May 8, 1955

Entry Fee \$2.50

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.....

Waiver and Release of Liability

WHEREAS, SFVC-FCCA and G.P. CORP. is sponsoring a certain sports car event known as FRUGALITY RUN Starting in the County of Los Angeles, Calif. on May 8, 1955 and the undersigned desires to personally participate and enter his automobile in said event or events, and

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 SFVC-FCCA and G.P. CORP. 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

Mail Entry Blanks To —

Bill Levy
 7037 Hayvenhurst
 Van Nuys, California

—For additional information phone—

Bill Levy - ST 6-1673

Lee Baker - DI 3-9459

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The Latest... By DICK SHERWIN

Looked over the Parkhouse brother's new location last week and think that they have found a virtual gold mine of a location on La Brea Blvd. Jack tells us it's all of 10,000 sq. ft. Their grand opening around the 15th of May should be an interesting couple of hours for any sports car owner.

Ken Hollis, owner of the Austin-Healey that appeared on the very first cover of this magazine, is being assigned a job in Japan. Say's he'll cover the Oriental sports car field for us. Thanks Ken!

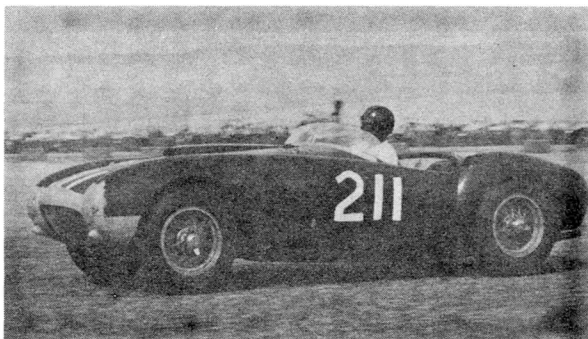
Elsewhere in this issue is a half-page ad sponsored by the 500 club of America. They are raffling off Bob Powell's formula III 500cc racing car. As you know Bob had a fatal accident at the last Willow Springs road race and the proceeds of this raffle will go to Bob's mother. This car, incidentally, is entered in the L. A. State College concours May 13, in the competition class.

Two more items of worthy interest are the Santa Monica FCCA Sun-Air Rally and the Santa Rosa Rose Festival Charity Road Races. Both events proceeds will go to charity institutions. The Sunaire Rallye is on May 14th, and further information can be obtained by calling Buz De Bardas at BR 2-6241. Space limits us from giving full details on the Rose Festival Road Races we would like to give it a larger spread. It will be held on May 14th and 15th. All inquiries should be sent to P.O. Box 2042, Montgomery Village, Santa Rosa, Calif.

Here's hoping that the licensing hassle between SCCA and California SCC is soon resolved. Such bickering doesn't further sports car racing activities in this area. However, it is reported by Ann Evans, Calif. SCC Secretary, that Calif. competition licenses will be accepted by SCCA at Bakersfield. Holders of Jr. Calif. licenses will be required to take a drivers test during Saturday practice, though.

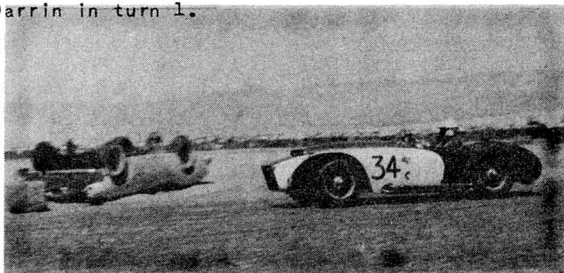
The Journal would be more than happy to accept any items of interest in the way of features, stories, articles or pictures. If you would like to contribute your talents let us know.

The National Secretary of 4-Cylinder Club is Betty M. Warren. Her address is 1720 Pine Ave., Manhattan Beach, Calif.



Jack McAfee wins top honors driving a 4.5 Ferrari Mille Miglia

Ed Wilder in a Jag Special passes the overturned Darrin in turn 1.



Palm Springs ROAD RACE

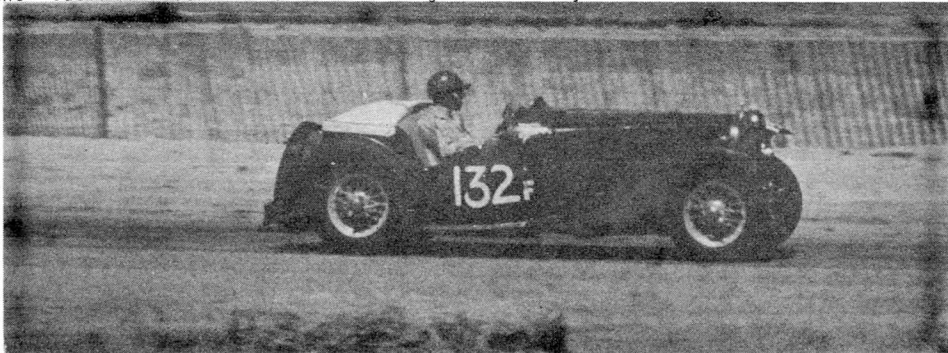
BY ED ENFIAJIAN

California Sports Car Club, as usual, came through with a very enjoyable two days of racing March 26 and 27. Weather was excellent throughout the weekend, although a bit warm at times.

Most exciting and dramatic of the running was Ken Miles dualing with Harry Hanford in the Lotus MG in Sunday's Consolation under 1500cc race, and with Cy Yedor in Ken's old MG in the Main Event under 1500cc. Both races were a seesaw between Miles and his opponent with Number 50 winning both times.

Miles was allowed to race in the Main Event over 1500cc where he came in seventh overall and first in class. Thus Ken collected three firsts in one day--quite a showing. However after the race two protests were filed against Miles, one charging illegal fuel, the other improper fenders.

Duane Feuerhelm took the checkered flag in Saturday's first race with his stock TC.





Bill Pollock in the Baldwin Mk II taking the first turn close to the hay bales. Bill took an early lead, finished second.

General Petroleum's laboratories report that the fuel was legal after their chemical analysis. However California's Contest Board upheld the fenders protest thus disqualifying Miles' wins. Congratulations to a Board and a Club which has the courage and honesty to uphold a protest against its own President. This is as it should be; California Sports Car Club has thus done much to uphold the integrity of Sports Car Road Racing.

A week before Willow Springs, Duane Feuerhelm had the bad fortune to flip his MGTC on the dangerous and tricky last turn almost totaling it. Duane not only showed up at Palm Springs; but on Saturday he came up from almost the last starting position to win the stock MG race.

Porsche dominated the under 1500cc Production Race Saturday with James Dean of Hollywood fame winning in his Speedster. But Jim(Porsche Chaser) Parkinson was right up there among the German cars in his 1500 TF placing fourth. Obviously out cornering the rear engined cars, Jim just didn't have it in the straights.

Sunday saw Ray Sinatra overturn his stock Darrin on the first turn. The car rolled slowly and sedately over, only once, and landed completely up side down in a clowd of dust. Ray escaped with only a dislocated shoulder, but it is reported that he will be unable to drive for six months.

Ray Sinatra in a Darrin overturning in Turn One.



The Main Event over 1500cc on Sunday was a thrilling battle between Jack McAfee in a 4.5 Ferrari and Bill Pollack in the Baldwin Mk II. After about a third of the race McAfee pulled ahead and went unchallenged for the remainder of the race.

PALM SPRINGS RESULTS,

SATURDAY (All races 8 laps)

RACE 1 - Production under 1300cc

1. Feuerhelm, D. MGTC
2. Sinclair, S. MGTD
3. Burt, F. MGTC

RACE 2 - Production under 1500cc

1. Dean, J. Porsche
2. Johnson, D. Porsche
3. Bird, T. Porsche

RACE 3 - Modified under 3000cc

1. Beavis, G. Beavis Offy
2. Erb, H. MGTC S/Ch
3. Lowe, J. Frazier-Nash

RACE 4 - Formula III

1. Morrow, H. Cooper V
2. Myllenbeck, W. Cooper VIII
3. Poe, E. Hodge Podge

RACE 5 - Modified under 1500cc

1. Yedor, C. MG Special
2. Eschrich, W. Offy Special
3. Thuesen, M. Meyer-Drake Sp.

RACE 6 - Production over 1500cc

1. Austin, J. Jaguar 140MC
2. Conklin, S. Jaguar 120M
3. Critchlow, C. Jaguar 120M

RACE 7 - Ladies

1. Sawyer, P. TR2M
2. Lowe, M. Frazier-Nash
3. Hoppe, H. Jaguar 120

RACE 8 - Modified over 3000cc

1. Pollack, B. Baldwin MKII
2. Bamford, T. Cad Allard
3. McAfee, J. Ferrari MM

SUNDAY
(10 laps) RACE 9 - Consolation under 1500cc

1. Miles, K. (Disq.) MG Special
2. Hanford, H. Lotus MG
3. Conroe, J. Porsche

(10 laps) RACE 10 - Consolation over 1500cc

1. McGregor, J. Jaguar 120
2. Wilder, E. Jag Special
3. Knowe, B. TR2M

(27 laps) RACE 11 - Main Event under 1500cc

1. Miles, K. (Disq.) MG Special
2. Yedor, C. MG Special
3. Dean, J. Porsche

(42 laps) RACE 12 - Main Event over 1500cc

1. McAfee, J. Ferrari MM
2. Pollack, B. Baldwin MKII
3. Morgensen, D. Morg. Special

Women's Angle

BY- Josie von Neumann



The story of the week was the running of the Sebring race., In fact it looks as though it might be the story of several weeks. My disappointment over not being able to attend was made even more accute by the ensuing hassle over the winner. I'm most unhappy over not being able to put in my two cents worth.

I have very little to say about the whole situation as I was not an eye witness, however, it seems to me that our foremost American "Sportsman" isn't very sporting.

It has been mentioned that since this is a women's column, it should be slanted a little more toward the female side of things such as fashions, etc., rather than the speech making type of thing usually done by my good friends (I hope they are still friends after this!), Roger and Al. I would like to hear from you readers as I feel you should be the ones to make the choice.

Speaking of women, I've had several inquiries about the Women's Sports Car Club which pleases me greatly as it is truly a constructive organization and it is most gratifying to see such interest in its activities. Any women interested in becoming members may obtain information by writing: Pat McAfee, 2608 Oak Ave., Manhattan Beach, Calif.

The Chronicle Of Aston Royce...

Does Jim Pollack realize that he is responsible for a premature birth at turn five due to his screaming and hooping description of the Palm Springs Races. Calm, boy... we race cars, not tonsils.

What Ray Sinatra could learn from Maxine Elmer about driving Darrins would fill a Henry J. Incidentally, the Darrin that was rolled was repaired for a total of \$42.00, which speaks well of both Mr. Darrin and Fiberglass construction.

It sure is a pleasure to behold a real gentleman and racing "bug" like Harry Morrow and his great gang of five hundred boys compete, race after race and maintain that high standard of both spirit and willingness. There are some true sports car competitors left.

"La Opinion" of Ignacio Lozano dropped fifty points after his typical "bad boy" conduct at the Time Trials at Willow Springs. You can't win them all 'Ignatz' and timed attempts are limited to two to a customer regardless of importance... you didn't say may I.

"Jolly" Roger Barlow will be seen on the racing scene this summer and in a hot D.K.W. This little car should steal some of the limelight from the Panhard babies and the Volks folks.

Ken Miles!! If you don't start acting like the nice boy you used to be well you can just turn in your green rompers... Now about your fenders...

Ernie McAfee has quit as Activities Chairman of SCCA. Could there be dissension in the ranks.

Jimmy Dean acquitted himself very well, both as a driver and the brunt of some rather stupid questions down at the desert. In winning his class he upset the plans of one of our older racing stables and the hopes of one Tracy Bird. And in the interview department, well you tell me. How does winning a race compare to shooting a picture or better still, shooting an announcer?

If Tony Paravano is going to obtain suitable talent to drive his great collection, he best stop the silly business of approaching one driver, let's say a country fair boy like Bruce Kessler, and then at the last moment ringing in someone like the mechanics father who has never driven a sports car but has watched a lot. This happens to be an exaggeration on my part, but not so much as you might think. The original driver was short shuffled, then suffered the rest of the day from people's versions of how he drove. Tony... After Veterans Housing... What?

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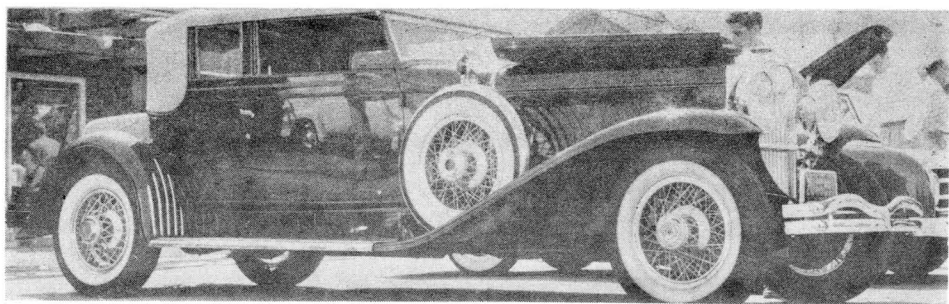
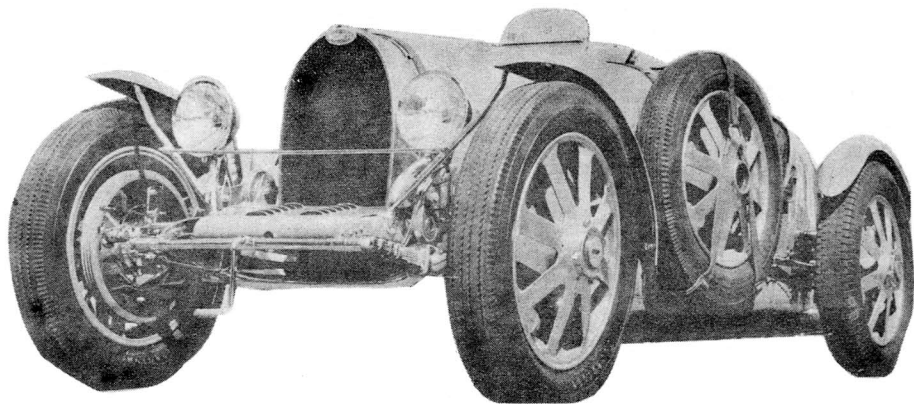
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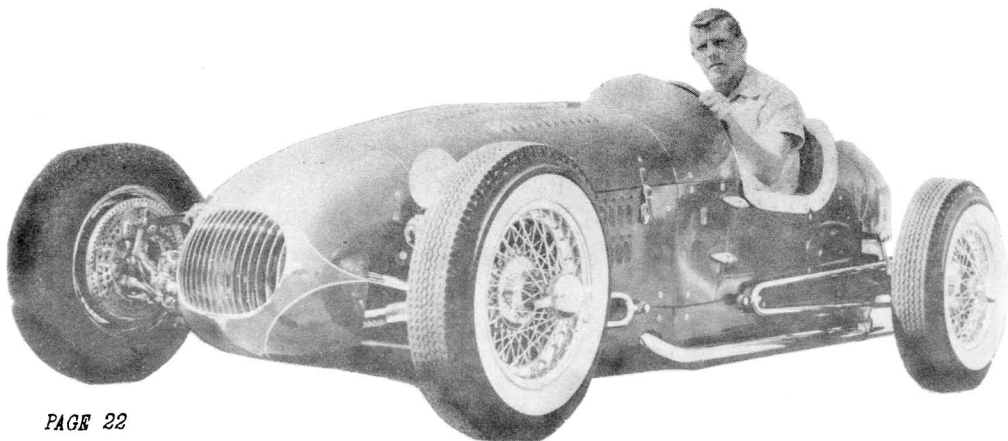
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CSCC Concours

California Sports Car Club scored another success Sunday, April 3, with their first annual Concours d'Elegance. The Concours, run for the Easter Seal charity, was highlighted by many interesting and beautiful cars. If 1955 is any indication of the future, this even should eventually come to rank with Pebble Beach and Ambassador Concourses.

Although failing to show up as expected at the Palm Springs Road Race Phil Hill brought his 1931 Pierce-Arrow (above) winning first in class and Best of Show. It seems that Phil is not only one of the United States best drivers, but he is also talented in the application of elbow grease and paint.



COUNCIL NOTES By Willard King

This column by Willard King is the first of a series dealing with the decisions and actions of the Southern California Council of Sport Car Clubs.

The April meeting of the Southern California Council of Sport Car Clubs was well attended, with representatives from practically all of the member clubs present as well as observers from several prospective member groups. Among these were the Desert SCC, Kern County SCC, Jaguar Owners Association, TC Motoring Guild, and the Western SCC (nee' West Coast Car Club).

First order of business, as always, was calendar revision. Long Beach Douglas SCC was given the date of July 10th for a rally, and Western SCC asked for and received September 18th, for a gymkhana to be held in the San Fernando Valley area.

All those present were sorry to hear that the Golden Gate Road Race is definitely out. As it was so succinctly put, the bird-watchers won out. SCCA Northern Region is considering a national hill climb as a replacement event.

MGCCA took the opportunity to thank the California Sports Car Club for their letter of apology and explanation in regards to the Concours-English Trials date conflict. This was, of course, in the nature of a slap at Santa Monica FCCA for their poor spirit of cooperation in scheduling a publicized rally on a closed date when there were two open date available in April.

Bitter comments anent our fellow columnist Aston Royce were heard from the Chair. Honest, Howard, we don't know who he is either.

Sumner Bennett, chairman of the non-racing committee, presented a rather involved formula for selecting an annual rally champion, this matter to be discussed further. Action on concours, gymkhanas, and by-laws put off until the May meeting.

Several delegates took the floor to urge that the racing committee expedite their investigation of the rapidly deteriorating situation regarding stock cars at road races. Seems that people are beginning to wonder why two supposedly identical cars can exhibit such radically different performances.

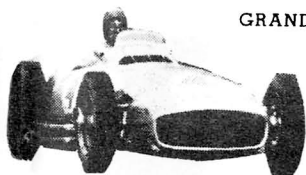
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News From The Valley

BY DORIS PRICE

Sunday, May 8th, is the day for the big Frugality Run, with the SFVC-FCCA and General Petroleum co-sponsoring this event. Mr. R. M. McEntyre, Manager Sales Promotion for General Petroleum, and the Valley Chapter promise a fine outing for the entire family. We have asked the weather man for a beautiful day, so shine up the "little Jewel" and see how little mileage it can get! The run will end in the San Fernando Valley, and entry blank enclosed in this publication. Trophies donated by Clem Atwaters of Encind Hamer Motors, San Francisco and Peter Satori of Glendale.

George Gregorys "Real Gone Rally" for March was a great success, with 48 cars participating, including one Triumph motorcycle with side car!

Our April 14th meeting was really something! The American Legion Hall was filled with "standing room only" to hear Ray Crawford narrate his fabulous films of the 1954 Pan American Road Race. Any one who has missed these films, and his commentary with them, has missed some of the finest entertainment I have ever seen.

WESTERN SPORT CAR CLUB

Their March entertainment was a picnic-gaggle on a lovely Sunday, expertly planned, and the membership turned out in full force as usual. The April meeting will start in their regular meeting place, Campo De Cahuenga, in North Hollywood every fourth Friday, September 18th is the day set for their gymkhana, and plans are already under-way to make this a big one. Many more events for the summer are in the making.

THE PORSCHE OWNERS CLUB

The first meeting in March at Campo De Cahuenga in North Hollywood had a crowd of 65 owners and guests. Thirty-five Porsches, parked on Lamkershim Blvd., practically caused a traffic jam, and we wonder what was thought of all those "foreign cars" just alike. Fred Bogler was spokesman for this meeting and George Gibbons will officiate at the April meeting. Dottie Bogler is acting secretary, publicity, mailing, for the present, and will be happy to answer any questions if you call her—Dickens 3-4025.

THE VOLKSWAGON OWNERS CLUB

This is not a S. F. Valley club, but just couldn't resist a word, as this organization seems to be going great! They had over 100 members and guests at their April meeting in Pasadena, and Norm Berry at Thornwall 8-0563 will answer any questions. He and George Shaffer will sell you on a VW in about 5 minutes conversation with them—these fabulous little cars really have loyal owners.

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Next month in this space there will appear an entry blank for the event. Reservations are urged for the brunch as last years event was a resounding success and this year an even larger attendance is expected.

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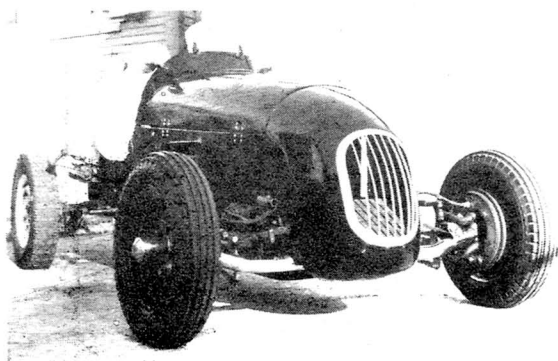
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