

West Coast

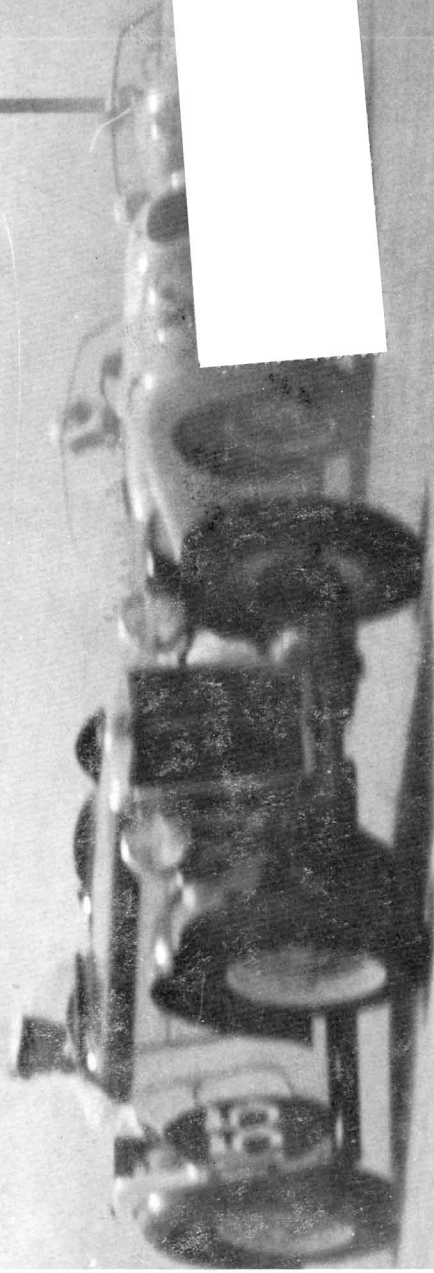
Sports Car Journal

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WEST COAST SPORTS CAR JOURNAL

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ANNOUNCING!

NEW LOCATION OF WEST COAST SPORTS CAR JOURNAL
912 N. VERMONT AVE.

LOS ANGELES 27, CALIF.

CALENDAR OF EVENTS

- JUNE 10-12 LONG BEACH MG CLUB GREAT WESTERN RALLY
(SEE AD)**
- 11-12 SAN FRANCISCO SCC 3RD ANNUAL GYMKHANA**
- 19 ROYAL COACHMEN MOUNT DIABLO RALLY**
- 18-19 TRI-COUNTY MG & VENTURA JCC HILL CLIMB—
WRITE BOB SEREY, SATICOY FIRE STATION,
SATICOY**
- 18-19 CSCC LA ROAD RACE—HANSEN DAM—(SEE AD)**
- 25-26 KINGS HIGHWAY 24 HOUR RALLY**
- 26 MGCCA GYMKHANA, TOWN & COUNTRY VILLAGE,
3RD AND FAIRFAX**
- 26 BOB DALTON'S 2ND ANNUAL CONCOURS
D'ELEGANCE (SEE AD)**



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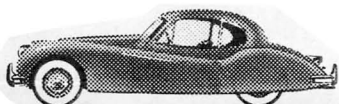
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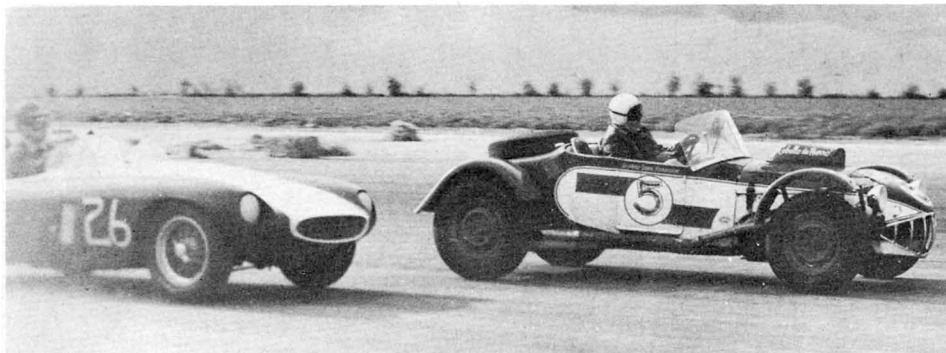


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Sterling Edwards in the new Monza Ferrari passing Ak Miller's Olds Special.

Bakersfield National SPORTS CAR RACES

By Art Evans

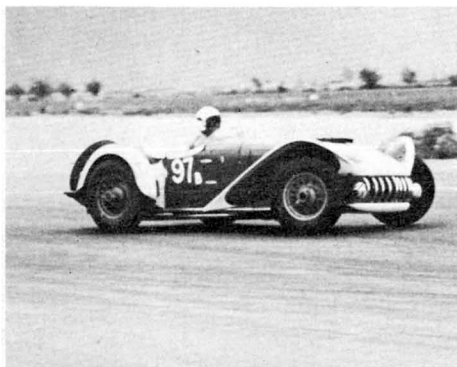
For the second time in a month rain dampened a California road race. After the swim meet at Pebble Beach, drivers and spectators were looking forward to a race with warm weather and sunshine. But this was not to be. With the start of the main event, rain and wind swept the Bakersfield course at Minter Field.

The track was lengthened to 3.2 miles. At one point a road was built specially for the race. All of the course except this section was on sunways and of concrete. The new section was blacktop. The runway leading to the new section is capable of holding 3 or 4 cars abreast; however the new blacktop holds only one car. This, and a combination of very soft dirt around the blacktop, made for tragic results.

In race 3, the San Juan Capistrano Trophy, Jack Drummond was killed when he overturned his Austin-Healy in turn 3, the new blacktop section.

In the fourth race Floyd Burt also flipped his MG-TC on turn 3 and suffered a dislocated left shoulder.

Continued next page



Bill Murphy in the Kurtis-Buick.



John Von Neuman's new 750 Ferrari.



Formula 111s put up an exciting show



John Russell's M3 Special.

BAKERSFIELD *Continued*

Although rain-drenched, the main event was exciting. Ak Miller jumped to an early lead in his Olds Special, but failed to negotiate the first turn. After a few laps, Sterling Edwards in his Monza Ferrari pulled ahead of the crowd and maintained his lead for almost 20 laps.

But Jack McAfee was steadily threading his 4.5 Ferrari through the pack. Every lap he cut down Edwards lead by a few seconds. Finally he made his bid and passed Edwards. But only a lap after taking the lead, Jack went into turn 2 too fast and spun out. Edwards then passed and McAfee took out after him like he was dragging at Pomona. Consequently he went into turn 3 too fast and did a slow roll. Soon after the race was called and Edwards proclaimed the winner.

Bakersfield Road Races this year were pretty poorly organized and managed. Faults in track construction have already been mentioned. The course was also too long. Because of hitches of one kind or another there was too much time between races. The race was boring to the spectators and hazardous to the drivers participating. Clubs and race organizers had better get on the ball, because if there are many more races like this and Willow Springs there won't be any more races here.

Incidental Observances:

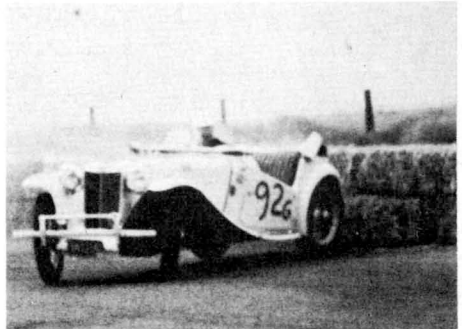
Riddell (Rocket) Gregory (Maston's brother) working the blackboard for Ace Springer Jones. Rocket reports that he and his family will now make their home in California. Texas' loss is our gain.

George Rosenthal alternating as driver with Al Newlon in Al's TR2.

Johnny Von Neuman and daughter Josie in new Italian machinery.

Absence of some top CSCC drivers. Seems they were boycotting the race.

Continued next page



MGs having trouble on the dangerous third turn. One rolled, the other spun.

PRODUCTION AND MOD. OVER 1500CC

1. STERLING EDWARDS MONZA
2. JOHN VON NEUMANN MONDIAL
3. AK MILLER OLDS. SP.
4. ROBERT CARDWELL ALLARD
5. DAN DRISCAL LINCOLN-FORD
- B MILLER
- C DRISVAL (M) JERRY AUSTIN XK140 (P)

PROD. AND MOD. OVER 1500CC

- 1 S. EDWARDS MONZA
- 2 J. VON NEUMANN MONDIAL
- 3 AK MILLER OLDS. SP.
- 4 ROBERT CARDWELL ALLARD
- 5 DAN DRISCAL LINCOLN-FORD
- B MILLER
- C DRISVAL (M) JERRY AUSTIN SK140 (O)
- D EDWARDS (M) RAY MOORE A-H (P)
- E JAMES FARREE FRAZER-NASH (M)
- AL NEWLAN TR2 (P)

PROD. AND MOD. UNDER 1500CC (25 LAPS, 80 MI.)

- 1 VON NEUMAN PORSCHE 550
- 2 G. BEAVIS BEAVIS-OFFY
- 3 HARRY CHAPMAN OSCA
- 4 MANIN PLAYAR MG SP.
- F VON NEUMAN (M) SPRINGER JONES PORSCHE (P)
- G JOHN KUNSTLE PANHARD DUANE (P)
- H JIM ORR PANHARD (M)

III

- 1 JEAN BACKER CASPR 500
- 2 RALPH ORMSBEE COOPER Mk VI
- 3 BILL PATTISON SP. 750

LADIES (6 LAPS, 19 MIN.) MI.

- 1 MARIAN LOWE F-N
- 2 JOSIE VON NEUMANN
- 3 JANE MCBRATNEY MORGAN

PROD 1300 TO 2000 M750-1300

- 1 PLAYAN MG SP.
- JOHN KUNSTLE PANHARD S/CH (2)
- 3 JAMES DEAN PORSCHE
- E JOHNSON
- F PLAYAN (M) DEAN (P)
- G KUNSTLE

PRODUCTION OVER 2000 M OVER 1500

- JIM SEELEY CANNON MK. IV (1)
- 2 AK MILLER
- 3 HAROLD ERB TC S/CH
- B MILLER
- C JONES (P) SEELEY (M)
- D ROBBIE ROBINSON A-H (P) ERB (M)

PROD. ALL LE MANS

- 1 IGNACIO LOZANO XK120
- 2 JERRY AUSTIN XK140
- 3 TERRY HALL M-B 300SL
- 4 (C) LOZANO
- D. HALL
- E AL NEWLAN
- F SPRINGER JONES PORSCHE
- G DUANE FUERHELM MTC



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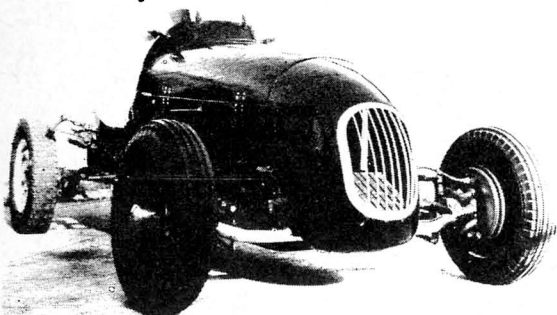
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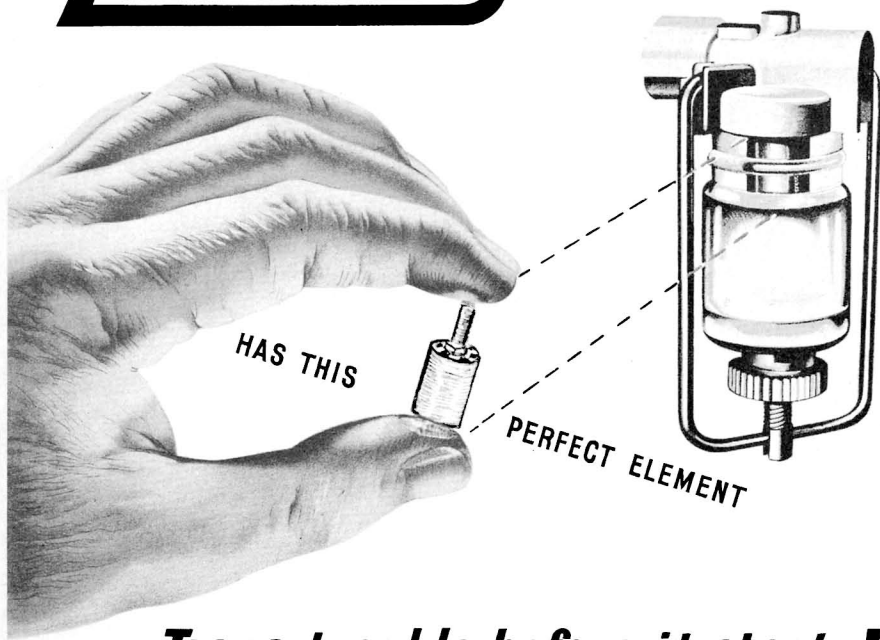
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The Latest.. BY DICK SHERWIN

Sorry to hear about Jim Price's accident the other day. Jim had a head-on crash with a truck in his Jag but from what I understand the truck took a worse beating than the Jag. Jim wasn't seriously hurt but did get shaken up a little.

Watch for the opening of Clem Atwater's new speed shop across from his Ventura location. Specializing in racing, rebuilding and engineering the shop will be under the supervision of Ken Miles.

Congratulations to the Parkhouse brothers on the opening of their new location on La Brea Blvd. They've acquired about twice the room that they had previously and much, much nicer facilities including a body shop and lube rack.

Colorful Al Torres will start a monthly column in the next issue of the WCSCJ. This issue brings another well known figure into its ranks. Maxine Elmer, one of the better-known woman race drivers, is joining her friendly rival Josie Von Neumann on the staff of writers for this magazine.

As this magazine goes to press the sad news reaches us that one of the most famous of all race drivers, El Maestro Alberto Ascari, died while making a practice run for the Monza race. This news shocks his many admirers and friends both in Europe and America. Ascari ironically met his fate on the same race course that his father, equally well known as his son, met his just 30 years ago almost to the day. In tribute to one of the greatest, this magazine will run a feature story in its forthcoming issue on the history of Alberto Ascari.

You may notice that the date of this issue is July instead of the regularly supposed June. Due to growing pains of a young magazine a little reorganizing had to be done and the deadline date established. Subscribers will not be cut back an issue. And, by the way, if you'll notice the full page ad in this issue regarding the mailing you'll notice that complimentary subscriptions are being cut down. This is due to the fact that in order to put a magazine out one must be able to have a few paid subscribers. Something this magazine needs a lot. We feel that the advances that this issue has over the first are terrific. The quality and coverage has also continued to expand and improve. So we feel that if we are appreciated enough our many friends will help to support "the fastest growing sports car magazine on the West Coast".

Last but not least, this writer predicts that two European cars will increase in popularity as the public learns more and more about them. I'm speaking, of course, about the Fabulous Panhard car and the economical and well built Citroen.

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LOCKHEED 24 HOUR RALLY

BY ED ENFIAJIAN

Robert H. Smith and Robert M. Merrill proved to be the top driver-navigator team in the Lockheed Club's 24 hour endurance rally held on May 21st and 22nd. This makes the third consecutive year that top honors in this "toughest of all" event have gone to members of the sponsoring club. LSCC also captured a fifth place, with MGCCA breaking into the winner's column for the first time with a third and a sixth. The remaining six trophies were scattered among six other southland clubs, indicating that no one club has a monopoly on rallying ability.

Led off by H. Wills-Watkins in a VW, the contestants left at one minute intervals and struck north on Highway 6 to Mojave, across to Highway 99 via Tehachapi, thence to California Hot Springs for a two hour layover. After a tantalizingly short cat-nap, the trail led to Visalia by way of Porterville, then south to Paso Robles. After leaving Paso Robles, the route led tortuously along a winding road to Morro Bay, then back inland to Atascadero. After a ninety minute stop in Atascadero, the course led south to Taft and Maricopa, then via Highways 399 and 150 to Ajai and Santa Paula. From here the coffee soaked, weary rallyists traveled along Highway 126 to the end check at Castaic Junction.

The entire course went a total of about 700 miles, and took within a few minutes of 24 hours to complete. The event was laid out with great care, and the Lockheed Club deserves a hearty commendation for a well organized rally.

Awards, given out at Hody's Restaurant on Sunday night, included both driver and navigator trophies, and stacked up thusly:

Position	Driver	Navigator	Car	Club
1.	Robert H. Smith	Robert M. Merrill	A-H 100	LSCC
2.	James Wilson	Harry Cotrill	MG-TD	JPLMSC
3.	Samuel E. Ewing	Phyllis Ewing	MG-TD	MGCCA
4.	A. S. Long	Bob Patterson	VW	LMBGC
5.	Howard W. Frank	Glenn E. Smith	A-H 100	LSCC
6.	James T. Roe	Willard M. King	MG-TD	MGCCA
7.	Bill Friedauer	Charles Moreaux	VW	CSCC
8.	Gil Geer	George Bowdey	Porsche	SDSCC
9.	Brian Gibby	Alfred Johnson	MG-TD	NAASCC
10.	Forrest Holmes	Fred Rosacker	Jaguar XK	Convair SCC

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San Fernando Valley FCCA — Gen. Petroleum FRUGALITY RUN

by WILLARD KING

In spite of the threatening skies the night before, Sunday, May 8 showed up clear and bright, and the FCCA-GPC Econorun got off to a fine start. The officials had the situation well under control and things moved like clockwork as regards entering, scrutineering and fueling up.

Leadoff car was a Mark VII Jaguar driven by William Millar. Following up were cars of every description from Citroen panel trucks to a Mercedes 300 SL. The doubtful privilege of being the last car out fell to John Foster in his familiar TF-1500, who was the 139th car. This size turnout surprised even the most optimistic of the event officials.

The route, which was laid out very ably by Bill Levy of Valley Chapter, followed a course which led from the start at the Mobilgas Station at Olympic and Fairfax, west to the Pacific Coast Highway, north through the Santa Monica and Santa Susanna Mountains to Simi Valley, then back via Box Canyon Road and the San Fernando Valley to the finish at the Mobilgas station at Laurel Canyon Blvd. and Pendleton Ave. The run was approximately 100 miles long, a large percentage of it through mountainous terrain.

Class A.

- | | |
|------------|---------|
| 1. Crouzet | Panhard |
| 2. Haggat | Citroen |
| 3. Metcalf | Citroen |

Class B.

- | | |
|------------|--------|
| 1. Dewey | Morris |
| 2. Foster | VW |
| 3. Naidorf | VW |

Class C.

- | | |
|--------------|---------|
| 1. Carlson | MG |
| 2. Dickinson | MG |
| 3. Halpern | Hillman |
| 4. Jones | Porsche |
| 5. Peet | Porsche |

Class D.

- | | |
|----------|------|
| 1. Allee | A-H |
| 2. Engle | TR-2 |
| 3. Cooke | TR-2 |
| 4. Merys | TR-2 |

Class E.

- | | |
|-------------|--------------|
| 1. Grossi | JAG |
| 2. Cantwell | MG-Stude |
| 3. Smith | JAG |
| 4. Frazier | Nash Rambler |



Francois Cruzet proudly displays his Panhard sedan in which he captured first place in the SFVC-FCCA Mobilgas Frugality run.



Sam Hanks... Man of the Hour

by DORIS PRICE

One of our most colorful personalities in professional racing, and making his debut in sport car racing at Sebring, this year, is our own Burbank boy, Sam Hanks.

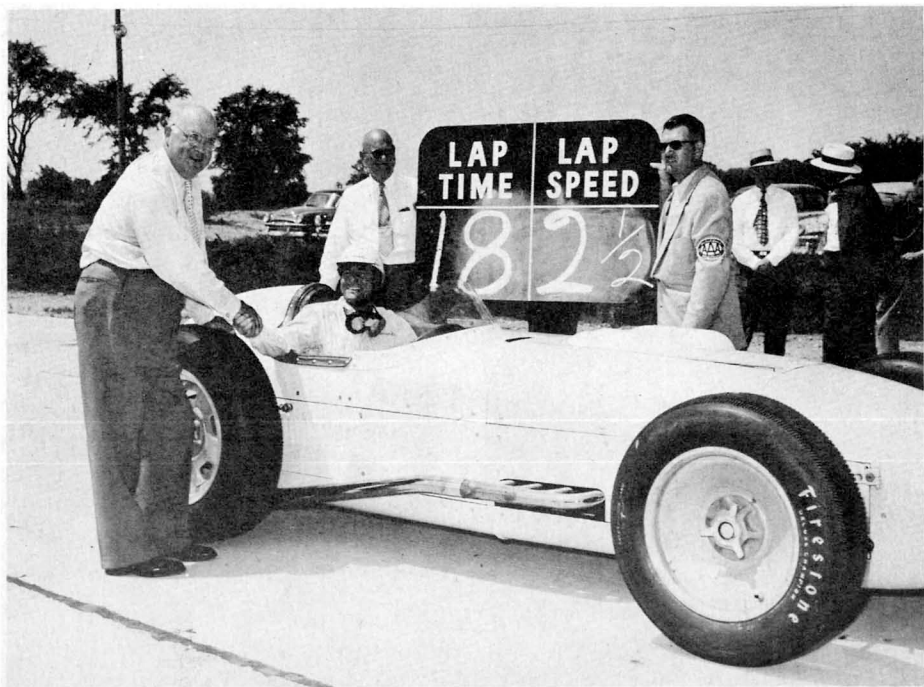
He is starting his 20th year in racing, and is out to win the 500 mile Indianapolis race May 30. This year the cockpit of his Indy car will be ventilated, so there can be no re-occurrence of the burned foot he received last year in an improperly ventilated car, which kept him from wearing a shoe for four months.

Sam is a graduate of Alhambra High, and started his interest in racing when still in high school. He won the national midget championship in 1949, and says that his greatest thrill was in winning 5 midget races in a row at Gilmore, a record that still stands for that track. He was AAA Champion in 1953, and is the only man to win both titles. He is also chief tire tester for Firestone, and last year in the Firestone Special, he turned 144.115 miles per hour on the Indianapolis Speedway.

Bill Murphy and Sam Hanks teamed up to drive Bill's Kurtis-Buick in Sebring. Sam reports that it was an interesting race, but confusing at the start-finish line, and lacked the professional touch with flagman. They lost 18 laps in trying to fix a dead battery, finally got going — gained back all but six, then the car locked in high gear, finished the race to take second place in their class. In the non-professional sport car races, Sam is often seen in the pits with Bill Murphy — giving Bill his support in person!

Mrs. Alice Hanks is a very pretty blonde, and is a wonderful partner for Sam, she has his same charm that makes him one of our most popular drivers here in the Southland.

He has always been a favorite speaker at meetings, and has been the guest of several Sport Car Clubs, where he shows his films of the '500' and has a good question and answer session following the film, with the leadfoots in the audience. He sells those 'red-hot' Buicks at Bill Murphy's when he is here in California, and from what we hear, is a top salesman!



The Chronicle Of Aston Royce...

The 500cc bunch has again proven itself a great gang by their efforts on the Bob Powell Special. Not only did they finish the car so it could be raffled for the benefit of the late Powell's family but have donated much time to the sale of benefit tickets for this cause. Let's get behind Harry Morrow and his gang to insure this endeavor. (Tickets can be obtained through WCSCJ.)

A Ferrari is by itself a thing of beauty. A red Ferrari, Monza that is, is quite a load. But a red Ferrari Monza, driven by a red suited, German accented driver, with snakeskin seats (the Ferrari I mean) is just too much for a small man's mind.

Bill Doheny had all of Sunset Blvd. thinking that the Russians were in Pomona when he decided to test hop the new Doheny-McAfee Ferrari last week. Too much foot and not enough muffler made like Yma Sumac so the Blue Coats hauled "Big Bill" down for a small chat. Oh, the wonders a name will do—no ticket.

Francois "Scroggins" Crouzet is very quietly assembling a team of Panhards for Mexico as a surprise entry from the U. S. Sorry, friend, had to tell.

Tony Parravano gifted Bruce Kessler with a new Masarati helmet which should indicate that all's well with "little lead-foot" and the builder. And more new Ferraris are on the way. What do you think the poor folks are doin'.

I wonder how many witnessed the debacle at Bakersfield when the fire truck was called away on its first trip but had to wait until a race official moved his camera tripod and camera case that blocked the way. Now that's thinking for you.

While on the Bakersfield kick let's discuss the damage done when big boys and sportscar clubs both act like children. That meet was a mess as well as a bore and hardly a credit to the sport. Further inter-club bickering will only kill the game. What's even more important, it makes us all fair targets for the professional promoter that soon will wave \$\$\$ in front of owners and drivers.

Watch next month for my exclusive story on "What Detroit Means to Art Loring"!

Aston Royce

2nd Annual



GYMKHANA

SUNDAY, JUNE 26th, 1955,

at 9:00 a. m.

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SANTA MONICA FOUR CYLINDER CLUB OF AMERICA

"Sunair" Rally

The Santa Monica Sunair rally turned out to be quite a success as a total of 69 entrants turned out at the Santa Monica Sears parking lot May 14, to make this one of the most interesting rallies of the season.

Highlighted by several "incidents" with the local law enforcement officers (nothing serious) the rally covered a total of 91.73 miles through Southern California territory and lasted an approximate three hours. A bit of excitement was added to the evening when an MG was picked up in front of Pokey's for running a stop light and the driver was found quite "enebriated". (He wasn't on the rally however so quite a few people were relieved.)

17 different clubs were represented at this benefit for asthmatic children and among the first ten finishing cars seven were from different clubs.

Buzz DeBardas, chairman of the rally, states that there were 17 different makes of cars on the run including many domestic models.

Name	Make	Total Error
1. Howard Frank	A-H	00:16
2. Bob H. Smith	A-H	01:16
3. Bill Doyle	A-H	01:32
4. Carmela Clark	M-G	01:36
5. Art Scholl	M-G	01:38
6. Dave Watters	M-G	01:39
7. Scott Harvey	Porsche	01:50
8. Ronald Rochester	M-G	02:34
9. W. D. Sweem	M-G	03:02
10. Janet Neely	Sun-T	03:02



What Next (?) A "moving" story of a man and his wife

by BUZZ DeBARDAS

Two years ago I bought a new M.G. and I guess I must have been bragging a bit about my driving skill because Ruth, my little woman, and I go into long-winded arguments about who is the better driver — Ruth in her Unsupercharged DeSoto 6, or me in my M.G. This argument raged day after day and it didn't seem that we would ever have it answered.

I've been biding my time hoping some event would come up that would prove for ever and ever that I was the best (at least in my own home).

At last the event came up. My club was going to hold a Gymkhana which is a test of a driver's skill driving a sports car. This is a contest where you might start out in reverse, circle through some rubber pylons, back into a small garage-like area marked off with more rubber pylons and then come out like a bomb driving forward making fourteen U-turns between a double row of eggs. Go forward, backward, slide a bit, turn off the ignition, run around the car once, hop back into the car, drive around the course twice in reverse and that's it!

The person who doesn't knock over any pylons, run over any eggs, and arrives using the least amount of time, wins.

For weeks now something strange has been happening at my house. One morning I got up at 3:00 a.m. to find my wife Ruth missing. I dashed out to the garage to find out if whoever had stolen my wife had also run off with my car. Gosh, what a loss! The car was gone; in fact, some of the garage door was missing too.

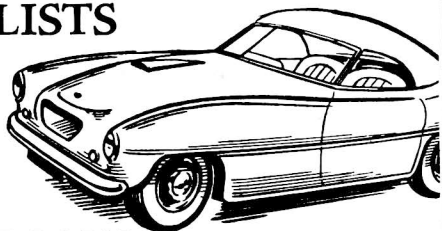
About this time I heard the ungodly scream of a motor turning up at least 12,000 R.P.M. I rushed out to the street and there was Ruth going like a bomb past the house in reverse. I understand now. She was practicing for the coming Gymkhana. This was to go on night after night. Each morning, between 12 and 3, there would be more wife, more M.G. and more garage missing. I didn't let on that I knew, although this running around in reverse seemed a bit silly.

Well, the big day arrived. Ruth and I agreed that I would drive first and when my turn came I felt that I did a good job. I drove through the course with a time of 3:27 and didn't hit any eggs or run over any pylons;

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therefore, my total was 3:27. According to the rules, each object you hit or run over adds to your time. An egg costs ten seconds, a pylon thirty seconds etc.

Now Ruth was up. As the first part was to be in reverse, she backed to the starting line. The starter counted the seconds off and the starting flag was dropped. Never in my life had I seen such magnificent driving. She backed through the weaving course of pylons a lot faster than I could have by going forward through them.

All the people came running to watch this female Novolari drive the course. They yelled and screamed and cheered her on. She was doing wonderfully until she backed into a small garage-like area marked off with pylons and had to pull out driving forward to another part of the course. The car wouldn't move! One of the officials ran over to assist her and it seemed that they talked for a long time.

Then he reached into the car and she was off like a misguided bomb. Her driving was truly a disgrace. She hit all the pylons, ran over all the eggs and generally drove like she was a blind drunk. A hush fell over the crowd and the ringing cheers died as she hit object after object, and then, at last, into another garage-like area and back out in reverse. The crowd started to scream as my female Novolari again came to life. The motor screamed as she flew between rubber pylons, backed between eggs at 42 miles per hour, and never hit, or even came close to touching an obstacle. Never had I seen driving like that before. For that matter, neither had anyone else.

The car flew across the starting line still in reverse (as the directions had called for), and the announcer called out her time. It was the best for the day, 1:01. In fact, it was at least two minutes better than anyone else had done all day. Then the announcer stated there was a slight penalty and would Ruth wait a few moments to get her corrected time. A hush fell over the crowd as the speaker boomed: "Running time, 1:01, penalty for hitting 47 eggs, six minutes, for hitting 16 pylons, ten minutes, for running over one official, two minutes — and the total time, including penalties, was 19:01."

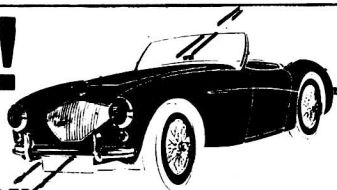
There were tears in Ruth's eyes as she drove over to me and I asked her what had happened. She explained by telling me that she had been taking the car out each night (which I knew) and that she had driven several hundred miles backwards and had become real good at it, but she had never once driven the car forward.

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Elmer's Tune

by MAXINE ELMER

Latest reports from Ann Evans today is that Hansen Dam is on again. This race is being co-sponsored by the Los Angeles Junior Chamber of Commerce and Los Angeles Orphanage. This will be our first opportunity to race in the L. A. area and also to show our little bombas running under officials. By the way the California Sports Car Club will honor S.C.C.A. licenses.

Would like to wish Bob Estes and Otto Zipper all the luck and success in their new business. Precision Motors, located in Beverly Hills between Robertson and Doheny. The opening night was a huge success which a few of our illustrious friends can vouch for. For my money they couldn't have been better cars, Porsch and V.W.'s, which are here to stay, and the Lincoln and Mercurys that Bob has in Inglewood.

Think the gals have finally come into their own in the racing field. And they drive a goodly collection of machinery too. Now is the time fellows to quit heading for that hot dog stand and pay attention. The entries for Santa Barbara isn't as large as usual, but here are just a few of the names. Josey Von Neuman in the Mondial, Pat Sawyer in Dorothy Dean's TR2, Marva Anderson in a Hairspin Special, Marion Lowe in a Frazier Nash, Janet Anderson in a Lincoln Ford, and yours truly in Reg Parson's Morgan.

Well, how many of you have been sweating out your CSCC competition license? Wow! In the past year racing of sports cars has definitely taken on speed and skill. With this should herald the curtailing of unsafe drivers. For years now we have been having scrutineering to make cars safer, and to even it all up licenses to make drivers safe. After all when that flag drops now, its who and what is going to get into that corner first.

Congratulations to Carol and Tom Chatfield on the arrival of their twin girls.

Dutch Darrin has decided not to race any more of his equipment, but the people who buy them can!

Jimmy O'Brien took delivery on his second Porsch this week which happens to be a Super with the Speedster gear box.

Bruce Kessler outfoxed Tony Parravano and bought Cy Yedor's M.G. Special formerly known as No. 25, and Ken Miles No. 50.

Sale of tickets for the Bob Powell benefit drawing is going nicely, but there are plenty of tickets left. Incidentally this car won its class at the concourse recently held at the Los Angeles State College. According to Harry Marrow the 500cc Club of America plans a Bob Powell Memorial race each year.

Well Leadfoots, hot shoes and enthusiasts, this will be 30 for now, but with the next issue hope to have some goodies from Santa Barbara and Hansen Dam. See you there.

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CLUB NEWS

NEWS FROM THE VALLEY.....

by DORIS PRICE

SAN FERNANDO VALLEY FCCA

Be sure to be at Clem Atwater's, 15531 Ventura Blvd., Encino, at 8:30 sharp, on Sunday, June 12th. This will be for the "Look-Out" Rally! Bob Cottam, Rally-master, promises a rally on the European idea, in three parts. Not only a good navigational exercise for the enthusiast, but a scenic drive for the family. Swim suits and a picnic lunch will be in order for the finish, which will be at one of the prettiest spots on the coast.

John Foster's "Little Monte Carlo Rally" is also reported as a fine event, with 57 cars competing. At the finish in Apple Valley, a Gymkhana as a tie-breaker came as a complete surprise to the contestants.

Happy to say our first lady, Kay Dorsett, is feeling better, and little Eileen Berry is well and zipping around in that cute VW. A nice guy to have around when there is car trouble is Pat Patrick. He has helped several contestants on rallies with motor trouble, etc., and has offered the use of his truck on events, complete with tools. Al and Lee Baker are getting the Healy ready to race! Good luck.

NATIONAL FCCA by John Foster, President

The National Board of Directors voted against holding any further "Motor Sport Week" and chose instead to hold one big event every 3 or 4 months. Many people feel that club event participation is at a low ebb. I think it was never higher, but because of the growing number of clubs offering such an increased variety of events, and the calendar still only offers us 4 and occasionally 5 weekends a year, that seems to be the answer. When Glendale FCCA was the only non-racing car club, each event was attended by 100 cars and 100 to 300 people! When local membership became over 700, National was formed, with the FCCA to be broken down into chapters. Nowadays, with ten Local Chapters of FCCA operating, plus all the many other fine clubs, one wishes that the weekends could be given up to working and the weekdays to enjoy 'the Sport'.

We have had two National events: the Santa Anita's December Rally with over 100 contestants, and the San Fernando Valley's Frugality Run, which drew 137 light-footed 'economists'. Both were successful in every respect and hearty congratulations and sincere thanks go to the hard-working crews who put them on, and to the enthusiasts who made their efforts so worth-while. Watch for National events in the future and mark them a must on your calendar!

PORSCHE OWNERS CLUB

About 50 members and 25 guests enjoyed the April meeting, with Dusty Mahon showing his famous films as entertainment. (Wasn't this a good turnout, as the meeting was the day after Pebble Beach Road Race.) The June meeting will be held at Campo de Cahuenga on June 20th, and again for information call Dottie Bogler, DI. 34025. She will be there to answer now, and if you had trouble getting her last month, she and Fred took the new Porsche Roadster on a 7000 mile trip. Had fun too, and also gave some lessons about sport cars to folks that had never seen one.

WESTERN SPORT CAR CLUB

As entertainment this month, the club had a dinner on Friday the 13th, at the Bella Napoli on Ventura Blvd. This cute Italian restaurant and the WSCC seem to go well together! Their regular meetings are on the fourth Friday of each month at Campo de Cahuenga. Call Marlyn Verry, SU. 99991 for information about this organization.

LOCKHEED SPORT CAR CLUB

Apologies for not getting their copy in last month! At this writing, they have over 100 entries for the wonderful 24 Hour Rally. Lee Amaya, Rally Chairman, reports that 18 Sport Car Clubs are represented and 17 types of cars, including a Lincoln and Plymouth Station Wagon. John and Elaine Bond of 'Road & Track' are Honorary Marshals of this Rally.

GRAND PRIX SPORTS CAR ASSOCIATION

The Concours at Bob Dalton's should prove to be a duddy if the scuttlebut is true. Not 1, not 2, but 3 SS100's will compete for top honors. Also featured will be Dale Runyan's fabulous dual O.H. cam MG. It should be quite interesting to watch this automobile in action. Also during the afternoon awards will be given to winners of the forthcoming MGCCA Gymkhana to be held at Town & Country parking lot. Drawing for the Bob Powell Kurtis midget will also be held. All of the Hollywood stars owning sports cars will be on hand — should be quite a Sunday afternoon!

500 CLUB.....

By Mike Siakooles

At Bakersfield on Saturday morning, in spite of rain, 13 Formula III cars were on hand for inspection and practice. It was the largest number ever to assemble for a race in the United States. By practice time a steady downpour made the course look like one designed for speedboats. After only a few laps, those that were still running, brought thir cars in. Poor visibility and wet pavement made the course extremely hazardous. Bent suspensions, from hitting the hay bales, could easily be seen without the use of a trammel bar. Hopes of having a good starting field for Sunday's race seemed futile.

On Sunday the 500 race was the seventh event of the program. At the sound of the little engines crackling into life, everyone looked forward with interest to some keen competition. The flag fell and Ralph Ormsby jumped into the lead. Harry Morrow and Jim Trimble were close behind battling it out for second. Unfortunately they both lost the battle, as mechanical failures ended the race for them. Doc Becker in his Cooper worked his way up from last starting position to wrestle the lead from Ormsby by the start of lap two. Third place was strongly contested now by a Cooper, an Effyh and a JBS. In the third lap, positions held pretty much the same. Bill Patterson, driving the Saikooles Special was in fifth spot and Ronnie Bracken not far behind in sixth. By the end of lap four, burned pistons and broken chains had taken their toll leaving all but three cars remaining on the course. Doc Becker's lead seemed incontestable and the final lap saw him an easy winner. Ralph Ormsby came in second and Bill Patterson took third; a lap behind using only third gear to uphold the honor of the homebuilt. The only Club mishap reported concerned Harold Tornow who slipped and fell on the wet pavement Saturday and suffered a badly bruised hand. The 500 Club is still young yet and growing pains are to be expected. But the enthusiasm and teamwork its members display will make future races as big and successful as the founders intend it to be.

Here are the final results in the National election of officers for the 500 Club of America:

Harry Morrow, President; Dr. Leon Becker, Vice President; Walter Korff, Secretary; George Shilala, Treasurer; Mike Siakooles, Activities Chairman.

Officers appointed for the Burbank region of the 500 Club were: Stuart Dane, Regional Executive; Roy Horine, Secretary and Treasurer.

COUNCIL NOTES

by WILLARD KING

The first action of the May meeting of the Southern California Council of Sport Car Clubs was to vote in the new Porsche Owners Club as a member club. Present as observers were delegates from the Silvergate Sport Car Club of San Pedro.

A total of eight changes and additions were made in the events calendar, which will be noted in the "Journal" calendar in another section of the magazine as the dates approach.

The meeting was highlighted by the red-hot controversy on racing licenses. The crux of the problem is that SCCA National Headquarters has set up certain standards in regards to racing licenses which must be met in order to compete in their races. CSCC feels that the requirements are too severe, and has threatened to boycott all future SCCA races unless the rules are relaxed. The situation is stalemated at the time of this writing, with neither club disposed to compromise.

Later in the evening, the rules recommended by the Gymkhana Committee were approved, subject to several possible amendments to be presented at a later date. The rules as now set up outlaw "gimmick" gymkhanas and set up a system of classes. Provision is also made for a more equitable system of awarding team trophies and for establishing a minimum number of place trophies.

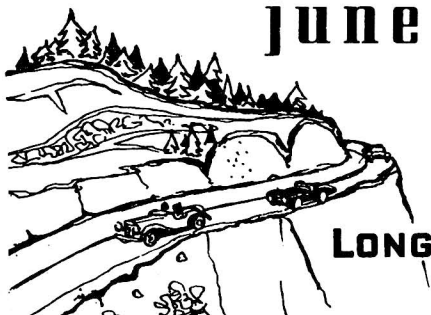
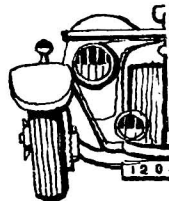
Motion was passed to permit individual FCCA chapters to become full fledged council members, with FCCA National to continue to represent those chapters which do not choose to send delegates.

A rather acrimonious debate arose regarding date conflicts, the matter being temporarily settled by passage of the MGCCA motion to require that all spectator events be placed on the calendar. Due to the loose wording of this motion, it is likely that amendments are in prospect exempting closed club gymkhanas and time trials from this ruling. Previous to this, the CSCC motion to remove closed club road races from the calendar was voted down, the feeling being that this motion would pose a great danger to any non-racing event date, as it would allow the larger clubs to give a closed road race on another club's major event date. It is likely that we haven't heard the last of this matter as yet.

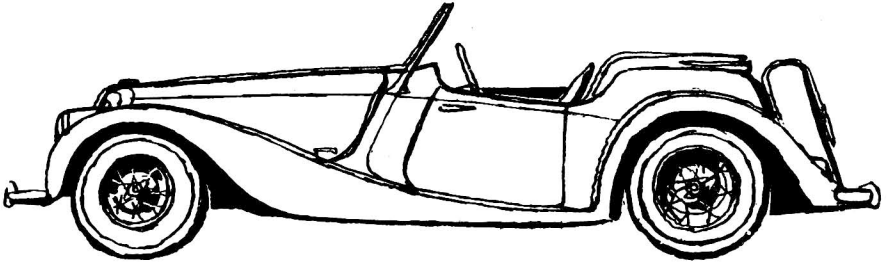


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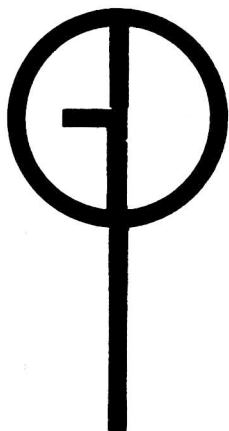
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