

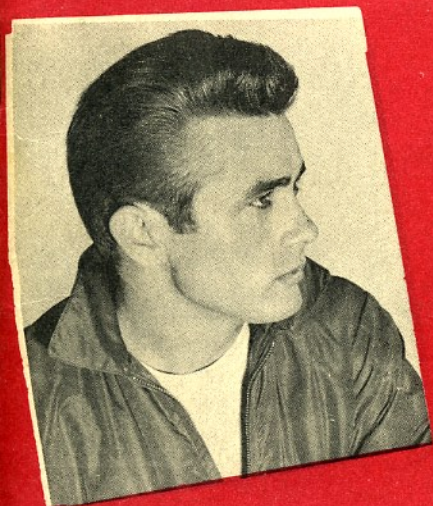
VOLUME II

NUMBER I

JANUARY

*West Coast*

# SPORTS CAR JOURNAL



## JAMES DEAN'S LAST RIDE

*THE CHECKERED FLAG*

by BILL BARRETT

# GENE KLEIN



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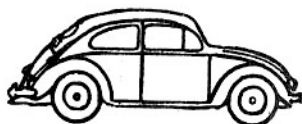
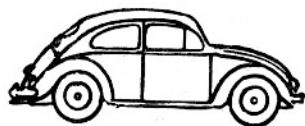
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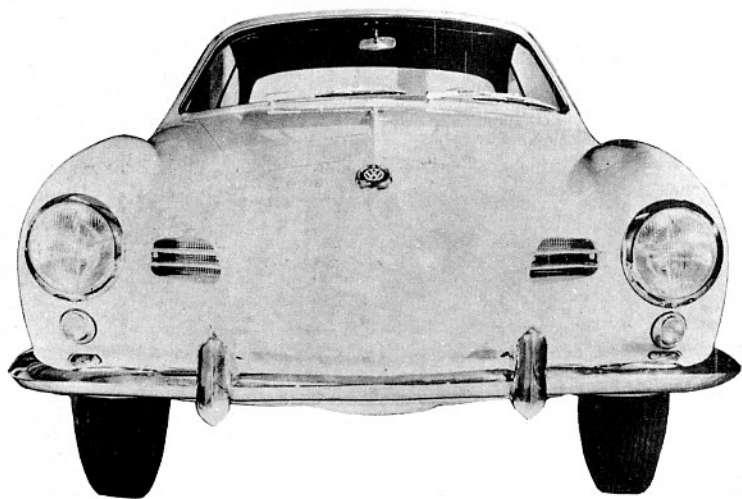


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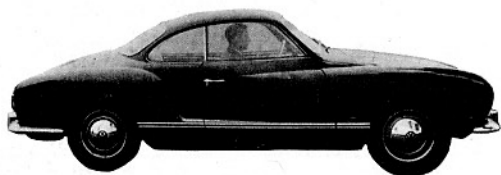


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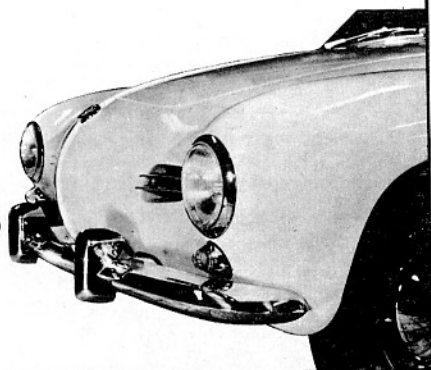
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COVER BY DICK SHERWIN

*John Von Neumann, Ferrari Monza, passing family member Josie Von Neumann, Ferrari Mondial, at recent Glendale Road Race, sponsored by Sports Car Club of America.*

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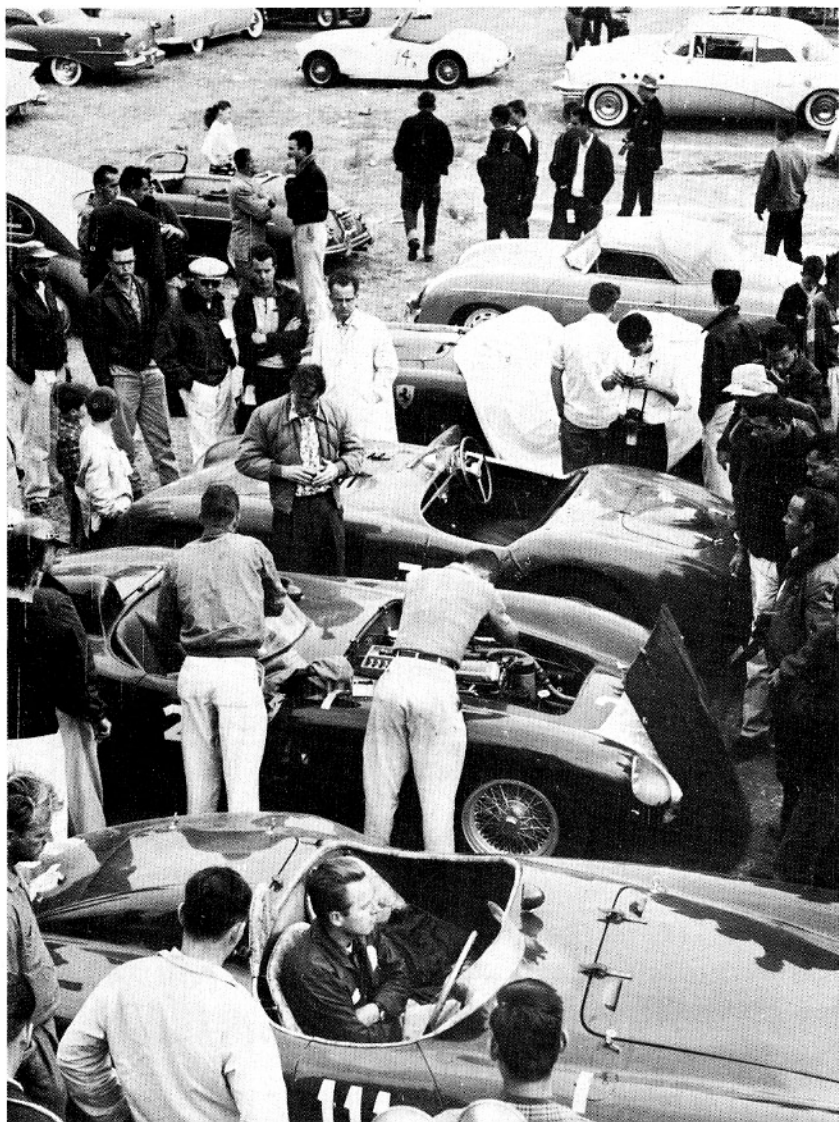
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## Glendale International Road Race

by JOE WEISSMAN

Your reporter had the unique experience after two years of officiating at and witnessing local road races, namely from the start-finish straightaway, of covering the First National Glendale Sports Car Races from the vantage point of both the high speed and boulevard stop turns, which has renewed your reporter's confidence in the ability of most of our local drivers.



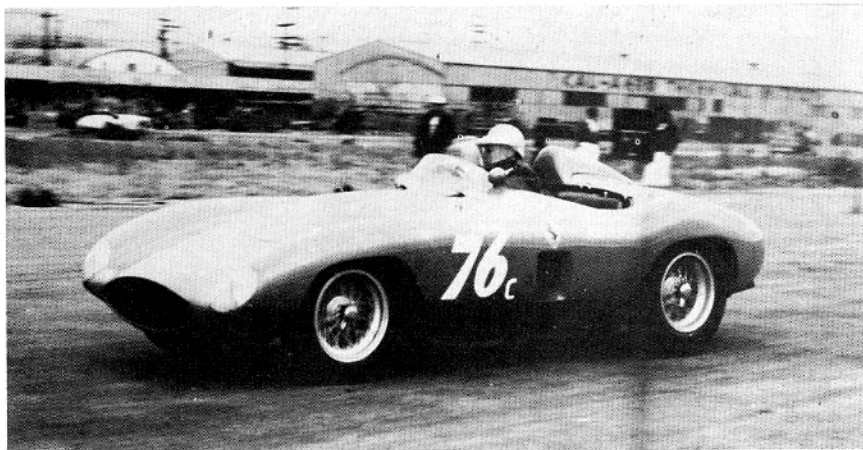
Bill Murphy turned in a beautiful job of driving, as he always does, in his new Kurtis-Buick.

Unfortunately the weather was of the pneumonia variety and only the die-hard sports car fans were present to witness some excellent and well organized races.

The 50 lap, 115 mile main event was easily a one-man show for the Southland's own Phil Hill, driving a Ferrari Monza, at an average speed of 103.2 miles per hour over the tricky 2.3 mile course at Glendale's Grand Central Airport. Ernie McAfee in Bill Doheny's new 4.4 Ferrari was a full lap behind Hill. McAfee, a pre-race favorite, suffered from engine problems after the tenth lap. Jack McAfee took third place in a 4.9 Ferrari followed by Bill Murphy in the short wheelbase Buick-Kurtis.



Phil Hill had it all the way in this sleek looking Ferrari at the Glendale Road Race.



Second place winner Ernie McAfee seemed to develop engine trouble with his Ferrari.

The 50 lap, 115 mile semi-main event for under 1500cc modified cars, was reminiscent of the last Santa Barbara Sports Car Road Races with only a slight change of cast. It was a "cat eat dog", bumper-to-bumper duel between Johnny von Neumann in his 550 Porsche Spyder and Seattle's Pete Lovely, in his one-of-a-kind Porsche-Cooper. Von Neumann held the lead in the early stages of the race only to be passed by Lovely, who steadily increased his lead until your reporter observed von Neumann back in first place with Lovely many seconds behind with an automobile somewhat damaged by the proverbial "inanimate and immovable object". From this point on, some very determined driving took place with von Neumann's lead constantly being reduced by Lovely and Jack McAfee in another Porsche 550 Spyder gradually whittling away on both von Neumann and Lovely, until Lovely repassed von Neumann to go on and win the race, with McAfee on von Neumann's heels, gaining in the turns and losing his advantage in straightaway acceleration, to finish in that order with Bill Thomas in his newly acquired Porsche 550 Spyder in fourth place.



First in Class no. 59 Morgan driven by Bob Oker made an impressive victory.





Al Torres giving the checkered flag to first in class winner Rudy Claye in a 300SL

The 15 lap under 1500cc production race was easily won by Dale Johnson driving a Porsche Speedster, while Rudy Claye in a Mercedes 300SL took first place in the 15 lap, over 1500cc production race.

In retrospect your reporter feels that congratulations should be extended to the Sports Car Club of America on their conduct in presenting the race, and it was unfortunate that the weather and an apparent lack of publicity resulted in what must have been a substantial monetary loss as a result of the races.

ohn McLaughlin shown driving John Williamson's Arnolt-Bristol in Sunday's Main.





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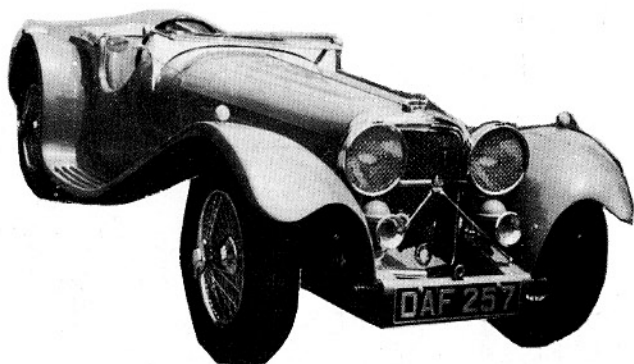
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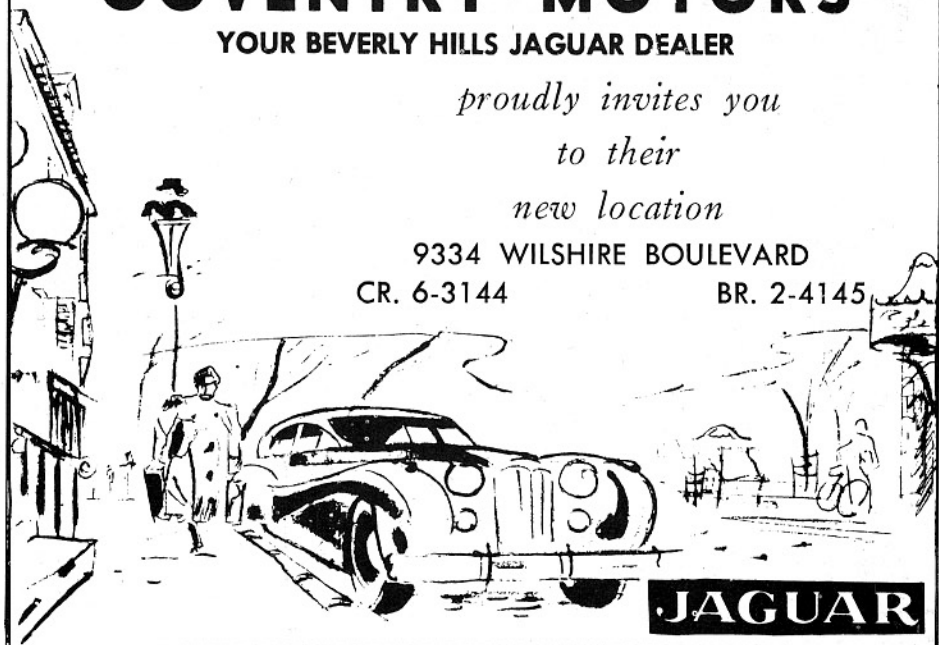
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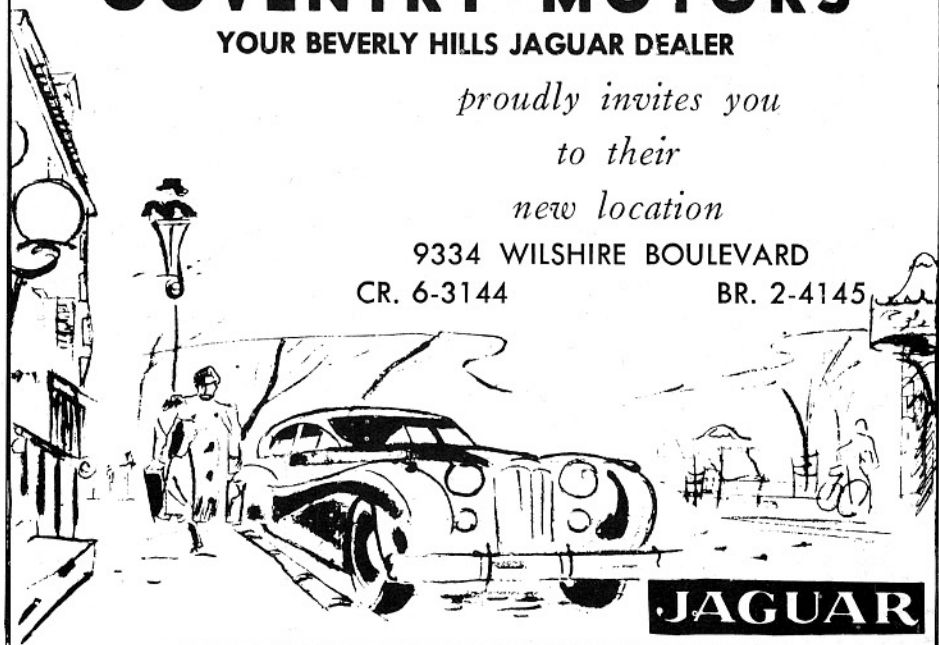
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# The Latest

Rumor has it that Briggs Cunningham, with the fond blessings of the Jaguar factory, will head their team this coming year.

We're almost sure about the site of the much discussed CSCC course for road racing that has been such a **BIG SECRET**. None other than the Los Angeles County Fair Grounds at Pomona. Remember you read about it in the West Coast Sports Car Journal.

1956 may see the debut of a **DRIVING CLINIC** for individuals interested in learning to race from a master (in this case Sterling Moss).

Incidentally, while on the subject of Moss, we understand that Tony Paravanno, owner of a flock of sports cars that include Ferraris, Masarattis, etc., has asked Moss to pilot one of these in '56. Moss states that this is one of the best offers, moneywise, he has received to date. Moss, while still in the U. S., may drive in the Palm Springs race as will Carroll Shelby of Dallas, Texas and internationally known Peter Collins.

The big race in Continental U. S. has been Sebring, Florida. FIA is reluctant to allow European drivers to drive just for the fun of it. **HOWEVER**, it is rumored that there may be as much as \$10,000 purse but in order to achieve this, the location may be switched to Eckhart. This event will be sanctioned by SCCA.

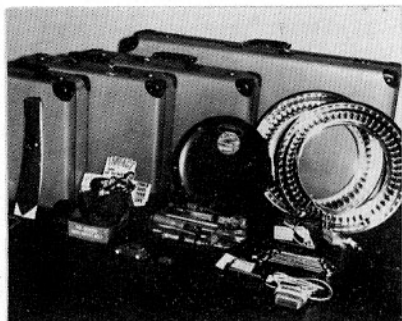
Good luck to Jeff Cooper, editor of the Porsche Club Newsletter, who is leaving for Big Bear to manage Snow Summit Lodge.

Glendale City Council has banned motor vehicle racing at Grand Central Airport in the wake of a storm of protests over the noise caused by the sports car races there last month.

Jack McAfee driving the big 4.9 Ferrari at Glendale is putting this sleek car into action at Nassau early this month. He drove to third place in the main event. The more or less conservative treatment given this car by McAfee was probably no more than preparation for this large international event.

Beginning the first part of 1956 the West Coast Sports Car Journal will send to all of its subscribers a special supplement containing complete results, pictures, and comments on the large sports car races of the year. This supplement will be mailed within twenty-four hours after each race or other large sports car event. Another first for the **WEST COAST SPORTS CAR JOURNAL**.

DICK SHERWIN



## SEASON GREETINGS

FROM

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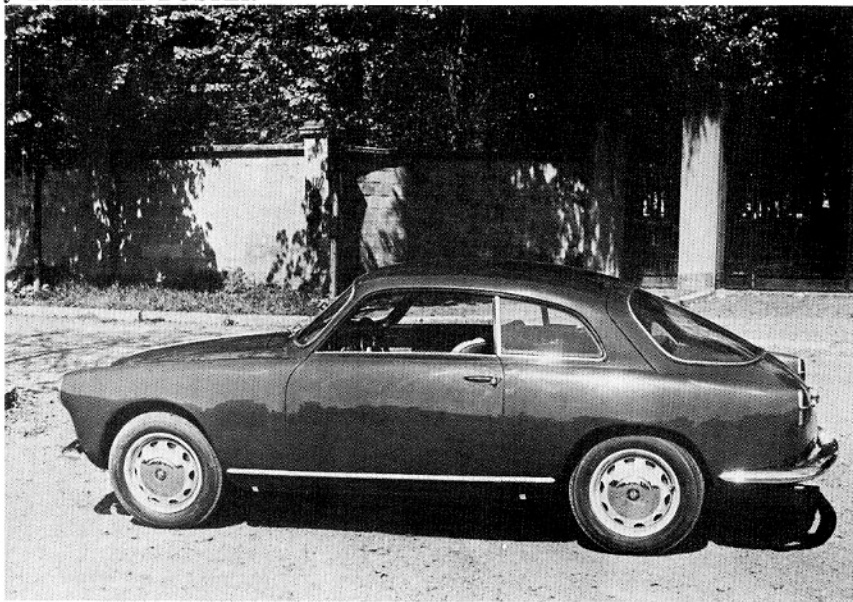
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# SCRUTINIZING THE ALFA ROMEO GIULIETTA

by DARRELL DOSTER



## ALFA-ROMEO - GIULIETTA SPRINT

*Exquisite in appearance and proportion, the Giulietta Sprint is a triumph of the Italian coach-builders' art and sets the standard for modern "Gran Turismo" cars. Exciting performance with solid comfort, generous passenger and luggage space, 40 miles per gallon under 50 m.p.h. and a top speed of over 100 m.p.h.*

The 1300cc Giulietta Sprint marks the entry of Alfa Romeo into the small car class. It features the classic Alfa Romeo line which maintains their tradition of sports car range. It's modern, streamlined appearance is combined with a high degree of comfort and spaciousness and an engine that makes you think you own a buzz bomb. It has exceptional road holding qualities, good acceleration, high power at low speeds, top speed of approximately 100 m.p.h., and an exceptional braking system. The detail work on the car has been given the utmost attention and the designers have gone all out to make the car as rattleproof and soundproof as possible.

The equipment is superb, and although it's a two seater coupe, there is plenty of room for a couple of seats in the rear. They have provided a couple of wells under a removable luggage shelf for that purpose.

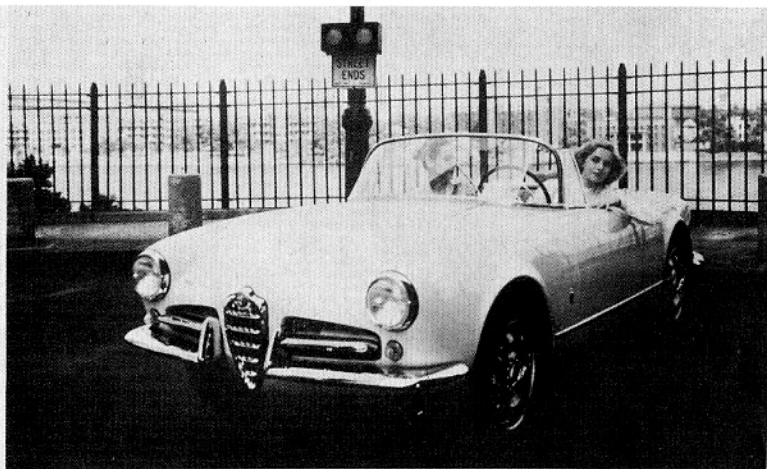
The interior of the body follows the low-slung, streamlined shape of the car and was designed to give the occupants a high degree of comfort. The wide windshield is beautifully curved to insure perfect vision. The rear window is the wrap-around type and the side windows are frameless to further insure perfect visibility and interior lighting at all times. The luggage compartment is large and roomy, convenient and easily accessible.

The instrument panel is comprised of a rev. counter, speedometer, oil pressure, ammeter and temperature gauges for the oil and water. These are set in a hooded structure that can be easily read at a glance. They are illuminated at night by a non-glare, diffused panel light system. On the instrument panel is the control switch for ventilation and heating. Provision for a radio has been made in the center of the fascia plate. The light dimmers and blinkers are controlled by flick levers mounted on the steering column. The headlight switch is a horn type push switch direct to the headlights. This follows the normal Italian practice.

The braking system of this car is just about the finest and most powerful you can find. They are the tried and tested brakes used on the Alfa Romeo 1900 model T.I. The wheel drums are fitted with the famous herring-bone cooling fins. This system is the result of experiments carried out over a long period of time, and provides the best possible guarantee of safety. In tests, there has been no fading characteristics whatsoever.

The four-cylinder engine has two overhead camshafts operated by dual, silent chains and gear. The makers of the car claim 65 b.h.p. at 5,500 r.p.m. with an 8 to 1 compression ratio. In motion, the Giulietta is close to perfection. Even at high speeds, she runs smooth and quiet, except for the exhaust tone. The steering is what you desire in a sport car. She has beautiful handling characteristics, and you will thrill at her all-around performance. At 75 m.p.h. she rolls along with no sign of vibration, and the engine appears to be able to go on forever. The fuel consumption is good for this type of car. Even with your foot in the carburetor, it doesn't drop below 26 m.p. gallon. Driving at normal speeds, you will have no trouble getting 35 m.p.g.

Overall, Alfa Romeo can be justly proud of their line line, the Giulietta Sprint.



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#### PERFORMANCE DATA

Maximum speed: 101.5 m.p.h.  
 Speeds in gears: first, 32 m.p.h.; second, 50 m.p.h.; third, 75 m.p.h.; fourth, 101.5 m.p.h.  
 Acceleration: 0 to 30 in 3.6 sec.; 0 to 40 in 7 sec.; 0 to 50 in 9.8 sec.; 0 to 60 in 13 sec.; 0 to 70 in 20.1 sec.  
 Standing quarter mile: 18.9 seconds.

#### SPECIFICATIONS

Cylinders .....	4
Bore .....	mm 74
Stroke .....	mm 75
Cylinder Capacity.....	1290cc
Power at 6,000 r.p.m.....	65 h.p.
Wheelbase .....	7 ft. 10 in.
Track.....	4 ft. 2 in.
Overall length.....	12 ft. 9 in.
Overall width.....	5 ft.
Weight empty.....	cwt. 15 qrs. 3
Maximum speed.....	100 m.p.h.
Fuel consumption.....	36 m.p.g.
(cuna standards)	
Tires.....	155 x 15 (155-380)
Electrical equipment.....	12 volt
Gasoline.....	14 gal. rear petrol tank

Valve operations: Twin overhead camshafts driven by silent gear and chain.

Clutch: Single-plate dry clutch with shock absorbing hub.

Gear-box: 4 synchro-mesh forward speeds and reverse.

Transmission Shaft: 2-piece shaft with intermediate bracket, flexible joint at gear box end and universal joint at each end of the rear shaft.

Differential: Hypoid bevel drive, ratio 9:41.

Front Springing: Wheels have independent suspension and transverse quadrilateral type wishbones, coil springs and telescopic shock absorbers. Reaction is proportional to the effort exerted.

Rear Springing: Solid axle connected to the chassis by means of an upper triangular thrust rod and lower radius rods; coil springs and telescopic shock absorbers. Reaction is proportional to the effort exerted.

Steering: Hydraulic 4-wheel brakes are fitted. The front wheels have two cylinders per wheel; floating shoes; bimetallic drums of large dimensions; the front wheels have herringbone fins attached to the rims for cooling.

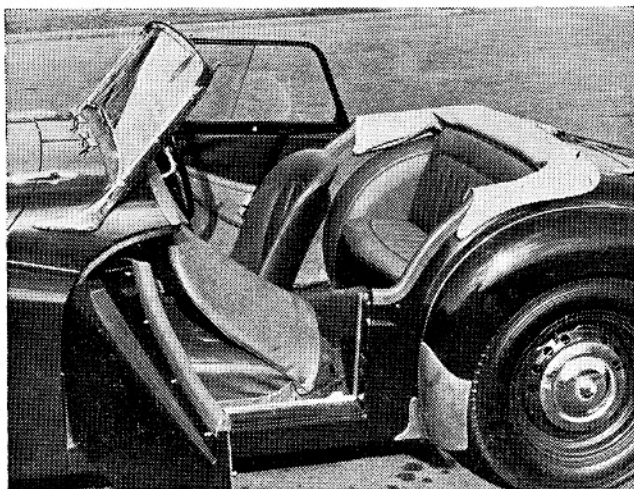
# Continental Notes

**LONDON:** Maston Gregory and Carroll Shelby, both well known drivers from the U. S. will drive for Tony Parravano of Southern California next year.

**LONDON:** 1956 Austin-Healeys have a new 4-speed, close-ratio gearbox. Overdrive will be manually controlled, and will operate on the two top ratios. Brake area has been increased almost 20 per cent.

**LONDON:** Word is that General Motors, Detroit, is testing S. U. fuel-injection equipment as part of their experimental program, foreshadowing introduction of fuel-injection on production cars from Detroit.

**LONDON:** New Jaguar 2.3 litre engine is undergoing tests in sports car trim. On low octane fuel it gave over 200 horsepower. Word is the crankshaft is safe over 7000 r.p.m.; also, that the 3½ litre engine will fit into the new 2.4 sedan.

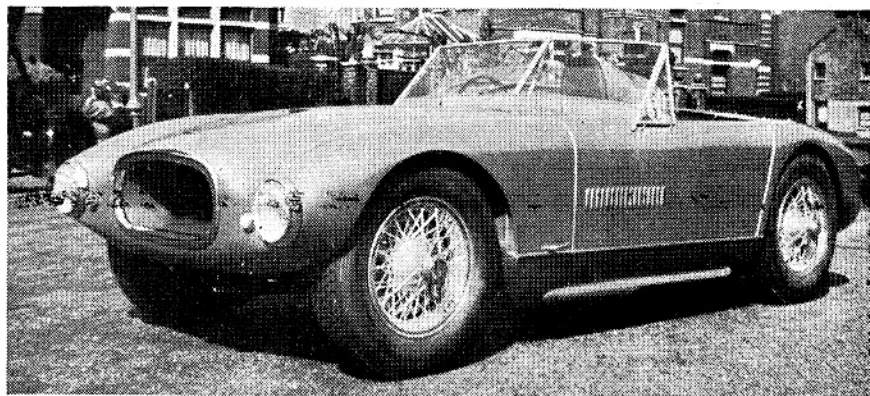


**LONDON:** Triumph TR-2 appears in new form as TR-3 in addition to previous model. Horsepower has been increased to 95 at 4800 r.p.m. Externally, a grille has been added, and there is an occasional rear seat.

**PARIS:** News comes from French motor racing sources of a proposed change in the regulations for next year's Le Mans 24 Hour Race. It is anticipated that there will be a 2500cc limit on entries, together with a minimum weight to capacity formula that will be enforced. Also, that fuel tanks will be forced out of the driving compartment.

**PARIS:** Seven events in 1956 will make up the Sports Car Championship: Buenos Aires, January 15; Sebring, March 25; Mille Miglia, April 28-29; Nurburgring, May 27; Le Mans, June 9-10; R.A.C. Tourist Trophy, September 15; Pan American Road Race, November 19-23.





**LONDON:** Allard has announced a new J2R competition model, powered by a Cadillac or 3½ litre Jaguar engine.

**BERLIN:** The Porsche Spyder that won the Berlin Grand Prix was taken to the Jabbeke Highway in Belgium where it was clocked at 151.17 miles per hour, with Nicolai de Gorhez at the wheel.

**MONTE CARLO:** Regulations have been announced for the XXVI Rallye Automobile Monte Carlo. Starting points are Athens, Glasgow, Lisbon, Munich, Paris, Rome and Stockholm. All routes point to Paris, from which city the route goes to Monaco, on which run there will be a long distance regularity test, and an acceleration and downhill braking test. A mountain circuit test will be given the 90 top finishes. Classes are divided as follows: Grand Touring production cars and Special Series Touring production cars, and subdivided as follows: under 750cc; 750-1300cc; 1300-2000cc; over 2000cc.

**STUTTGART:** Technical Director, Professor Fritz Nallinger of Daimler-Benz, on behalf of Dr. Fritz Koenecke, chairman of the board, has made the following statement: "You already know of our decision to withdraw temporarily from Grand Prix racing. The Board of Directors of our company have now also made the far-reaching decision not to participate for some time in sports car events. For more than two years our design and development departments have wholeheartedly devoted their energy and skill, irrespective of personal consideration, to the task which we had to impose upon them. This task has now been accomplished. We have all profited greatly by the experience gained in racing car competition. Now further development of our production program makes it advisable to employ our highly-qualified personnel in the manufacture of production cars—the field most valuable to our many customers throughout the world."

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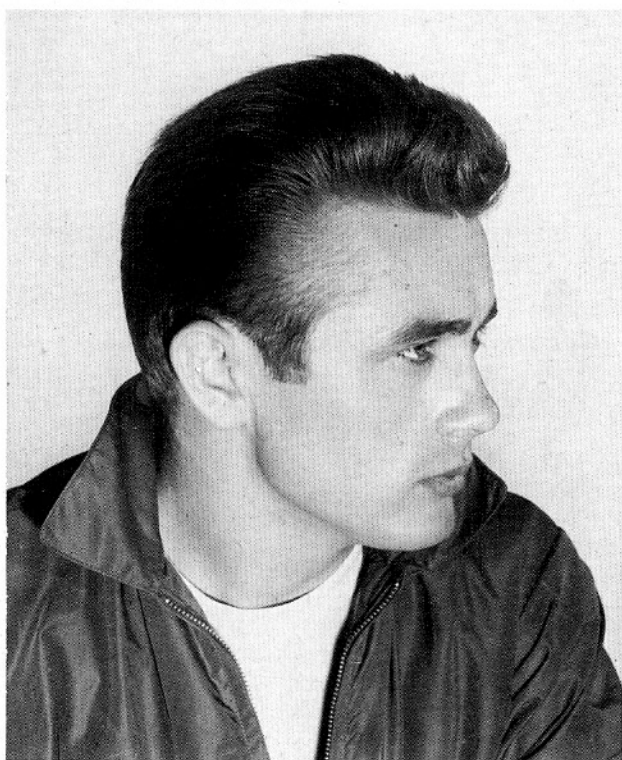
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# JAMES DEAN



## THE CHECQUERED FLAG

by **BILL BARRETT**

In this account of James Dean's unfortunate accident, I do not wish to condemn or condone the actions of the driver or the car he was driving. I am only reporting the series of events as they have been relayed to this magazine.

Our sincere thanks to the California Highway Patrol for its courtesy and vigilance on our highways and, particularly to Officers Ernie Tripke and Ron Nelson of the San Luis Obispo Squad whose cooperation helped make this story a reality.

James Dean, a star on two horizons—celluloid and track—a bachelor, quiet, sensitive, yet filled with a competitive spirit which found an outlet driving a car in competition with the more seasoned drivers in well policed and sanctioned Sports Car Road Races, on private courses. The mere fact that you are capable of driving a car does not qualify you to race competitively in many closed events, which Dean did. The first mistake you make on the course, no matter where, is duly recorded by an official and relayed to the Start-Finish

Line and if the mistake merits it, the driver is black-flagged, meaning he must stop and explain his action. The driver may then be allowed to continue or he could be suspended for several races. There is not much doubt that Dean was qualified, as he had completed or ran in several races and was entered and accepted to race at Salinas.

On September 30, 1955, Dean and his mechanic, Rolf Wuetherich, were enroute to Salinas to participate in the Road Races there. The car he was driving was a Porsche Spyder 550 Competition Roadster, designed and manufactured for road racing. It is certainly not the Porsche you normally see on the city streets and highways. Because it was new with less than 600 miles on the odometer, it was decided to drive it to Salinas, instead of hauling it, which is the normal function with a car such as this. Following Dean were Stanford Roth and Bill Hickman pulling a trailer, which would return the Spyder to Hollywood after the race. Dean stopped at Blackwells Corner for coffee where he told Lance Reventlow (friend of Dean) he had it up to 130 m.p.h.



At approximately 5:45 P.M. at the intersection of Highways 41 and 466, about 28 miles east of the City of Paso Robles, the checkered flag dropped for Jimmy Dean. Westbound on Highway 466, he collided with a Ford driven by Mr. Turnipseed, eastbound on 466 and making a left turn off Highway 41. Neither vehicle had headlights on—they were not required at this time. The Spyder was equipped with one safety belt, which was not in use at this time. The passenger seat had no belt. The mechanic, Rolf Wuetherich, was thrown out of the car—Dean's feet became entangled in the clutch and brake pedals, preventing him from being thrown, even so, he was lifted from the seat and thrown backwards over the car, his right hip was resting on the cowl, lying on his back with his head hanging over the right door. Wuetherich was found about five feet from the left side of the Spyder. It was unknown how far he was thrown as the Spyder traveled 45 feet after the point of impact.

According to testimony taken at the inquest, both Dean and Hickman, pulling the trailer, were cited for 65 m.p.h. in a 45 m.p.h. zone on Wheeler Ridge (U. S. 99 south of Bakersfield) at 3:30 P.M. The distance from Wheeler Ridge to the scene of the accident is 108 miles, through Bakersfield at peak traffic plus about a 15 minute stop at Blackwells Corner and the time consumed in writing the ticket by Officer Hunter.

It can be assumed that had the passenger's seat been stationary and not removable for racing, and had Wuetherich been wearing a safety belt, his injuries might have been much less serious. The seat was thrown out of the car. According to his deposition, Mr. Wuetherich has been in this country approximately five months. He could remember nothing prior to the impact, or of being thrown out of the car. He stated he had survived two major accidents racing in Germany.

The mechanic was in the course and scope of his employment for Competition Motors, Vine Street, Hollywood, whose workmen's compensation carrier is Pacific Indemnity Company. They have accepted liability for the mechanic. This means that Wuetherich will receive temporary compensation while unable to work and all medical expenses will be paid by Pacific Indemnity Company.

In part of the testimony taken at the inquest October 11, 1955, a Mr. Hord stated he was forced off the road about one-half mile east of the accident by Dean's car passing him. Hord stated he was driving 60 m.p.h. and said Dean passed him awfully fast. The other driver, Mr. Turnipseed, was not called to the stand. His injuries were reported to be minor. Some witnesses claimed that Wuetherich was driving, not Dean—their reasoning—color of garments, distinctive as between Dean and Wuetherich.

The jury returned a verdict of no criminal negligence on either Dean or Turnipseed.

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# MR. DeBARDAS GOES TO SANTA MARIA

by BUZZ DeBARDAS

Last year, a few weeks after buying a brand new MG, I heard about a fair being run by the State of California, to be held in Santa Maria. They were also holding a Concours D'Elegance, which seems to be a show for sports cars. Ruth and I decided to go.

We arrived at the Fair Grounds early one Saturday morning, and asked a native where the show was being held. He pointed to a large field about a mile away, and we drove over and entered the car. I was assigned a place in line. Then I gave Ruth several rags so that she could start cleaning the car. I then wandered off to see what the other sports cars looked like, and they were really something to behold. Now, I don't know much about cars, or even sports cars, but I could tell that there were a funny looking collection of vehicles.

Of course, this was a little city, and maybe they didn't know too much about what a sports car looked like. Most of them looked like dragging wagons, real large black tires, big exhaust pipes, little bucket seats. Most of them were one seaters, and had real big engines, anywhere from fours to twelves, and only a few had windows or tops.

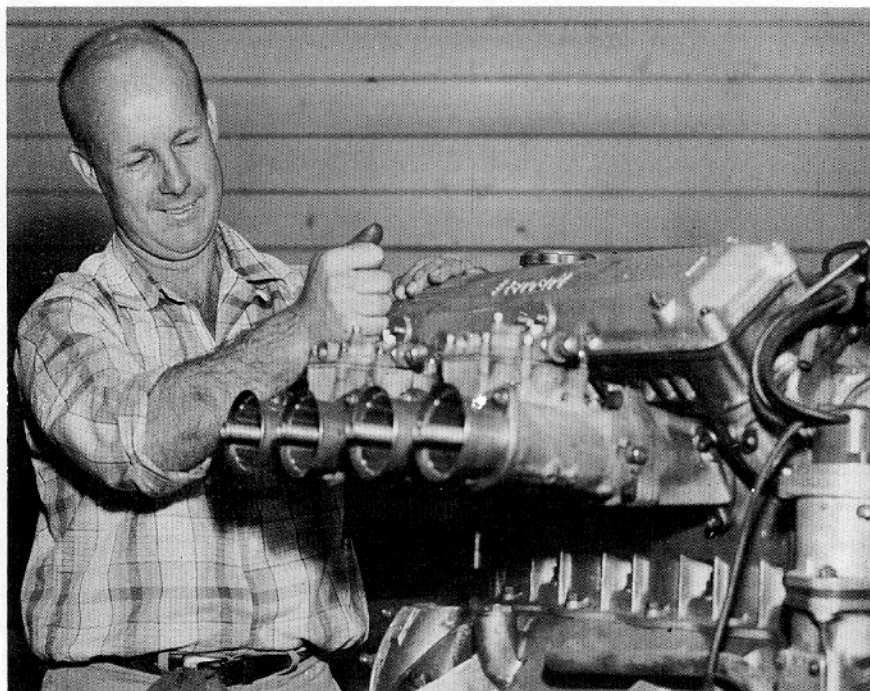
I talked with a few owners, and asked about top speed and performance, and each owner smiled and told me how he could burn rubber in the bottom three gears, and was the hottest thing in his class. One of the owners told me he had 2000 cubic inches, and was the hottest one made. He could out-dig, out-drag, anything made here or abroad. Now, I don't know what a cubic inch is, but if it means a motor is big, he must have been correct 'cause it was a real big motor all right.

Later, a few owners came over and asked me about the MG, and I told them all about it. They wanted to know if it would dig or drag, and I said both, but its real ability was cornering, and that it would out-corner most anything made. They were very polite and agreed that cornering ability was a very important asset. At this moment the announcer stated that the judges were now going to judge, and would each owner return to his vehicle.

Ruth and I really had our fingers crossed after the judge left us. We did have a lot of things the other local owners didn't have—fenders, windshield, leather seats, although a few of them were equipped as we were. Well, at last the judges were finished, and the results were announced.

Ruth and I had taken 2nd place, and Ruth was handed a large trophy.

Two very happy people started back to Los Angeles. I was driving, and Ruth was holding the trophy in her lap. I glanced over at her admiring the trophy, when suddenly she let out a scream. I stopped quickly, to find out what was wrong. Ruth handed me the trophy, with the inscription, "Class 2, Ruth and Buzz DeBardas, 2nd Place Light Earth Moving Machinery".



## ***Sketches***

ERNIE McAFEE, age 37, born in Kansas City, Missouri, have lived in California since the age of two. Occupation, a Certified Registered Mechanical Engineer. Married to Jean McAfee, one daughter, Roberta "Robin" Jean, age 6 weeks. Neither Jean nor Robin voice any objection to racing. No preference in the size of car—just race and race! Class racing just as much fun as overall. First competition driving—Muroc Dry Lakes—Flathead Ford V8—held record there for 3 years. 137 m.p.h. back in 1937. First competition racing, Los Angeles Coliseum, Midgets. First sports car race, the first running of Santa Barbara in a Siata V8, won in class. Of course, there was some unofficial racing along the Angeles Crest Highway and through Mint Canyon several years ago. Most thrilling race—Mexico, 1952, driving a Ferrari 4.1 Road Coupe, 5th place. Closest shave, 1953, Mexican Road Race in a Siata V8 sleeved down to 1600cc. Bridge used as guide for shut-off point, washed out, missed turn that has claimed 13 other cars and dove into a ravine, no injury. Airport courses safer, but prefer private roads. Would like to see appearance money, but not prize money for races. Do believe that if all clubs associated together to promote races, it would give the greatest races in the country. Member of California Sports Car Club, Sports Car Club of America and FIA.

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## AUTOMOTIVE HINTS

*With winter weather well on its way, here are a few interesting tips and pointers, from some top experts in the field of sports car accessories, on how to keep your car in A-1 condition.*

### EASY CARE.....

The weakest point in car maintenance is that portion of the vehicle occupied by the seat of the driver's pants. Few owners take the trouble to assure that leather or plastic upholstery is given care equivalent to that expended on working parts or body finishes.

The upkeep of leather or plastic upholstery can be an easy chore if one or two simple rules are kept in mind. If you remember them, you will help your upholstery withstand hard usage, resist cracking under conditions of hot sun and dry weather, stay moisture-proof and retain color and beauty.

First, whether you use a commercial cleaner and conditioner or the old fashioned "elbow-grease" methods, treat your upholstery with the ingredients proved best by time—saddle soap, neatsfoot oil and beeswax.

The saddle soap, of course, is the cleaning agent.

The U. S. Cavalry used it for years to protect saddles and equipment which had taken triple punishment from weather, horse and rider. Too, unlike ordinary soaps, it contains no detergents which will cause colors to bleed.

The neatsfoot oil serves to replace the lubricants which were added to the hide or plastic in the tanning process. This keeps the material soft, supple and waterproof. Beeswax amplifies the weather protection of the oil and allows a beautiful, high lustre to be added.

Second, avoid using water in cleaning upholstery whenever possible. Most water contains some alkali which is harmful to certain finishes and rots stitching. It also hardens and bags the material.

You will probably find that for all-round use, the manufactured cleaner that contains saddle soap, neatsfoot oil and beeswax, will be the easiest and safest to use. It allows all ingredients to be applied quickly in one, effortless operation. It is so blended that the saddle soap does not leave a sticky residue and it does not require the use of water. Everything in it is ready-mixed for immediate application. According to the manufacturer—the product that meets the above requirements is known to the public as LEATHER-KLEEN. For additional information, you may write direct to LEATHER-KLEEN, Tanner Products, Dept. JH, 716 E. Washington Blvd., Los Angeles 21, Calif.

### CABLE CORROSION.....

Did you know that a large proportion of automotive electrical troubles start at the battery terminal? If a secure, uniform, low-resistance contact is maintained at this point, most of the troubles are avoided altogether or are at least delayed for many months. This is overlooked by many motorists and even by experienced auto-electricians. Neglecting the terminal, they trace electrical failure to the battery, the generator, the regulator, or some other part, and this unit is repaired or replaced. The unsuspected source of the trouble is the resistance caused by corrosion at the terminal and since this is not eliminated, the car is sent out on the road only to fail again. No estimate could be made of the completely unnecessary expense which goes on and on. According to the Automotive Associations, the average motorist spends \$100 a year on electrical maintenance. A surprisingly large amount of this could be saved by simply eliminating battery terminal corrosion.

This brings us to the sensational French type battery terminal, made and sold in the U. S. A. under the name JANO. The principle of this device is extremely simple. A plastic cup surrounds the battery post and this is filled with oil. The electrical connection is made under the oil so is completely protected from corrosion, and is maintained indefinitely. It's as simple as that!

With the Jano Battery Terminal, no allowance for increasing resistance has to be made. Therefore the regulator should be set to a minimum voltage.

With less resistance, the battery charge is maintained at the proper level with less load on the generator. This means quicker starts with longer life to the starting motor. It also means that overcharging and undercharging of the battery is avoided—less evaporation—less sulphation of plates—less danger of freezing—longer battery life.

## THE CHRONICLE OF ASTON ROYCE

Tom Chatfield, on top of being one of the better mechanics in town is also an accomplished magician. At the Grand Central Race he made the keys to a Kurtis disappear before the unbelieving eyes of Lozano and Post, then as an encore produced them out of the thin air to an ever larger audience which included a couple of "Blue Coats" who thought it was a helluva trick...

Rumor has it that one of our clubs placed a roadside stand on the way to Willow Springs to dissuade members from attending the pro-go being held. To add insult to injury, Andy (of their Amos and Andy team) ambled through the pits jotting down notes or what we believe to be notes (it is just possible that he has added sketching to his multitude of questionable talents) regarding the participants... that's the spirit boys, all together.

Things have come to a pretty pass when factories must resort to sending spies into the establishment of certain vendors to substantiate stories concerning the amazing manner in which this party handles dealers and customers alike...

What a welcome and proper addition the playing of our national anthem was to the Grand Central event. The other offerings fell on friendly ears, too, so maybe this feature (even in record form) could somehow... through great effort... be made a regular part of our sport.

Tom Bamford stood on the sidelines and watched Bill Murphy complete a race without receiving a dent, which was probably due to the fact that Tom Bamford stood on the sidelines...

And I know of a regional officer of a club that brings all arguments, gripes, suggestions and four-letter word conversations to a screeching halt with, "I'm sorry but I can't help you... I'm only a regional officer"... now tell me who do you turn to then?

Bill Falkenberg, the service manager at Grand Prix, has a number of years racing behind him on the mid-West circuit and by comparison is currently taking a dim view of what we call courses out here. However, the weather and an adamant wife will keep him here and consequently keep him from racing. He was overheard saying that next time out he was going to bring his Jag coupe to stock "like the big boys do" and being a great Jag mechanic we think he'll do it.

*Aston Royce*

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## WHY A SAFETY BELT?

*With the increased notariety of automobile accidents in the last few months, there has been discussion back and forth as to the value of safety belts in automobiles. With the help of the highway patrol, the largest safety belt manufacturing concern in Los Angeles—the Auto-Crat seat belt distributors—Howard Scheib Automotive, in Pasadena, and other various firms and individuals that employ the use of safety belts in their everyday use, the Editors of WCSCJ are bringing the results of this extensive survey in the following story.*

Recently, one of the largest American automobile manufacturers in the U. S. announced, after extensive tests, that safety belts increase the safety of a person as much as 100 per cent when a fatal accident occurs. Almost simultaneously announcements were made by some of the top insurance companies that fatalities were less when safety belts were employed.

It was found that many ambulance and highway patrol divisions installed safety belts. And many telephone divisions, gas companies and other companies that maintained large fleets of automobiles employed the use of these safety devices. Yet even with all of this, almost unarguable evidence, there still seems to be a lack of understanding on the part of Mr. Joe automobile owner.

Let's understand what really happens in an accident involving injury or death. Very simply, it's this: Your car stops, but you and your passengers, like eggs loose in a crate, keep on going until you hit something solid, like the dashboard, windshield or pavement. With a safety belt you strap on your car like a suit of armor, and take advantage of the car's crushability instead of your own.



Cornell University, the Indiana State Police, the American Medical Association, big insurance companies all endorse safety belts for injury and death prevention. There are many statistics on this subject, but basically in about four out of five major accidents there's not a chance without safety belts. Approximately 80 per cent, or about 25,000 of the 30,000 people who were killed would still be alive today if they had been using safety belts.

The human body can withstand shocks and stresses of as many as fifteen "G's"—provided it is not free to plummet against a solid object. Even in airplane crashes, where speeds, stresses and pressures are incredibly high, medical reports indicate that minor seat belt injuries had occurred only in absolutely non-survivable accidents. In these rare cases, investigators were not even sure that these injuries had been caused by safety belts. In other words seat belt injuries are practically unknown—death is inevitable in a completely demolished vehicle. The speeds we encounter in motoring are considerably lower than those in flying, naturally, and the protection afforded by safety belts is extremely high.

Safety belts will inevitably become standard equipment in passenger cars. Safety engineers cannot, for one moment, relax their efforts to reduce accidents—but even the most optimistic among us now realize, after years of intensified effort, that our accident rate is still increasing. If we can't stop, or even reduce the accident rate, we can at least minimize the number of deaths and serious injuries which result from accidents. The only immediate practical way known to us today is to encourage the installation of safety belts in existing automobiles—not tomorrow's automobiles. Death won't take a holiday until you buy your next car.

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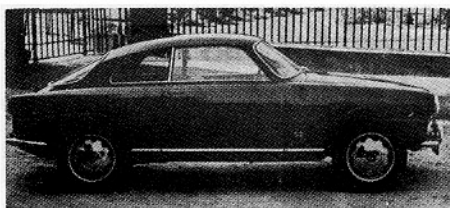
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# SCRUTINIZING THE TR-2

by RICK HALL

From Mr. Swartz of Holiday Motors, 11647 Ventura Blvd., Studio City, I received the keys that gave me the opportunity to drive a new 1956 Triumph TR-2.

This English product does not have the graceful flowing lines commonly seen in most foreign cars; however, it was designed to provide high performance for its owners and it is that performance that covers up whatever it may lack in appearance.

The handling quality of the TR-2 is one of the finest, neither under or over steering through curves and very controllable on rough dirt roads.

Full visibility is possible with the top up, the back has a wrap-around window giving the driver full view aft. One of the new features for '56 is the very handy sliding side windows making the opening door cord on the inside very accessible from the outside. This does away with unsnapping or unzipping and reaching through small openings.

The instrument panel is conveniently arranged, the oil, fuel, temperature and ampere gauges are arranged around the necessary panel switches making all easy to read and accessible. The panel behind the steering wheel contains the heater knob, speedometer and tachometer, to balance on the far side is the large, roomy, locking glove compartment. Directly above the glove compartment is a chrome handle for nervous navigators when you are making up time.



Beneath the trunk in the Triumph and completely separated from it is the spare tire compartment that is accessible from the outside. This limits the luggage space somewhat but proves to be a time saving feature in the event the luggage compartment is packed and the spare tire is needed.

The average fuel consumption is approximately 25 to 26 miles per gallon. The TR-2 has a top speed of more than 100 miles per hour delivered by a four-cylinder, 90 brake horsepower engine, the TR-2 has proven itself both in the racing field and as a good road car.

# FROM THE CHRONICLES OF MARTIN ROLLS

## PART I OF A TWO-PART SERIES

***This article is the first installment of a two-part series by the noted writer, author and lecturer MARTIN ROLLS on "How the Sport of English Trials Evolved". Mr. Rolls must be commented on his superb, ingenious and intellectual approach to this subject.***

A number of years ago, in the quiet hamlet of Ipswich on the Clang, there was a small auto factory given to the manufacture of autos. Being a small concern they were more of a big family than a group of workers. They looked on each other with great friendliness, especially where the upholstery department girls were concerned.

Now it seems there was a Christmas party that brought on a goodly amount of Porter and Stout drinking early in the day and old T.C.P. Freebee, Part Depot Manager, Exchequer of Assembly and Eagle Scout was heard to remark, "The lads are tipping rather more than somewhat." The truth being that the lads were skunk drunk.

Surely all of you, save a few living in Compton, realize an auto is constructed in three parts. There is the front, the middle and the rear of each car. Well, our lads, in the midst of their Yule frivolity and apple-bobbing, proceeding to fully assemble four cars completely, omitting the all-important middle. You may well imagine what old T.C.P. had to say about that. And what of the girls in the upholstery department?

The following morning there was hob to pay and the sink in the men's room commenced to leak. T.C.P., fearing for his job and reputation, hid the cars under a left-over Plum Pudding and started to plot their disposal.

After three hours of serious thought as well as a quart of Calso water, he assembled the assemblers, the plumber and the girls from the upholstery department to announce his proposal. "I've a top hole, jolly.

The assemblers stopped fraternizing with the upholstery girls and rent the air with two "HUZZAHS" and a "BOY WOW". He continued, "We'll have a company picnic tomorrow near Hants Wycke Cooz, take these cars along then leave them with the empty ale cans when we leave . . . No one will ever know." The congregation started to hum, 'For He's a Jolly Good" and the girls laughed



## MARTIN ROLLS CONT'D

and lagged Tums against the wall. "You may bring your wives," he concluded, which brought many a chuckle for there were men there that had often longed for the chance to leave their wives with the empty ale cans near Hants Wycke Cooz.

The day bloomed bright and crispy and the caravan turned many a head as it wound thru township and burg, meadow and lea, Amos and Andy, to the hillock rimmed valley named Kludgely. Here they dismounted and wrestled good-naturedly till the townspeople had gathered to watch and the local Constable warned that "He would have none of that around here."

But the interest was not in the carryings-on, rather in the four strange autos that had no middles and smelled faintly of Plum Pudding. The village children soon started to laugh, point and dance around these funny little vehicles, shouting words of derision and writing nasty words on the bonnets. The picnickers looked on this in a most unkindly manner. Middleless or no, these cars were the fruit of their drunken labor and the name of their product coupled with five ales made for a lump in the throat and hiccups.

"Gamins . . . Piglets . . . away from those . . . those specials, you frightening little beasts," this from the lips of staid old T.C.P. Verily, the dam had burst.

"Specials he calls 'em," scoffed one particularly ugly sniveling, "I've seen better specials at Thrifty Drug."

Now you know the mob laughed and hooted and gamboled at the expense of the little cars hastily dubbed "Specials". The matter of the crowd reached proportions that could not be ignored. Old T.C.P. realized something must be done immediately or his name and that of the car would soon be totally besmudged. In an instant he leaped to his feet and called out four names, "PETER, POTTER JOHNNY & YOU OLD MAN, INTO YOUR CARS." The rest of the big tipsy family looked from face to face as they knew not what he planned and hadn't ever heard of Johnny. However, the plumber felt the urge and was caught up in the whole scheme of things so he joined the others.

*Concluded next Month*

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# 500cc

by MIKE SIAKOOLES

## FORMULA III RACING.....

I filled the lamp with midnight oil and worked half the night installing new pistons and welding rear axles. With all preparations finally completed and the trailer loaded with its precious cargo ready to take off I crawled wearily into bed and to sleep dreaming of Al Torres executing one of his most spectacular leaps and fifty Formula III race cars roaring past him before he can hit the ground again.

Saturday, November 12 was practice day for the S.C.C.A. Grand Central Airport Race. Twelve cars were on hand for practice. Dr. Becker with John Fox' Cooper Norton; Harry Morrow had a D. O. Norton installed in his J.B.S.; Dick and Big Jim Trimble with Cooper JAP's; Dave (no relation) Trimble in a new home built Triumph; Echo Siakooles entered the L.M.F. JAP (Bill Wright, driver); Duane Feurhelm, Spl. JAP; Dave Thormin, Ariel Spl.; Stuart Dane, Viking Triumph; Bruce Kessler, Cooper JAP; Jack Roberts, Hodge Podge B.S.A., and Shay Rompell, Spl. JAP. Five of the above mentioned were built in the U.S.A. More proof that Formula III racing is taking hold. As usual several incidents occurred during Saturday practice which bear mentioning. Bill Wright uncocked the L.M.F. and holed a piston; Bruce Kessler tore out his transmission, and Thormin was hit by an M.G., denting the body and bending a wheel; Fox's Cooper developed brake trouble, and Doc Becker learned a lesson about spot brakes. Roberts had the rod let loose in his B.S.A. and put a hole in the barrel which put him out of the race for real.

Race day, November 13, and eleven cars left the start line. Fuerhelm beat Morrow into the first turn with Doc Becker trying to pass them both. But Fuerhelm lead going into turn two. Down the back straight it was Becker and Morrow out in front. Dick Trimble in Stuart's Viking and Stuart Dane in Dick's Cooper were not far behind and they were being closely pursued by Fuerhelm and Big Jim. Into the home straight Wright tore out the clutch and I mean literally tore it out. He spun to the inside out of the way while the rest of the field swept by. In lap 3 Becker took command while Stuart Dane and Dick Trimble having swapped cars began swapping positions.

Duane Fuerhelm's tail worked loose and dragged for nearly a whole lap before it fell off. Bruce Kessler's clutch slipped so badly he wasn't even able to give the slowest cars a hard time and after two laps he dropped out.

Doc Becker's lead remained unchallenged taking the checkered flag first, Harry Morrow second, Big Jim Trimble third, and Stuart Dane fourth. Shay Rompell in his JAP homebuilt finished fifth, Thormin and Fuerhelm following.

Anyone interested in 500cc information may contact the 500cc Club of America Inc., 2708 W. Magnolia Blvd., Burbank, California.

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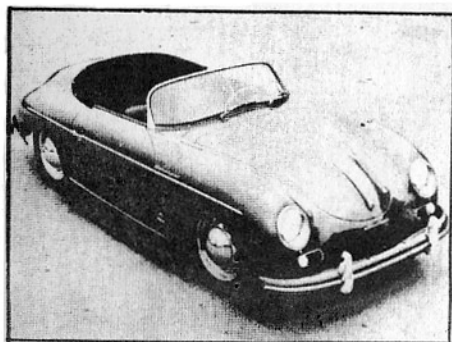
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