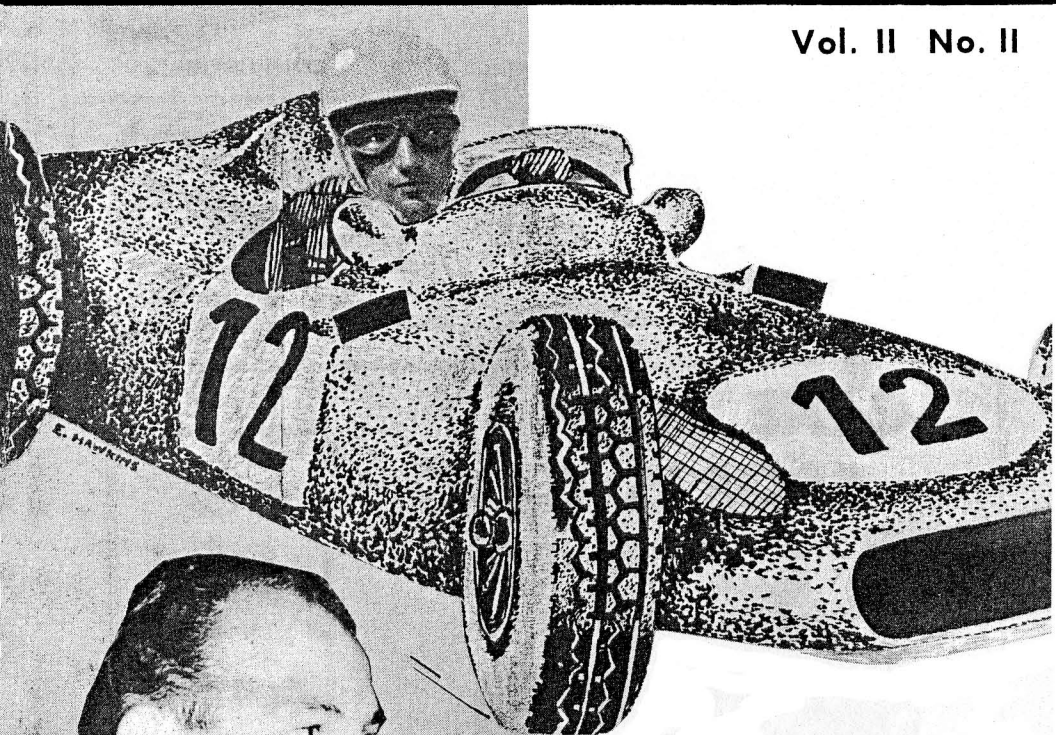


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*West Coast*  
**SPORTS CAR**  
FEBRUARY  
*Journal*

Vol. II No. II



**CHRISTMAS  
WITH  
STERLING MOSS**

by BILL BARRETT

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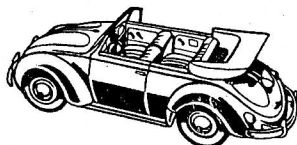
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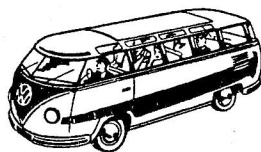
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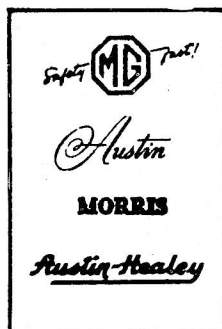
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# Letters to the Editor

Dear Sirs:

Received a copy of West Coast Sports Car Journal, Vol. II No. 1. If possible, I would like to have two extra copies, to show in the office. Possibly you may get a few new subscribers to this fine little journal.

Thank you very much.

Larry Hampe  
1322 Havenhurst Drive  
W. Hollywood 46, Calif.

Dear Sirs:

I have read your journal and I really believe you have hit a gold mine. I have been looking forward to some means of reading matter that would carry just West Coast sport car and racing info.

I really enjoyed your letter (open letter) from Italy (last issue?). This gives a person more of an inside story of races in Europe and what type of a life the big drivers live.

Keep up the good work—I like it.

Enclosed is \$2.00. Please send some issues along.

Yours,  
Douglas W. Clough

Gentlemen:

A month or so ago at a motor show here in L. A. I picked up a copy of your little journal—at the time I didn't finish it, but laid it aside for a while. Just this morning while looking for some stuff I discovered it again, and promptly sat down and reviewed my acquaintanceship with the journal.

And, I must say, that the more I read it the better I like it. Are you still putting out this unique little publication? If so I'd like to see more of it. I'm especially interested in the racing calendar for the up-coming season and any current activities in this regard. Would you be good enough to send on a current calendar if you have one—thanks. And if you're still publishing the journal I'd like to get on your mailing list—would appreciate details on how to do so soon.

My congratulations for putting out a wonderful little journal—it's not only very entertaining, but in-

teresting and informative as well. Best of luck to you all.

Very truly yours,  
Joseph Kardack  
3100 Corinth, L. A. 34

Dick Sherwin

West Coast Sports Car Journal  
4930 Venice Blvd.  
Los Angeles 19, Calif.

Dear Mr. Sherwin:

The Arrowhead Foreign Car Club would like to have you be an honorary member for 1956. This is in recognition of your fine work in West Coast Sports Car Journal, helping at many club events with public address and assistance in trophy work.

The club has a meeting and event every month and anyone interested is invited to become a member and enjoy our activities.

Our club thinks your sports car journal is really fine. I'm sure most of our members are going to subscribe to it. You will find enclosed a check for \$2.00 to cover your bargain offer for a subscription.

Please send to my home address: 1045 Monte Vista Dr., San Bernardino, Calif.

May I wish you lots of luck with your magazine.

Sincerely,  
W. C. Roberts  
President A.F.C.C.  
P. O. Box 2062,  
San Bernardino, Calif.

We regret that this letter could not be re-printed in full. Much of the information contained would be of extreme interest to our readers, but space just does not allow us to do so. We also extend our sincere thanks to AFCC for the honorary membership.

Gentlemen:

We enjoyed your November issue very much and especially the Douglas Sports Car Club Annual Desert Rally article. We were one of the cars making up the group, and it was really an outstanding weekend in all respects.

We were interested in obtaining a couple extra copies of the November issue. If you would let us know the cost per magazine, we'll send a money order.

Sincerely,  
Bob and Jean Nelson  
218 Dryden Rd.  
San Diego 19, Calif.



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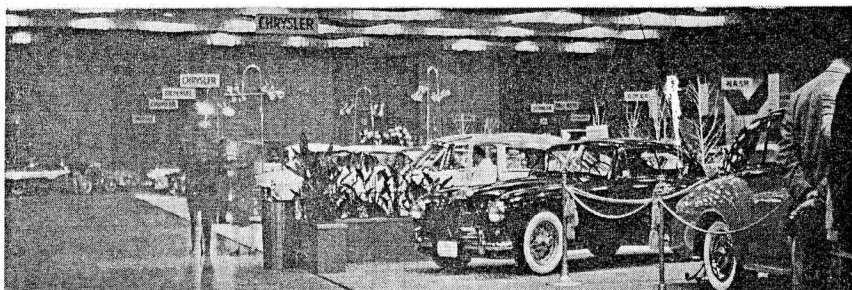
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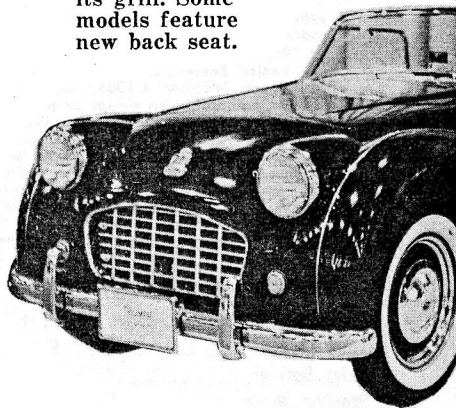
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## PREVIEW 1956 AT THE PAN PACIFIC

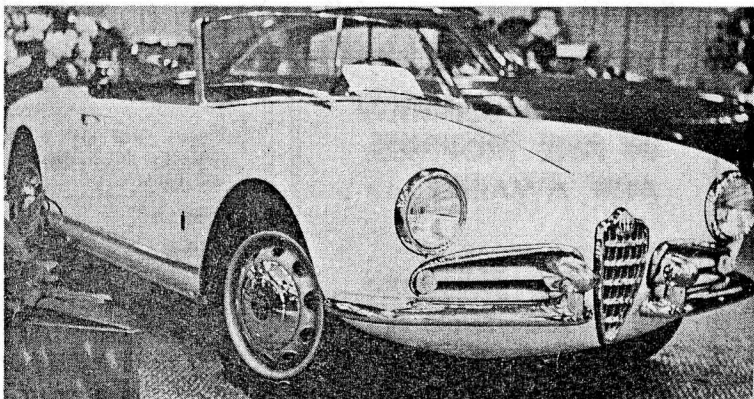


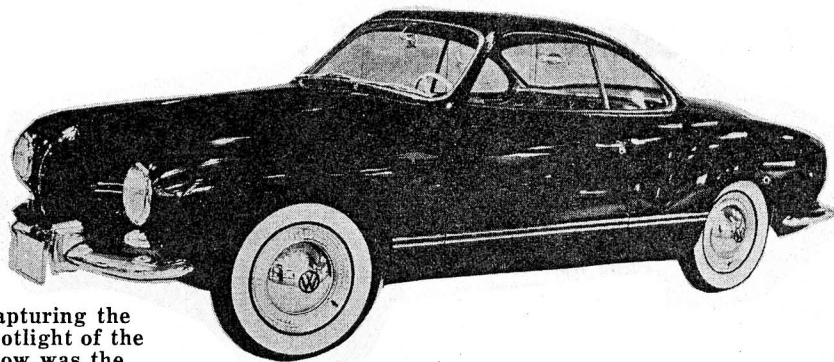
Many new American and Foreign made automobiles were exhibited recently at an automobile show held at the Pan Pacific auditorium in Los Angeles. Among the more interesting sports car models being exhibited were the new Volkswagen Coupe, which, by the way, is done no justice by its publicity pictures, the striking Alfa Romeo Giulietta sports coupe and Spyder, a very beautiful, and expensive, Bentley and a fine array of Mercedes-Benz, DKWs and Triumphs. The show was dominated, however, by late model American made automobiles, which, if you like American made automobiles, were also interesting. Among the more outstanding was the late model Studebaker Golden Hawk, in our estimation, a very beautiful car. ●

Noticeable change in the new TR-3 Triumph is its grill. Some models feature new back seat.

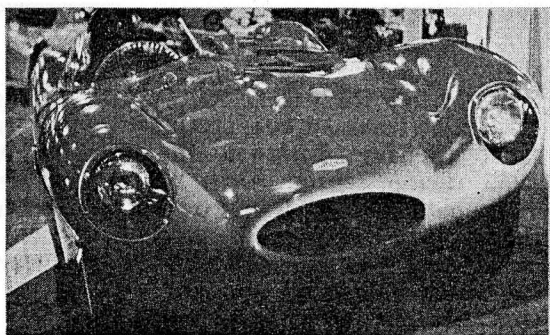


Pictures do little justice to the Alfa Romeo Giulietta. This car will soon be distributed on the West Coast.

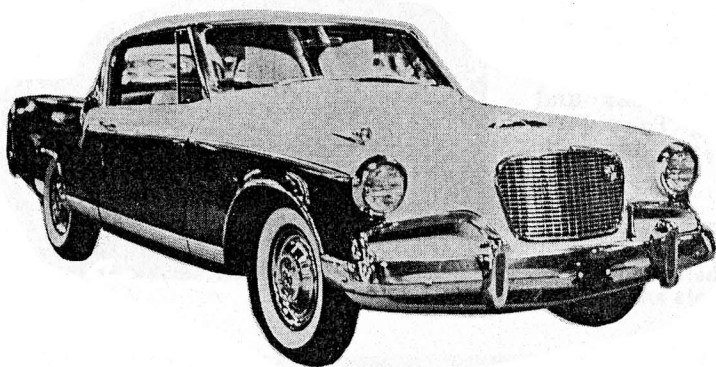




Capturing the spotlight of the show was the Karmann-Ghia Coupe, the newest version of the Volkswagen coupe.



Highly polished and in neat condition was Jaguar's new D type model exhibited shortly after being raced at Palm Springs by Carroll Shelby.



The Studebaker Golden Hawk marks the beginning of a great new sports car addition to American made models.



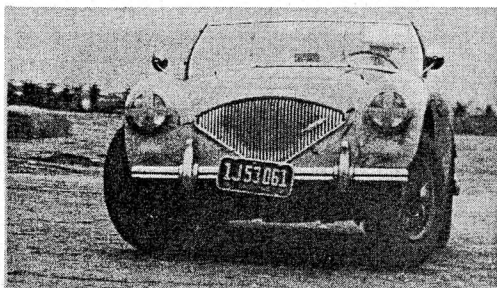
## PALM SPRINGS ROAD RACES

Masten Gregory skilfully maneuvering the 3-litre Maserati around Palm Springs tricky course at turn one.



**PALM SPRINGS ROAD RACES** witnessed one of the most exciting duels in the 1955 racing season when 23 year old Masten Gregory inched ahead of Ernie McAfee to win the over 1500cc sports car main. Close all the way this race had the fans on their feet for the full time of the event as it was nip and tuck between the two from start to finish. It will be a long time to come before this race can be matched in excitement and suspense. Driving Tony Paravano's three-litre Maserati

Gregory was every minute out to win over McAfee who was piloting Doheny's three-litre Ferrari Monza. Our hats off to both drivers who turned in one of the most brilliant performances of the year.

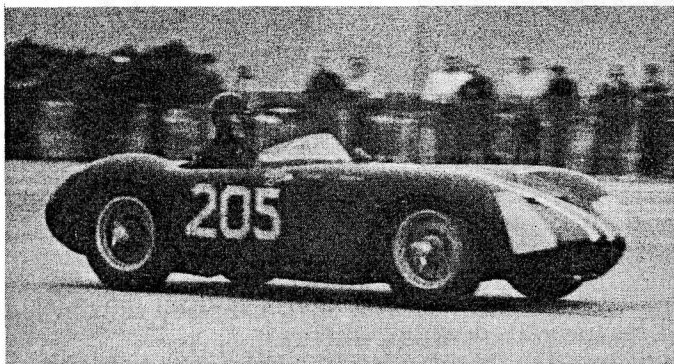


Turn one was the scene of many hair-raising spin-outs and mishaps.



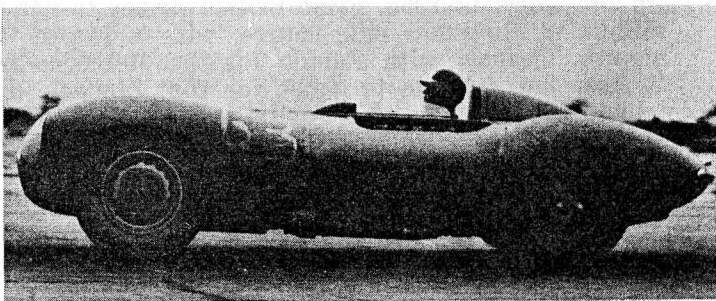


Ernie McAfee driving Doheny's 3-litre Ferrari Monza around turn one. Came in second, inches behind Masten Gregory, in the 3-litre Maserati, in exciting Sunday's race.

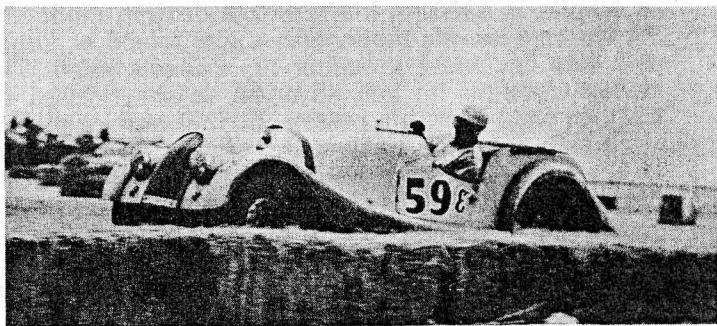


Ken Miles drives the Maserati to victory in the under 1500 go.

Carroll Shelby shown driving the D-type Jag. Seemed to develop engine trouble early in the race and was forced to retire.



Ed Savin's Morgan, driven by Bob Oker, came in first in class, as usual, and also made a very impressive go overall.





## CHRISTMAS WITH STERLING MOSS

by **BILL BARRETT**

One of the finer jewels I received for the holidays was the opportunity to spend Xmas night with the great Moss and other close friends. Mary Hefley, race secretary of the California Sports Car Club, called Stirling at his hotel. Because of a cancelled appointment, Moss was able to spend the evening with us.

Some background into the "flying Englishman's" career is necessary to acquaint a few who may not be familiar with it.

Age 26, a bachelor, second only to Fangio as the greatest driver in the world in 1955. First British driver to win the Italian Mille Miglia, a thousand mile course, with a record 98 mph over the course. Teamed with Fangio for the Mercedes factory last year, it was not possible to shoot for that pinnacle of racing, world's champion, but this year Fangio and Moss are driving for different factories, Moss with Maserati and Fangio with Ferrari. What a wild season this will be!

We discussed racing Xmas night of course but also other bits outside of racing. One interesting observation, Moss said "I prefer the Eldorado for street driving here. Quite relaxing you know." Parravano had lent him his Eldorado during his brief visit here.

Stirling is a very calm and collected young man. Though he has that twinkle in his eyes, indicating enjoyment of a prank, one he told me which backfired. He lost several front teeth in an accident at Naples in 1950, so his father, a dentist, made him partial plates. At the movies one night with a girl friend he slipped the plate out and into his hand grasping his friend's hand. This proved to be rather startling to her, so much so she refused to give the plate back to him. For this reason Stirling now owns several sets.

Again one time while water skiing, he lost the plate. Returning to the hotel desk, you can imagine his difficulty getting the keys for his room—222—without those front teeth.

Racing has been kind to Moss financially too. Something in the neighborhood of \$100,000 last year. Though he tried very hard to get clearance to run at Torrey Pines with no remuneration. Unfortunately FIA flatly refused to give him clearance.

Moss does not drink, though he has a great capacity for orange juice at a party. He is quite kind and generous with his time, a great deal of humility, coupled with a burning desire to win.

And it isn't very often when he is entered that he doesn't win.

"I have a great deal of respect for your two drivers, Gregory and Shelby," he said. "They are quite good, and drive a very calculated race."

"I do like Hollywood, particularly the freeways, which enable one to get about quite fast, with a minimum of effort."

He feels that American women are not quite as warm as the Europeans. In Europe it is quite unusual to see a woman driving and during his first trip here, he found it difficult to drive and look at our beautiful women at the same time! Thinks it unusual that American racers talk about nothing but racing, while the lovely ladies are shunted to the sidelines!

Stirling told me that General Motors is going to participate at Sebring this year, and also enter Indianapolis.

That the Polaroid camera will soon have a negative for each picture and color film available in the near future.

His clothes are custom tailored for him in England, beautifully cut, but a bit austere.

We spent nearly an hour trying to get a good cover picture, in front of our tree. He was quite kind about it though, and eventually instructed me how to get the picture and this after a long day of personal appearances, studio lunch, etc.

Yes, he is quite a man, and it will be a gratifying memory to look back to the Xmas night we spent in the presence of the Champion Racing Driver of the World. ●



Sterling Moss surrounded by several well known sports car drivers at a recent reception given in his honor. From left to right are Jack McAfee, Internationally known Masten Gregory and Phil Hill.



# SCRUTINIZING THE DKW

by DARRELL DOSTER

Two years ago, Auto Union introduced to Germany and Europe the DKW Sonderklasse. It was met with wide acclaim there, and now it is being introduced to the American public.

The outside appearance isn't startling by any means. It looks best from the side and rear. The deck lid has four metal straps running down it to give the car a picture of greater length, as it has a modest 92 in. wheelbase. The grill is rather severe looking, but it is very practical as it is completely removable.

Inside, the first thing I noticed was the gearshift mounted on the steering column. You will notice the shifting of gears to be free of clashing as it is a four speed synchromesh type system. The doors open from the front and each is equipped with a pocket for storage. The interior of the car was tan plastic with neat tan carpeting. There were separate folding seats in front and a standard rear seat, all cushioned with foam rubber.



The instrument panel is comprised of a speedometer, gas and water temperature gauges, generating system trouble light, high beam light, and a directional signal light. These are all enclosed in a hooded structure that can be read at a glance. On the instrument panel there is a hand choke, windshield wiper switch, starter button, switch for indirect instrument illumination, headlight switch, and a cigarette lighter socket. Under the dash, next to the steering column is the free wheel control lever. On the left side of the steering column is the dimmer switch. In the center of the dash, provision has been made for a radio. A glove compartment comprises the right half of the dashboard.

Visibility is very good with a one piece windshield and a wrap-around rear window. Luggage space is ample in the trunk, and it includes the spare tire, jack and tools.

The braking system is a very efficient hydraulic system. The front wheels are fitted with duplex brakes so that each brake shoe is operated by a separate brake cylinder. The rear brakes can be operated hydraulically or mechanically. The mechanical (hand brakes) use cables which are connected direct to the brake shoes.

The three cylinder, two stroke engine is mounted far forward over the wheels for maximum traction, as front wheel drive is used. The radiator and fan are placed at the rear of the engine block. This arrangement gives room for a larger radiator. The engine itself is a great engineering achievement. There are no valves or valve-train involved, so the engine can rev and over rev freely. In motion, the DKW runs smooth, but while idling, there is considerable roughness and shaking. This is common for a two cycle engine. With 896cc, the engine produces 34 bph, which is applied to the front wheels via a single-plate dry clutch. The front suspension is independent with transverse leaf spring and wishbones, and telescopic shocks are used all around.

In motion, the DKW handles well, but you must familiarize yourself to the front wheel drive. It tends to make the steering a little jerky and the front end seems to jump a little. Traction is superb and the front-wheel drive enables you to corner with amazing ease. The presence of freewheeling is a very essential advantage of the DKW. Its method of operation is known to you from the bicycle. In an unbalanced, unsteady mode of driving, in a slightly hilly terrain and in dense city traffic, the shifted-in freewheel permits a soft driving, free of shocks and jerking.

There is some inconvenience involved in fueling the car. SAE 50 weight oil must be mixed in the ratio of 1:25. It is quite a job to calculate the correct quantity for the amount of gas and oil to be mixed. The fuel consumption averaged out at 31 mpg. This was with my foot in the carburetor. The DKW's performance figures are high for a class G car. Overall, Auto Union can be justly proud of their amazing DKW Sonderklasse.

### The Engine

A 3-cylinder two-stroke engine in line, with DKW reverse scavenging, Petroil lubrication, thermosyphon water cooling, Solex down draft carburetor, Solex vacuum fuel pump, air filter with intake silencer, cast iron crankcase, crankshaft with 4 bearings.

Bore .....	2.794 in.
Stroke .....	2.992 in.
Cubic capacity .....	54.8 cu. in.
Compression ratio .....	1:6.5
Maximum torque .....	50 ft-lbs/2000rpm
Maximum rpm .....	4350
Maximum speed with full load .....	70-75mph
Fuel consumption under normal operating conditions .....	35mpg
Displacement .....	54.7 cu. in. (896cc)
Horsepower .....	34 at 4000
Engine .....	3 cyl. 2 cycle

### Performance

Top speed (avg.) 74.2; third 58.8; second 35.4; first 20.3.

### Acceleration

0-30, 6.6 sec.; 0-40, 11.8 sec.; 0-50, 18.1 sec.; 0-60, 28.2 sec.; 0-70, 45.9 sec. Standing quarter mile, 24.0 sec.

### Gear Ratios

Fourth, 4.25; third, 6.30; second, 10.4; first, 18.0.

## THE CHRONICLE OF ASTON ROYCE

In the brief time this magazine has been published this writer has gained the reputation of being acid-tongued, of being a rumor-monger, of being disrespectful to those fostering our sport and numerous other accolades and titles unfit for printing. May I admit that I'm wallowing in it . . . and as long as people listen and some agree with my free-swinging I'll continue to take punches at these "down stroked" dieties.

For this issue we will assume the role of the story teller and with an intention.

A few nights ago the phone rang and an excited voice questioned me as to my blood type. It seemed a mutual friend was in a serious bind as his six week old baby was momentarily verging on a critical heart operation and eight pints of blood were necessary for an "arm to arm" transfusion during the whole thing. It was late and time was running out. Where could a frantic, broke father find eight pints of "O" type blood and right now.

Each of us whom were called in turn called as many friends as time would allow then flew to the hospital. Every block we traveled clicked by like the rhythmed beat of train wheels against track joints. Would we have enough . . . would we be in time . . . were we the right type . . . would we have enough?

The sight that met us in the hospital waiting room was a warming one, as if the cars outside had not already given it away. A veritable crowd nervously milled around. All were eager to help, all were anxious to do something for a guy they really didn't know at all. But the most thrilling, yes even consoling fact to me was that every person there was a sports car driver . . . it was obvious that each of us had hurriedly called someone to help and, unwittingly or not, had turned to members of our own sporting society. Doug Baney, a truck driver; Reg Collins and Bill Falkenberg of Grand Prix; Lou Panuse the pharmacist; Dick Sherwin the publisher; Bill Stockdale the cop, and so many others that are just faces I see in the pits.

I would like to add a happy ending to this scene but I can't. The baby died.

The group quickly and quietly dispersed as anxiety melted into sorrow, sorrow for a guy we really didn't know at all.

And all the way home the rhythm clicked out the same questions. But from the questions grew a plan that might bring a happy ending to this story.

As long as we meet together, and race together, and eat together, and risk together is it inconceivable that we might give blood together? Give our blood to a bank for our use and perhaps sometimes for our families too?

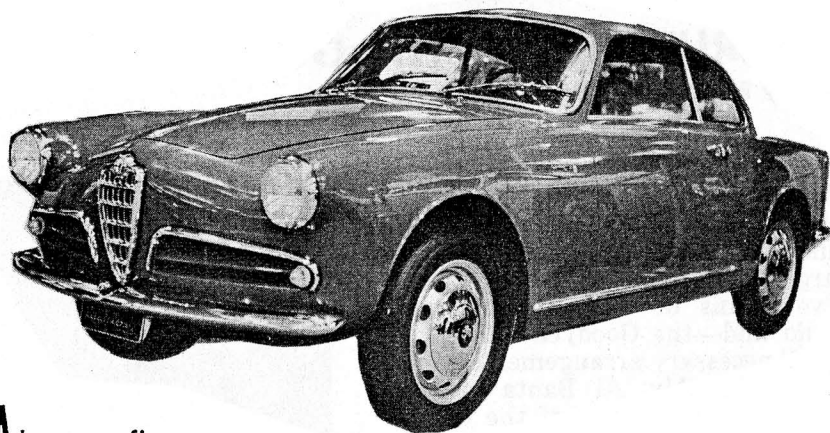
In this one venture we could bring all the clubs into a single body and start a blood fund under the banner of "The Associated Sports Car Clubs of Southern California".

With one call to the right person the frantic father could be exposed to a list of members and their blood types or whole plasma could immediately be made available to someone in need. Doesn't this strike you as a worthy offering?

Kick it around, you new club officials . . . and the rest of the readers too. If you find the thought had any merit drop a line to this magazine and maybe we can serve as the arrangers between the various organizations and the Red Cross.

Next week . . . back to my old, nasty self.

*Aston Royce*



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# SCRUTINIZING THE GOODYEAR BLIMP

by BUZZ DEBARDAS

In line with West Coast Sports Car Journal's policy of bringing the biggest and the best to our readers, this motor test was made on the largest and, by far, the most expensive means of transportation we could find—the Goodyear Blimp.

All necessary arrangements were made with Mr. Al Banta of the public relations dept. of the Goodyear Tire & Rubber Corp., who said that he would be pleased to supply the blimp and a fine pilot, but we could not actually test it ourselves.

Saturday morning found us at the Torrance Airport bulging with questions and camera equipment (the camera and 200 pounds of accessories in the custody of one small son).

I met the blimp's captain, Fred J. Lueders, who has been with Goodyear and blimps for the past 26 years. This man knows so much about blimps that I'll bet he could build his own. The only question he didn't answer was time from 0-60 M.P.H.—I just forgot to ask.

The full complement of men and equipment seemed to be made up of one senior pilot, Capt. Lueders, two junior pilots, Bill Wilder and Del Gates, a twelve man ground crew whose big job in life seemed to be hanging onto ropes to keep the blimp from flying away, one bus used as a communication center with the blimp and last, but not least, one blimp "L-Type".

We hurried over to the blimp where the crew hung on for dear life and Pilot Del Gates swapped places with Pilot Bill Wilder. (It is interesting to see blimp pilots change over—with airplanes, this is a simple operation. In fact, history will indicate that no airplane ever flew away while the pilots were having coffee. Apparently this



is not true of blimps, for as one pilot slid out of his seat, another pilot slipped into it. The blimp was in full control at all times. (Just imagine owning a helium-filled car and forgetting to tie it down and having it fly away.)

The ground crew helped me into the gondola closely followed by one young son still manning the camera and equipment. The ground crew was a very courteous bunch, and all seemed on the tall side (I think they all got stretched out of shape hanging onto ropes.)

I missed the signal to cast off, and don't remember when the motors were started, but soon I found we were several hundred feet up and doing 40-50 M.P.H. and heading out toward the ocean. As we approached the water, I guess I did what all new blimp passengers do—I waved at the small boats, pestered Del, the pilot, and took several rolls of film with the lens cap still in place.

Riding in a blimp is a sensation I've never experienced before, and I thought I had done about everything—riding in big planes, flying a small one, some ships, boats, fast and slow sport cars, falling out of a plane—I even got married. None of these, however, are like your first ride in a blimp.

We followed the coast line for several miles, with Del pointing out the different places that we passed and showing us the effects of water erosion on the coast line. Our view couldn't have been any better if we had been sitting on a cloud—soon though, we had to head back.

Although I feel that the initial cost of a new blimp will keep the average man from ever owning one I'm darn sure that, after one ride, he'll feel as I do—I'd sure love to own one. Riding in the Goodyear

blimp is really very simple — just drive to the Torrance Airport, hand the man your money and away you go.

### Goodyear Blimp—L Type Specifications

Price: \$125,000. Estimate (empty). Tax, license and 123,000 cu. ft. helium, extra.

Engines: 2 Scarab air cooled, 145 H.P. (each).

Weight: Lighter than air.

Brakes: None.

Tires: 1 Goodyear.

Tank Capacity: 2 - 50 gallon.

Dimensions: 150' long, 51' high.

Overhang: 75' front, 75' rear.

Cruising Speed: 40-45 M.P.H.

Maximum Speed: 62 M.P.H.

Maximum Elevation: 9,000 ft.

Maximum Cruising Range: 400-500 miles.

Bag Capacity: 123,000 cu. ft. ●



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# FROM THE CHRONICLES OF MARTIN ROLLS

## PART II OF A TWO-PART SERIES

We bring you the second installment by Martin Rolls, noted author, writer, lecturer and adventurer, on "How the Sport of English Trials Evolved."

The four stalwarts wiped off the seats, windscreens and dirty words, climbed into the cars while the townsfolk sneered uneasily and the children looted lunch bags. Soon the silence of the misty valley was shattered by the roar of the four small engines and old T.C.P. rose slowly to face the villagers. Softly he stated, "Oh ye of little faith, louts that you are . . . these very machines that you make jest of could well be the beginnng of a bright new era in speed and sport." Further he lied, "By what right do you place them on trial?"

Several citizens shifted their feet noiselessly and the plumber's wife and helper sobbed to herself while kicking empty ale cans to cover her embarrassment. Oh, the life of a plumber's helper . . .

"Alright then," old T.C.P. shouted . . . "Behold." Then turning to the boys he said with monumental sincerity, "Boys, and I call you boys because you are . . . the natives are restless tonight. It's up to you for we are all on trial here today. What started out to be a lovely day in the country has become a monstrous thing. I guess you know what must be done . . . all I can say is 'Well I'll be dipped'. Rev those engines . . . hit the trail . . . get out of here . . . and get me some money, too . . . into the mouth of the Himilayon Honey Bear." With that the four middle-less mites threw themselves across the valley floor.

A different look crossed the faces of these louts, the townspeople for the four cars were doing things that no auto before them had ever done. The plumber lead as he still felt the urge and close behind him was Peter and following Potter. Round the bend . . . up the straight . . . thru the splosh . . . squads right . . . fifty push-ups and drop dead. Back across the floor of the valley theyhurtled. Thru mud, thru mire . . . to a brillantly slithering halt before the crowd and the empty ale cans.

Needless to say, the crowd was beside itself. The people literally

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exploded, the kiddies sang obscure church songs and the cattle were standing like statues. Old T.C.P. was a picture of joy, shaking hands freely with the milling throng and passing out salt water taffy.

Leave these champions these fine autos with the empty ale cans and the plumber's wife or helper, whatever!!! never, no never . . . not even ever. Onto the shoulders of the crowd went the cars and the torches were lighted for the procession had started back toward the city.

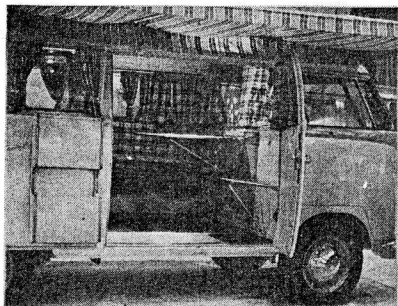
Fame, though fleeting, travels fast and the streets were lined with well-wishers and Shriners. Only on the promise of old T.C.P. would the happy folk set the cars down so the following Sunday was approved by the council as a recognized event called a . . . called a what?

The people shouted as though one voice . . . "A TRIALS . . . THAT'S WHAT."

And T.C.P. said, "So be it." And it was.

As a footnote allow me to remind you that this data was recorded by the author from a variety of sources, all totally responsible sports car owners and drivers . . . Need I say more. Incidentally, these four little history makers are still very much in existence. Two have been made into Planter lamps by May Co. and the other two belong to the Purchasing Agents at Lockheed who only use them to go shopping.

Sadly enough, T.C.P. disappeared while making a free balloon ascent during the Ipswitch County Fair and the plumber has since come to this country to make a handsome living retouching tatoos in his own shop at Town & Country Village. The sport of "Trials" has flourished and grown to the point where it is unsafe to own more than an average city lot without fencing. You see, any Sunday morning you may be run down by small middle-less cars while gardening and truly ruin your Asters. ●



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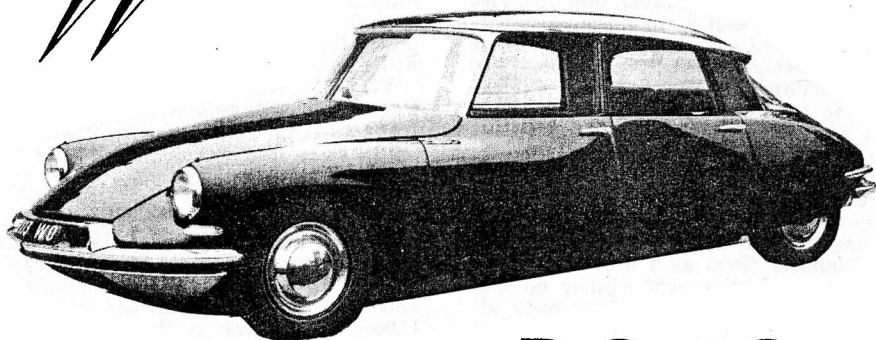
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## DS 19

" IN '56 "

### Technical Characteristics

Front wheel drive  
Air suspension  
Disc brakes  
Automatic transmission  
Rack and pinion steering  
Power brakes

Weight—including tools, spare tire and  
1½ gal. gas, 2475 lbs.

Wheel Base—123"

Overall length—15' 9"

Height—58"

Capacities—Gas tank 17 U.S. gal.

Motor—4 cyl., 75 horsepower

Gear box—4 forward speeds plus reverse

Automatic Clutch

Power Steering—Rack and pinion

Power Brakes—Disc brakes on front wheel,  
drum brakes on rear wheel

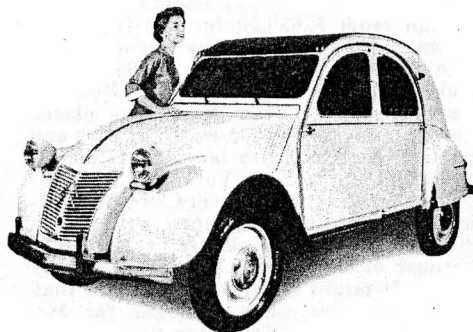
Transmission—Front wheel drive

Body—Mono-built

Heating and defrosting from independent  
radiators; forced air by electric motor  
for defroster

Ventilation—From right and left sides of  
the dash board

Cruising Speed—90 m.p.h.



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## HERE AND THERE WITH D. B.

by H. DOUGLAS BANEY

**LE MANS**—When considering the new regulations for Le Mans, one point stands out and that is under the new formula Le Mans cannot be among those races counting toward the sports car championship of the world. This plus the requisite that one hundred cars be built prior to entry will tend to take a little heart out of the world's greatest motor race. Although it must be stated that several factories not qualifying under the new regulations have available a two and one-half litre engine which, if used, would qualify them as a prototype. Jaguar D Type last year's winner on distance, is qualified—with minor body alterations, but I am curious to see what these people will do with the new two point four engine which has already pulled two hundred horses on pump fuel. They should be hard to beat in the prototype class.

**ALFA** — In an interview with Mr. Charles Nebel of Sports Car Ltd., importers of Alfa Roma and Porsche it was learned that the much talked of Alfa Romeo Giulietta will be here and available for purchase early in February. Over 50 dealerships have been signed and 63 applications for dealerships are being considered, these dealers are all west of the Mississippi. Basic retail prices run from \$2650.00 for the four door sedan to \$3890.00 for the sprint coupe. The roadster will sell for \$2995.00. Mr. Nebel tells us that Mr. Max Hoffman (late of Jaguar, New York) has placed an order for \$6,000,000 worth of cars and parts from Alfa, with large parts depots to be set up in New York and Los Angeles. An excellent feature of the Giulietta is that it is equipped with Lucas electrical equipment. A nice arrangement because of world wide service offered by Lucas. It might be well to note here that Mr. Nebel was sales manager for Mr. Charles Hornberg for three years.

Alfa Romeo has decided not to run Grand Prix this year but is considering the 1957 season.

**MOSS**—Have heard no official word on Sterling Moss for the 1956 Grand Prix racing season but know he has been offered number one driving position with Maseratis having Jean Behra as number two and Peter Collins number three with a guarantee that Fangio would not drive for the team if Moss accepts. B. R. M. Vanwall and Connaught are making strong bids for Sterling with Vanwall showing the most promise while testing at Silverstone, mostly in wet weather.

Regardless of Moss's decision it will be interesting to follow his battles against Fangio. As added interest, although not generally known, Jose Froilan Gonzales will re-enter racing for 1956.

**TONY** — While driving one of Tony Parravano's Maseratis at Modena, the Italian driver Scarlatti was slightly injured when the car left the road. The car was badly damaged.

**LOTUS** — Rumor has it that Carol Shelby of Dallas, Texas, may drive a Lotus Mk IX with the new 1½ litre Maserati engine at Torrey Pines. Speaking of the Mk IX Lotus it is interesting to note this new car holds lap records for 1100cc sport cars at the following circuits: Goodwood, Snetterton, Le Mans, Dundrod, Oulton Park and Brands Hatch. In case you haven't already heard, Ken Miles is bringing these cars into the country. Having, now, three on hand. Engines run 1100cc, 1500cc and 2000cc. Just pick the class you want to run in and there you are.

**VOLKS**—Plans for a new, larger model Volkswagen are reported to have been shelved for the time being because the present model is still finding an ample market in foreign countries. There have been frequent reports of late that the new model has been thoroughly tested and is ready to go into production.

**BUGATTI**—The new Grand Prix Bugatti Type 251 was shown at Entzheim near the Bugatti works at Molsheim. The engine is a straight eight with a bore and stroke of 76 by 68.5mm. The cylinder block, of light alloy, is cast in two parts which include the upper halves of the crankcase. The crankshaft is in two halves, each of which is supported in five main bearings; in the center is the train of gears which drives the two overhead camshafts. Ignition is by twin Marelli magnetos which are operated by the same train of gears that drive the oil pump. Two plugs are used per cylinder.

Peter de Paolo, old-time racing driver and 1925 winner of the Indianapolis "500", has been appointed competitions manager to the Ford Division. Chevrolet and Pontiac, too, are linked by rumor with future racing activities.

And they are saying that Briggs Cunningham and the Momo Corporation are entering a team of Chevrolet Corvettes for Le Mans and for the Rheims 12 Hour race.



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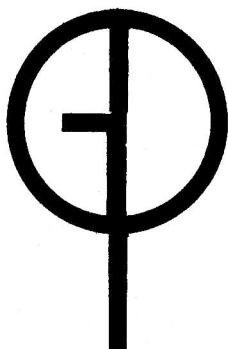
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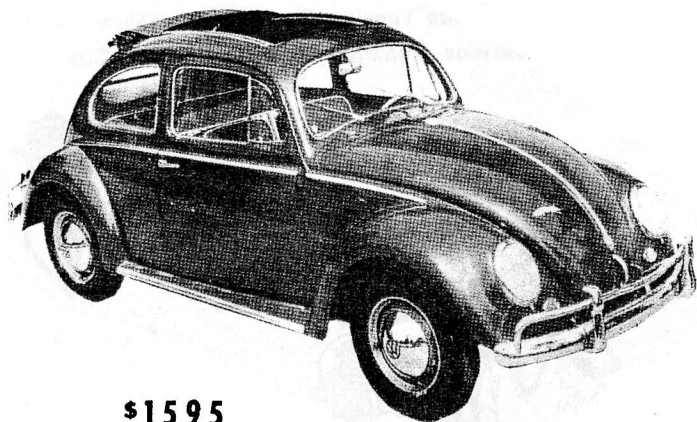


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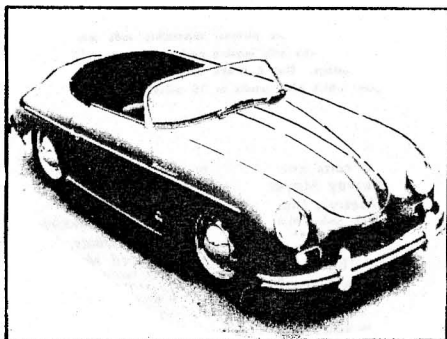
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