

West Coast

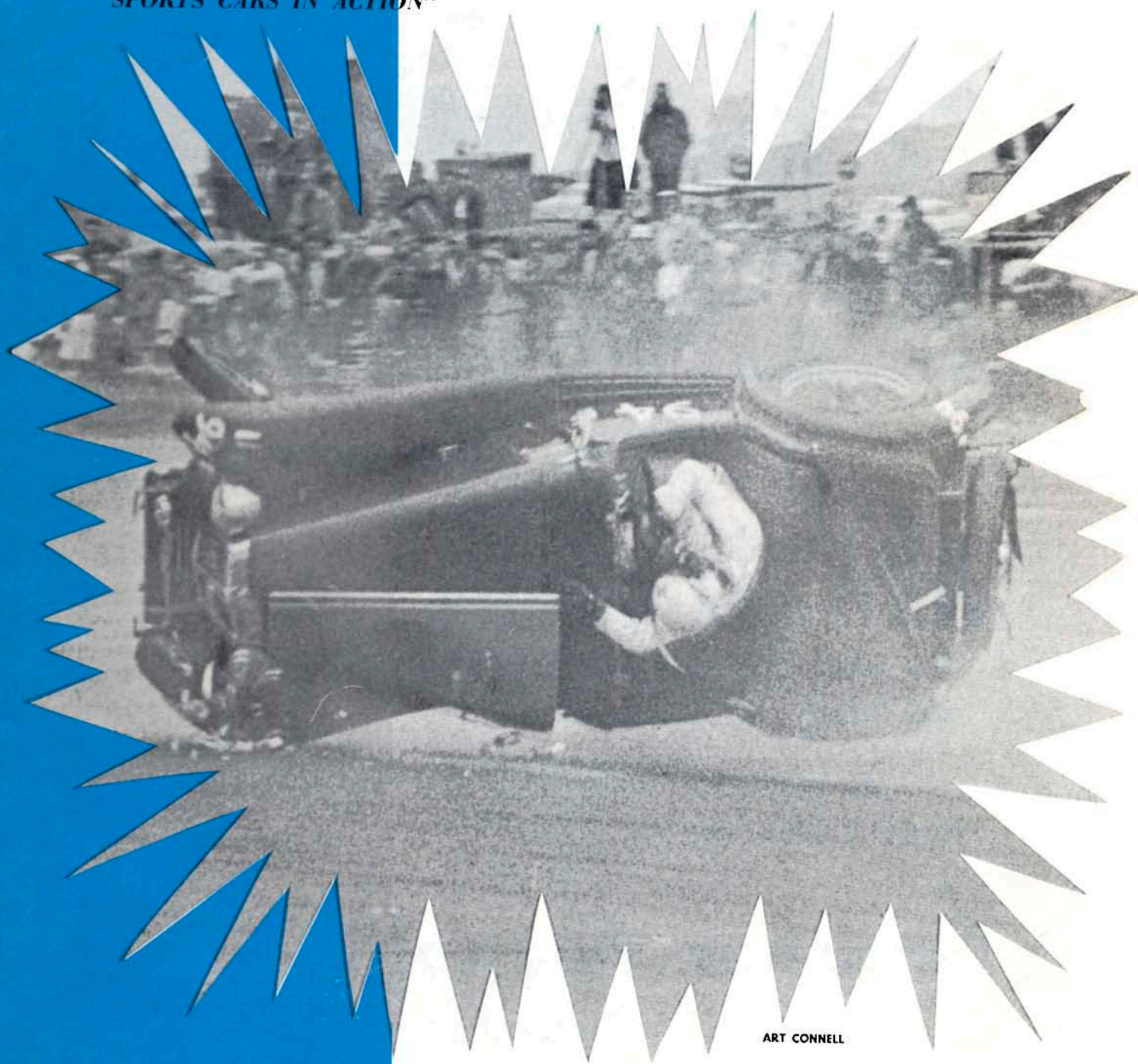
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# SPORTS CAR

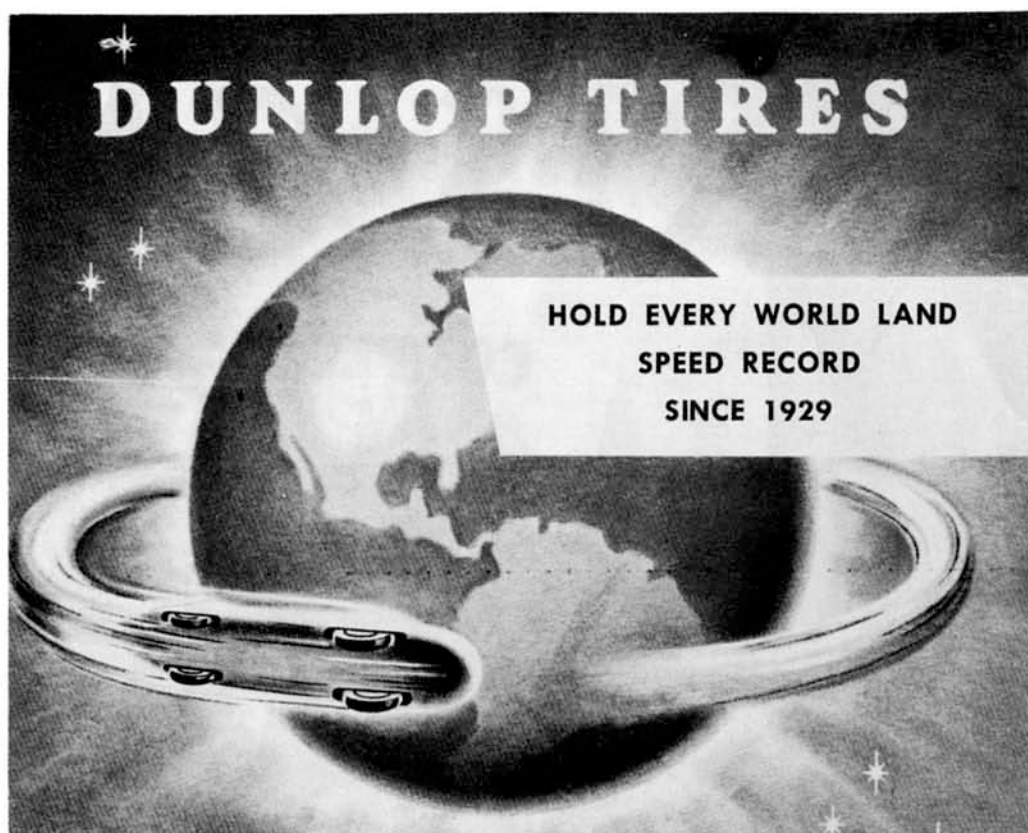
JOURNAL

"SPORTS CARS IN ACTION"



ART CONNELL

*MASERATI WINS AT TORREY PINES*



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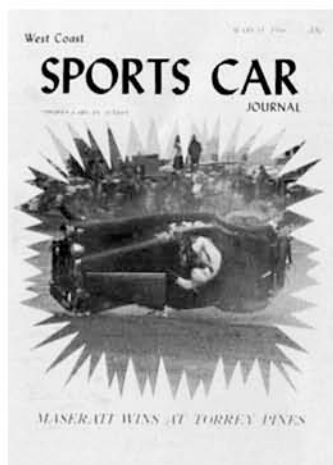
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# WEST COAST SPORTS CAR JOURNAL, INC.

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Vol. II No. 3



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# EDITORIAL

After 12 months of sweat, blood and tears we are proud to say, on this, our first anniversary, that we are now a full fledged monthly magazine. We will not only continue to reach our many faithful readers but extend our scope by reaching additional thousands of sports car minded people, up and down the coast, through the media of vast newsstand distribution.

For those of you who are familiar with the "Journal" there is no need to make an introduction. But for those who are picking the magazine up for the first time we would like to introduce ourselves and tell you a little about what we are and what we intend to be.

## CALENDAR OF EVENTS

### MARCH

- 4—Long Beach MG Club Rally
- 3, 4—San Fernando F.C.C.A. Economy Run
- 3-4—1st Annual Masters Rallye, Triangles & Barn, No. Calif.
- 3-11—General Motors Motorama, Los Angeles
- 8—Long Beach MG Club Meeting
- 11—Pro-race, Phoenix, Arizona
- 10, 11—Kern County S.C.C. 12-hour Rally "Midnight 'til Noon"
- 17, 18—C.S.C.C. Road Races
- 21—Victory Banquet, C.S.C.C.
- 21—Glendale F.C.C.A. Meeting
- 24—General Motors Motorama, San Francisco
- 25—Glendale F.C.C.A. Rally
- 25—S.C.C.A. Spring Rallye
- 25—Lockheed 4th Annual 24 Hour Rallye
- 25—Sebring 12 hour race, Florida (Sebring)

### APRIL

- 1—English Trials M.G.C.C.A. of So. Calif.
- 1—Gymkhana, Continentals S.C.C., No. Calif.
- 8—Races, Calif. S.C.C.
- 7, 8—Road Races, S.C.C.A.
- 14—Las Vegas Rallye, Glendale F.C.C.A., So. Calif.
- 15—Races, Abbotsford, S.C.C. of British Columbia
- 15—Northrop S.C.C. Gymkhana, C. K. Enoch, OR 8-9111
- 18—Dinner Meeting, C.S.C.C.
- 21-May 2—International Motor Show, Turin, Italy
- 21, 22—Pebble Beach Road Races
- 21—Pebble Beach Rally, Santa Monica F.C.C.A.
- 28—Mille Miglia, Italy
- 29—Races So. Calif. S.C.C.

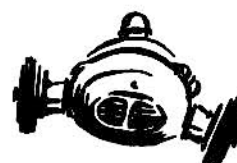
In the past we have attempted to cover, exclusively, West Coast sports car events including many of the larger, open, events such as road races, rallies, hillclimbs, trials, concours, etc. Our policy has been to re-create those events as closely as possible through the use of the pen and camera.

In the future we will continue to bring you the best in reading and the best in pictures. We hope to extend our coverage so that we leave out none. For every sports car owner, every sports car club and every sports car organization is our means of existence. We extend to you our services. If you are having a meeting, a rally or other large open event let us know. We will gladly give you as much publicity as possible and, perhaps, donate a trophy or two to your event. We would also like to be included on your club mailing list.

In the near future we are instituting a supplement to the WEST COAST SPORTS CAR JOURNAL. After every large road race or large open event we will mail to our subscribers, a four page supplement with complete coverage, results and PICTURES of that event at no extra cost.

Lastly, we would like to explain the change of size of the "Journal." Since we intended to bring you the best in action and still photography it was decided that a larger, and easier to work with, format was needed. And so with this, our twelfth edition, we hope to begin a new era in the publishing of the WEST COAST SPORTS CAR JOURNAL.

DICK SHERWIN







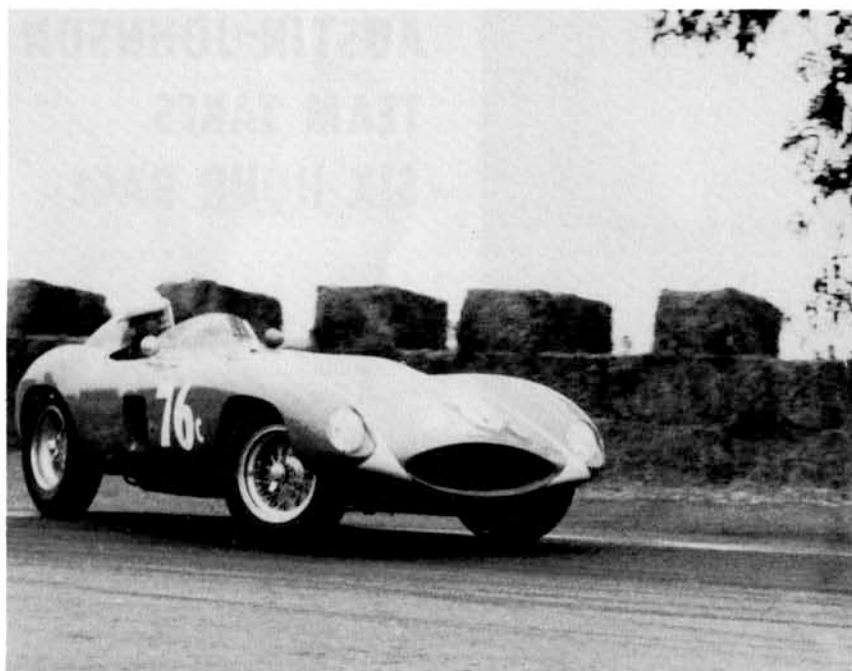
**Masten Gregory, youthful Kansas City, Kan., driver, winner of the over-1500 main stands jubilantly with his pretty wife after the race.**

## **ERNIE SPINS - MASTEN WINS!**

# **TORREY**

**by George Mitchell**

At the drop of starter Al Torres' green flag a powerful field of machinery roared down the straightaway to turn in an exciting main event for Sunday's race. A three man race to turn one saw, what promised to be, the duel of the season. Phil Hill hit the turn first followed by Ernie McAfee and Masten Gregory at a dead heat. The starting minutes of the race saw Hill push his Monza Ferrari into the lead. Turn two saw second place driver, Ernie McAfee in Doheny's Monza Ferrari, spin out thus relinquishing his position to Gregory driving Tony Parravano's Maserati



**Handling troubles plagued second place winner Ernie McAfee in the powerful 735 Monza.**

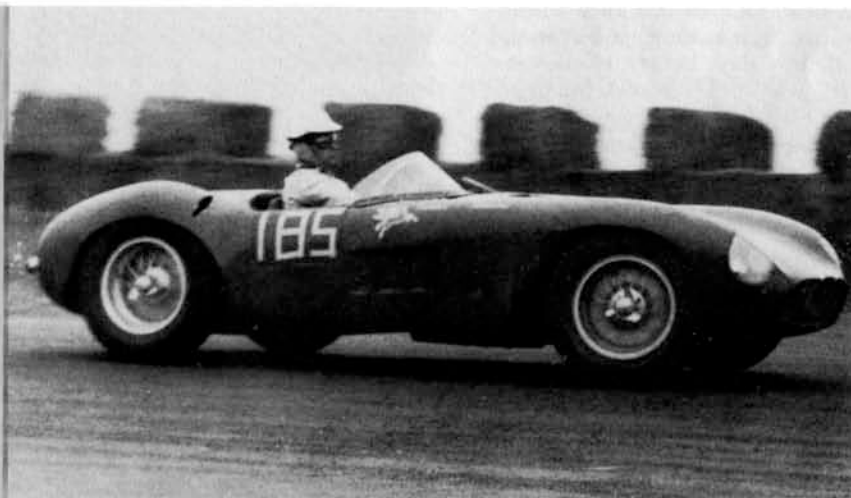
Spyder.

Phil Hill made his Ferrari go like it had never gone before. It was as if he was trying to lap himself. Phil's harsh treatment to his engine finally caught up with him in the eighth lap. After having gotten ahead of the pack considerably he was forced to pull into the pits with engine trouble. From then on it was all Masten Gregory, who, by the way, drove a very steady race from start to finish.

Lap 13 saw Ken Miles pull up to and try to pass the "D" Jag. After much cat and mousing and horn honking Ken finally passed the Jag on the 22nd lap.

On the 25th lap, after having a beautiful race, Bill Murphy spun out on turn 9 and lost the third place to Ken Miles that he had worked so hard to get. Ernie McAfee was still gaining 4 to 6 seconds per lap on Gregory but he just ran out of time and on the 27th lap the checkered flag dropped for Masten Gregory with Ernie only a scant 50 seconds away. Ken Miles took third with the best show of driving we've seen him yet do—even surpassing his win in the under 1500 modified class.

# PINES



**Masten Gregory displays cool drifting technique.**



**PHIL HILL, outstanding Southern Calif. driver, took an early lead—engine trouble developed and forced him to give up his sure win.**



**Bruce Kessler (300SL) on the inside, edging by Rudy Cleye (300SL) going on to win first place only to be disqualified later.**

The under 1500cc modified race might well have been Ken Miles day at Torrey. It was anticipated that the "Going" Porsche-Cooper, driven by Pete Lovely would give Ken a rather bad time. The race never developed, however, as Ken pushed to the lead after passing Jack McAfee in the fourth lap and held it throughout the race very comfortably. Ken drove like a champion in this race considering his hair-raising end-over-end flip of the day before. Following Lovely (who took second) for third, fourth, fifth and sixth overall were four Porsche Spyders. Jack McAfee, John Porter, John McLaughlin and Dr. Troy McHenry took these positions respectively.

With a comfortable 16 second lead

Jean P. Kunstle drove to victory in the production up to 1500cc race followed by Dale Johnson in a Porsche speedster, Ron Hudson in a Porsche Super Speedster and Jim Parkinson driving an MG-A. Kunstle was driving a Porsche Super Speedster.

Three Mercedes 300SL's dominated the production over 1500cc class. It was Bruce Kessler first, Rudy Cleye second and Ak Miller third. And as this goes to press we learn of Kessler's disqualification due to a protest made by Rudy Cleye, second place driver, for removal of helmet on cool-off lap. Final positions: Cleye first, Ak Miller (Merc. 300SL) followed by Jim Peterson in an XK120 for third.

## AUSTIN-JOHNSON TEAM TAKES SIX HOUR RACE

On Saturday, January 14, 1956 Sherwood Johnston flashed by the finish line in Jerry Austin's "D" type Jaguar to receive the checkered flag from Al Torres as a record crowd of ten thousand fans witnessed the last of the six hour races to be held at Torrey Pines. Three and one-half laps behind Johnston, Jack McAfee in his Porsche Spyder finished an astounding second place overall and second place in the index of performance. Behind Jack, four and one-half laps behind the leader, the Turner-Kunstle team brought their Porsche Spyder in for third overall and third in the index of performance. A very impressive victory for Porsche. The Jag D's of Sherwood Johnston, Jerry Austin, Pete Woods and Ignacio Lozano more than made up for the bad name received at Palm Springs even though only one of them finished.

The start of the race saw, at last, the true power of the D Jag. At the end of 5 laps there was D Jag one, two and three. Phil Hill in the 2 litre Ferrari Mondial doing some very fast driving to hold down the fourth position. Bill Murphy in the Kurtis-Buick was fighting to hold the fifth spot. It is interesting to note that even at this early point in the race, Pete Woods, by pushing his finely tuned D had built up a substantial lead over an exceptionally fast field—maybe too fast, because by the second hour most of the big machinery was out of the race. Both of Parravano's cars, his 4.4 Ferrari and his Maserati spyder were retired. The D Jag's of Johnston, Woods, and Lozano were in the pits to stay. Phil Hill threw a rod through the block of his Ferrari Mondial at turn nine. The Troutman-Barnes Special had become a spectator along with the Kurtis-Buick of Bill Murphy. After all these powerful cars had been sidelined, it was no trick at all for Sherwood Johnston, after having the controls of the D Jag handed to him, to win with minimum effort.



**Versatile Ken Miles driving 550 Porsche to victory in Sunday's main event.**

*Le Mans start sends 59 cars off on six hour grind.*



DAVE WATSON



*Jaguar "D" of Jerry Austin and Sherwood Johnston being paced to victory.*







THE THIRD SEMI-ANNUAL

# THUNDERBIRD GYMKHANA



*Forbes Robinson (above and below) getting the go sign for the difficult diminishing eight.  
He went on to win the under 1500cc men's division.*

**by George Mitchell**

To say that the semi-annual gymkhana held by the Thunderbird Foreign Car Club was a success would be a gross understatement. Cars seemed to pour into the big parking lot of the Sear's store in Pomona almost endlessly. From the first entry at 10 A.M. to the last one at 4 P.M., the events were run in a very orderly way. Along with the minimum of confusion, the well laid course and





the accurate timing were all signs of good preparation.

The event which seemed to draw the attention of the spectators the most was the diminishing figure eight.. This was particularly interesting when the VWs attacked it.

Along with the Jags, M.G.s, A.H.s, Porsches, and TR-2s usually seen at these events there was also a Citroen, a Merc, 300SL, a Jowett Jupiter and a Austin Healey 100S. The 100S proved itself exceptionally fast in the acceleration test much to the chagrin of a certain Jag owner. All in all the gymkhana drew a total of over 100 entries.

### RESULTS:

#### OVER 1500 (WOMEN)

1. Mary Bishop TR-2 4:35.2  
(last year's winner)
2. Peg Moose Jag 5:19.8
3. Marge Hunter TR-2 5:34.3

#### OVER 1500 (MEN)

1. C. K. Enoch TR-2 4:03.6  
(overall winner)
2. N. R. Bishop TR-2 4:05.7
3. Jim Marthai Jag 4:26.4

#### UNDER 1500 (WOMEN)

1. Mitnee Duque MG-TD 4:46.4  
(last year's winner)
2. Doreen Smith Porsche 5:12.6
3. Elonore Haid MG 5:17.6

#### UNDER 1500 (MEN)

1. Forbes Robinson MG-A 4:04.7
2. Earl Money MG-TD 4:09.7
3. E. Rorh MG-TF 4:13.1

#### SPECIAL

1. Lee Cobb MG V-8 60 4:46.4

**An over-enthusiastic Volkswagen spinning out.**



**C. K. Enoch skillfully handling his TR-2—  
took first overall.**



**This Corvette had a difficult time competing with the smaller, European cars.**

# JOHN VON NEUMANN

by Bill Barrett

"I am the oldest active owner-driver in Southern California." Thus spoke John Von Neumann, a very young 34-year old executive, as I interviewed him within the inter-sanctum of his beautiful wood-panelled office on the second floor of the new car showroom at 1219 North Vine Street in Hollywood, California. The office itself is quite sumptuously furnished, including a well stocked bar. I found Von Neumann a very warm, likeable person with a good sense of humor, though perhaps a bit wry at times. His attractive wife, Elinor, has a desk directly across the room. There is a continual flow of people in and out of the office.

John was born in Vienna, Austria in 1921. His father was a famous surgeon who passed away in 1939 in New York. He left John quite a bit of money, which he proceeded to spend as fast as possible buying and racing sports cars. His family consists of his wife, Elinor, two sisters, mother, and Josie, his step-daughter, who won the first Ladies Sports Car Race ever held in California. John lives in the hills high above Sherman Oaks. He has a Dachshund whose name is Rudolph (Rudy) Von Neumann, and a mongrel, Miss Muffet, both of whom have the run of the household. Preference in food is strictly European. Scandia Restaurant on the Sunset Strip is his favorite.

After leaving Vienna, he lived in Geneva, Switzerland, then he came to America. His schooling was at New York University, then Southern California where he studied engineering in 1940 and 1941.

"In 1942, I went into the U.S. Infantry and took basic training at Torrey Pines where later I raced. We went overseas in 1944 during which time I was an active agent in the Central Intelligence Division of the United States Army. The Year 1946 saw me with the Military Government in Austria where I helped with the de-Nazification of that country. After that, I returned to New York and there after decided to make California my home."

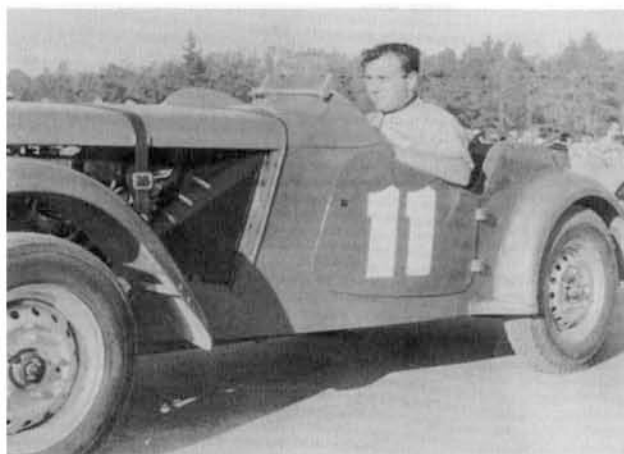
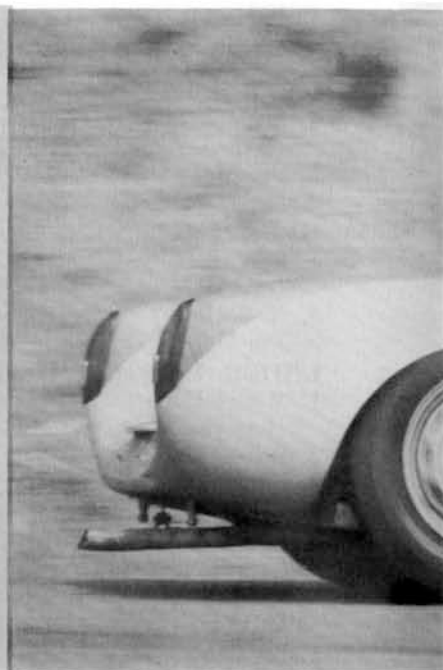
Beginning with a tiny speed shop and the first so-called sales of foreign iron in Hollywood, Von Neumann has parlayed a hobby of sports cars into a local V.W. Porsche empire composed of six different corporations. The main anchor on this gargantuan corporate structure is Competition Motors Sales Inc. with over fifty-five employees. Competition expects to directly handle and pass on to their thirty-seven dealerships in Southern California, South Nevada and Arizona anywhere from 8 to 10 thousand cars this year!

"In January, 1952, I opened the first Porsche agency in Southern California. Then in 1953, I acquired the exclusive Volkswagen distributorship in Southern California and moved to our Vine Street home in Hollywood."

Von Neumann's first contact with speed equipment was with motorcycles. He owned a Sun, an Aerial, a Rudge-B.M.W. and a Puch, though he never raced them.

Johnny's career with sports car racing is equal to that of other drivers in the country today. His first participa-

PERHAPS THE MOST CONTROVERSIAL FIGURE IN SPORTS CAR CIRCLES TODAY, JOHN VON NEUMANN IS ONE OF THE PIONEERS OF MOTOR-SPORTING IN CALIFORNIA.



John Von Neumann first became known by driving his M.G. Special to many victories.

tion in a road race was in 1947. This was also the first California Sports Car Club sponsored race at Palos Verdes. He drove an SS100 in this race, acquiring the best sports car time for the event. In 1948 he ran in hill climbs and also at Carrell Speedway as a professional. In 1950 he won the first Pebble Beach Race. This was in his MG Special No. 11. At Palm Springs in 1950 he won in his class. "I have run second more times than I can possibly count," he laughed. The only cars beating him in the earlier races were Simcas. At San Diego in 1951, which was the first Torrey Pines Race, he blew up the engine in No. 11, not finishing. His record at Torrey is impressive, winning in his class three different occasions. This was in a Porsche Coupe with its top cut off, making it a hybrid roadster. "The only one who beat me in 1953 was Ken Miles, who is now associated with us. My greatest thrill was winning at Pebble Beach. My most terrifying experience was in November, 1954, at the March Field Races. I was driving down the straight at about 120 m.p.h. in the First Spyder to be delivered to this country when an MG cut in front of me. The Spyder crashed, caught fire and burned. It was a total wreck. I received many cuts, bruises and rib fractures."



Bob Gizzo

There are few people who have worked and promoted sports car races more than Johnny. He, along with Roger Barlow and Taylor Lucas, founded the California Sports Car Club. He was the first secretary of the Club and is still an active member of C.S.C.C. Hymie Cooper and John designed the club's original badge, which John says resembled an Iron Cross! It has since been modified.

It was disappointing, a few months ago, to hear that he decided to give up racing. Disappointing to the spectators because of the great color patterns of his many machines and the Big Red Van. John came out of this self-imposed retirement at the first and possible the last of the Glendale races. Even though racing enhanced the prestige of the Porsche, it imposed upon him a great strain because he felt it was necessary to make an exceptional showing every time he raced the Porsche.

"I've seen them all come along. I sold Phil Hill his first MG-TC and in my book he is head and shoulders above any other sports car driver in America today. If he had the mental stamina of Ken Miles, he would be the complete essence of perfection."

"In the early days of the sport in California, we organized and ran the only unsanctioned Mille Miglia race across the United States—our only trophies being a large handful of traffic citations."

John does not allow his participation in the race to interfere with his private life. By way of illustration, if he chooses to stay up until the wee hours of the morning and race in the afternoon, he does so, being certain of his capacity to hold his course.

Johnny has owned the following cars: BMW, AC, LAGONDA, MERCEDES BENZ 540K, FIAT, VIOTTI, two TALBOT LARGOS, SS-100, JAGUAR, MG-TC, MG-TD and PORSCHE. His all time favorite drivers are Rose Meyer, Nuvolari, Jean Pierre Wimille, Ascari and Fangio.

I concluded my interview with the distinct feeling that Johnny Von Neumann will be a part of sports car races for a long time to come. Where ever he is, you can bet your last sparkplug that he won't be far from the winners circle. He is an individualist and a man with deep abiding love for the future of the "Little bomb from Stuttgart." On our talley sheet he is one of racings' gentlemen of the sport!



# HERE AND THERE WITH D. B.

by H. Douglas Baney

## PROS GO

The next professional road race is slated for March 11 in Phoenix. A guaranteed purse of \$4000 is bringing out some very prominent local names, Jock Bellesiles, Ralph Phillips, George Beavis, Tony Parravano and Rudy Cleye are among those running according to Jock.

## McAFEE

Ferrari distributor Ernie McAfee has added Osca to his line. First shipment of a very large order of Pirelli tires moves in on Ernie this month. Twenty is the figure given to the factory for the number of Ferraris expected to be sold this year (very slowly count to twenty by ones!). April will find Ernie in Italy on a business trip, the first of two such trips planned this year. I asked Ernie the specific reason for these trips and he just smiled and continued showing me his beautiful merchandise.

## SEBRING 12 HOUR

Targa Florio winners team up again, Sterling Moss & Peter Collins on Aston Martin. John Edgars 550 Porsche with Pete Lovely and Jack McAfee up. Johnny Parsons and possibly Pat O'Conner (Midwest sprint champ '53 & '54, second at Indy '55) drive for Tony Parravano. Jimmy Bryan 1954 AAA Big Car Champ may join Tony's team. Cy Yedder and Dale Johnson may be a team for the Al Hoskins stable.

## LET'S TOUR

That well known travel agent "Dusty" Mahon and his associate Ken Edler have shiny new offices in Westwood Village called the Westwood Travel Service.

Along with the normal chores of a travel agent Dusty has lined up some wonderful conducted tours for the enthusiast. The Sebring 12 hour race tour which includes stops in Mexico City and Havana. The grand prix tour to Europe covering REIMS, ZANDVOORT, NURBURGRING, LE MANS, SWISS GRAND PRIX, MONZA and the IRISH T.T. Races in England have not been decided upon as of this writing. All principle

cities and automobile factories will be visited. A fall tour with JOHN BOND to see the London Auto Show, Paris Auto Show and the Spanish Grand Prix at Barcelona. November 19-23 is the tentative date for the Pan-American Road Race and, for sure, there will be a tour.

Of special interest to those conducting club meetings are the road race films Dusty has taken from all over Europe and the U.S. These films are excellent and well worth your consideration. They are now, or soon will be, available to rent. (His address, by the way, is 1133 Glendon Ave., Westwood Village, L.A., Calif.)

## BUENOS AIRES

In the 1000 Kilometer Grand Prix of Buenos Aires held on January 30th Stirling Moss of England and Carol Menditeguy of Argentina brought their Maserati home one and three tenths seconds ahead of Phil Hill of Santa Monica and Oliver Gendebien of Belgium to capture first place. This is the second big win for Stirling this year, having won the New Zealand G.P. (also on Maserati).

## WHO'S WHERE?

Works team members are shaping up. Ferraris have signed Juan Fangio, Peter Collins, Eugenio Costellotti and Luigi Musso; Maurice Trintignant is expected to be an occasional team mate, planning to divide his time between Ferraris and the new eight cylinder Bugatti. Peter Collins will continue to drive Aston Martins in sport car events.

Stirling Moss will drive number one car on the Maserati team. Roy Salvadori divides his talents between Aston Martin and Cooper. Tony Rolt, winner of the 1953 Le Mans, with Duncan Hamilton, has given up active competition. Mike Hawthorne drives BRM Grand Prix and Jaguar Sports.

A Ferrari engined Kurtis Kraft has been undergoing trials at Modena recently, and will be driven in the Indianapolis 500 mile race by Giuseppe Farina.

## BAKER, CALIFORNIA

All Las Vegas bound sports car drivers (traveling US 91) would do well to remember Pike's in Baker. An all new layout with Restaurant, Motel and Flying Red Horse Mobil Service. Manager Gale Pike, a junior competition license holder, tells us that he will soon have a limited supply of spare parts for Foreign Cars. He has three English cars in his own family. We wish him well in business and on the track.

A new look for the WEST COAST SPORTS CAR JOURNAL. Yes, the 'Journal' is getting a face lifting. New emphasis is being placed on sports car events and activities up and down the West Coast. Whether it be a road race, rally, gymkhana, hill climb, concours or just plain gaggle the WEST COAST SPORTS CAR JOURNAL will be there to cover it.

Greater emphases is being placed on the calendar of events column. This is one of the most vital channels of information to the sports car enthusiast and this magazine intends to publish the largest and most up to date list of all sports car activities forthcoming. In most cases the 'Journal' will follow-up these activities by bringing complete coverage, results, comments and of course Pictures.

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# THE CHRONICLE OF ASTON ROYCE

Anybody with some ready cash (and not much at that) could have purchased the "D" Jag from Pearce Woods when the engine coughed and blew at Torrey. Seems this isn't the first problem that has arisen with the car. On top of being a better-than-average driver, Woods can swear like a lumberjack . . . and so can Charles Hornburg.

This pro situation is starting to take on the aspect of a comic opera. Certain fringe area promoters will have us think all the money is in the sock but continue to have "Dusty" Mahon show films to impress additional bucks. Another faction lets it be known that *their* financial supporters attended the Torrey Races and left clamoring to put up all the money south of San Francisco. The huge laugh of the whole mess is the possibility that both parties will wind up "living" next door to each other. The realtor that peddled the first piece of property got wise to the plan afoot so he sold the second group a similar plot not one mile away. The "Dark Horse", as of this moment, is a man well versed in staging races of all kinds and he too has a chunk of dirt that was purchased with this in mind *before* he closed his other track. Anyone for hints?

Pro racing will get a real boost though, when one of our top local drivers gives up his amateur standing to go at "Indy" this year. His application is already filed and his ride assured. This is the same driver who took a tremendous cut in yearly salary (what's this . . . a salary in amateur racing) by leaving Mr. Machinery, himself to race with an eastern stable presumably owned by a practicing gentleman . . . or does that sound like I might mean Mr. Machinery isn't.

It's a shame our sport doesn't award yearly "Oscars" for performances rendered at the track. If we did Johnny McLaughlin would win hands down in the drama department, Ken Miles in the character actor area, John Von Neumann for supporting actor and Elinor in the musical category. The whole scene was enacted following Ken's trip into the low rent district in McLaughlin's Porsche. Ken was passing the matter off in a true "tut tut, my dear" manner, McLaughlin was all sweetness and light and "I understand Ken" (at least on the outside), boss of the gang Von Neumann climbed off the "Queen Mary" and spoke softly to all parties concerned while Elinor performed an obscure Aztec dance in her beaded moccasins and emitted steam from her arm pits. All four were surrounded by the crew that changed colors and spelled out Aloha . . . oh, what a beautiful morning . . . but what would racing be mit out da vunderful Von Neumannz?

Now about some of our would be "Grand Guys of the Game." How important is a win that they feel compelled to run off to the judges screeching, "Bruce did this and Bruce did that and" . . . really. Beside trophies don't lend themselves to your decor. Take for example that chrome thunder mug amongst the glasses on your back bar . . . just bad taste, that's all . . . bad taste . . .

Did you know that little Billy Thomas is an interior decorator and quite an authority on antiques . . . (I just threw that in so could scoop "Motor Racing" in the vital statistics department).

The incident regarding Sterling Moss sitting in the San Diego clink was not nearly as humorous as the fact that he almost stayed. The club was mildly reticent to come up with the necessary \$80.00 bail (and rightly so). They should have let him cool it awhile for all the color and excitement he added to their already fine meet. The most gall of the whole mess is that he had been crowing about how he intended to be the guest of the Americans for all expenses during his stay and so far had carried it off to the point of having spent seventy, count them (\$0.70) cents. For a chap earning \$100,000 annually and having six sets of false teeth, this is a new low in sponging . . . no wonder he is so successful in an apparently dangerous sport . . . if he can't take it with him he just won't go . . .

It is accepted knowledge that Joe Weissman and this writer do not see eye to eye on a great many subjects. I wish to go on record as saying that what I am about to state does not alter this lack of common viewpoint. If the California club wishes to continue as a successful organization (and your bank book tells us you are) then look to the past records of those men running for president. Of all concerned, Joe has consistently attempted to accomplish some fairly difficult and always thankless tasks. (Please return to sentence #2 from time to time in order to reassure yourself). The team of Weissman and Frug have served their organization to the best of their ability and I honestly think Joe would continue if for no other reason than the fact that he has gained great momentum through experience and just can't stop. (One quick glance at sentence two) and don't forget for one minute that it will take a smart organizer to fend off the pro promoter when their ball gets rolling to keep your amateur races appealing to the ticket buyers. Joe, you would get my vote . . . but alas, I'm not a member and besides the shock would probably give you a stroke.

And to those of you that think this was a matter of force, kindly notice the lack of a certain name on the flag. (That's the list of officers involved in the publication of this epistle, you ninney).

*Aston Royce*





## SAN GABRIEL VALLEY CHAPTER

# EL PRIMERO DEL AÑO



PICTURES AND STORY BY D. BANEY

A bright Sunday, Jan. 29, morning saw 49 rallye cars off and running. San Gabriel to the Rose Bowl via (and WHAT a via) Saugus, Piru, Santa Paula, Simi Valley, across San Fernando valley, Sunland, Glendale, over Chevy Chase to home plate. The choice of roads made for excellent motoring and rallye-master Bob Carrington takes the cake for fine planning.

Northrop Sports car club member Harold Guess, with navigator Jack Kirkpatrick, received top honors driving an MG-TF. Barbara Rundell navigated Austin Healey driver Jack Greenway into second place. Third place honors were taken by Jag MK VII driver Gloria Adams with husband Mel navigating. Team honors were won by Bob Gano, Joe Carter and Art Cummins.



**Overall winners Harold Guess with Nav. Jack Kirkpatrick at Simi Valley check point. Checkers, Bill Claus and race driver Billy Thomas.**



**Mike Cornelison and Nav. Joannie Swinger being waved away by rally-master Bob Carrington.**



# SUNSET RALLYE

**SANTA  
MONICA  
F.C.C.A.**

As usual the Santa Monica chapter of the Four Cylinder Club of America staged a very successful rallye through the twisting, winding (and sometimes muddy) roads of the Santa Monica Mountains January 28.

This was, perhaps, one of the most difficult rallyes of the season as many times the instructions called for such difficult calculations as feet per mile or leagues per hour and at one time the ralliests were traveling along at some million inches per hour! There was many different makes of automobiles represented including the usual Porsches, VW's, MG's, Triumphs and a very sleek looking Alfa 1900. Oddly enough the rallye was won by a couple who had never been on a rallye—Dick Hirsch and Fred Harris driving a Hillman. Bill and Audrey Doyle driving an Austin Healey came in second followed by Ed and Evvie Vogler driving an XK120 Jag. All ralliests enjoyed an excellent dinner prepared by the capable chefs at the Santa Inez Inn following the affair.

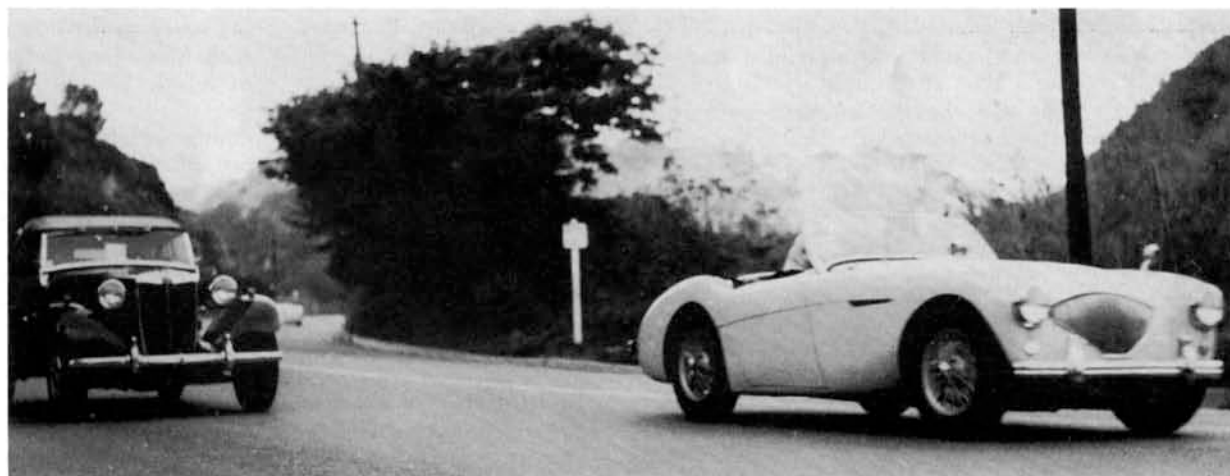
*Calculations, on some sections, were made in millions of inches per hour. Possibly the reason these two cars are so close.*



**MG-TD getting the go-ahead signal from checkers at the first check point.**



**A variety of cars participated including this handsome 1900 Alfa Romeo.**



# GREAT SPORTS CAR DRIVERS

NUMBER 1



## MASTEN GREGORY

*Quiet, spectacled...may someday be Champion of the World*

"I hate to fly, it really scares me!" This from Masten Gregory, one of the most promising young drivers in America! A lad, who will touch 140 mph in a straight and literally dive into a turn at 90 mph, wet or dry.

Gregory is 23 years old; has brown hair; soft grey eyes, vision corrected with studious horn-rimmed glasses; married, and the father of 3 children, one of whom is a boy, Masten II, a future Grand Prix champion. The children speak Italian fluently, due to being subjected, no doubt, to the continental racing of their father. His wife, Lou, is a very petite blonde, a bit his junior, and divides her time between children and sports cars.

Masten has told me many times that he could drive a better race if only he could get completely mad at other drivers pressing him, but to his credit, Gregory detests driving over his head or nerfing an opponent into submission. This young man believes in winning, but only by masterful submission of his machine—not opponents.

Gregory, before a race, always walks the course and in the turns, with his hands, feels every groove through it. As to training, it's a fetish with him—long before the race, he isolates himself with books, periodicals, etc., and no alcohol.

It seems that this rigid training schedule pays great dividends as Gregory has 'blown off' not once, but twice, the top stars of our West Coast, namely, Mr. Porsche and Mr. Ferrari, and many others, whose names are synonymous with winning cars out here.

Gregory told me after his close win at Palm Springs, December 4, 1954, that "I will win, if I race at Torrey Pines." This was rather difficult to believe, considering the potent drivers and machinery headed for Torrey. I am now a believer. Perhaps some may feel that if certain other machinery had not broken down, the finish would have had a completely different ending, but as the Flying Kansan told me later, it is nearly impossible to win any



**Gregory is shown  
at the left driving  
Tony Parravano's  
Maserati Spyder.**

**by Bill Barrett**

race in the first 2 laps—and at the unbelievable speed some of the cars were going in the first lap of the finale at Torrey, nothing, not even the factory could have held them together for that full hour, even excluding the spin-outs of drivers much more familiar with Torrey Pines.

Back to speed. Masten received a lesson unexpected from two brickyard specialists during the past three weeks. If you have ever followed the Big race at Indianapolis, Johnny Parsons' name is undoubtedly quite familiar to you. T. P.'s private little party at Willow Springs convinced Gregory that the oval boys can go. Parsons turned 1 minutes, 49 seconds, to really stand off Masten, then Jimmy Bryan and Pat O'Conner cut Gregory's time, too. Parravano is really setting up a team for Europe, if the best laid plans of mice and men—.

Gregory attended Shawnee Mission High School in Kansas City, Missouri. Some of his education in racing was the aftermath of his private dicing in his hot rod with the police in Kansas City. He was born on February 29, 1932, has one brother and two sisters, and his brother-in-law, a very hot driver throughout the Midwest.

"I prefer and drive a Chrysler Imperial for the street." (Don't any of these guys own a sports car?). "I buy Alan McAfee shoes, no relation to "Sunset McAfee"; my suits are custom tailored in Chicago; and my favorite diet is filet mignon; my business is driving and my driving is my business. I like Phil Hill personally, on and off the course, and, certainly, driving competitively with him has taught me several things that are not in the textbooks. Stirling Moss, also, has influenced me a great deal."

"When I come back to California to compete in a race I intend to remain in the winners' circle, although I will never again flatly assure any one of my presence therein!"

Youthful Masten Gregory has all the color of a champion, with the burning desire to win as he learns, and learn as he wins.

Come back again, you Flying Kansan, we admire your flying wheels.



**Masten Gregory  
has a long list of  
accomplishments  
including the split  
second win over  
Southland's Ernie  
McAfee at the  
Palm Springs race  
in December.**

Photography Courtesy Gen. Pet.



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## LUCAS

*Many years a familiar name in Great Britain...*

*Now plays an important role on the West Coast*

by DICK SHERWIN

Availability of service parts being a subject which vitally affects every owner of a foreign car, I took the opportunity the other day of going over the new Lucas premises in Los Angeles and seeing for myself how they look—after the parts provisioning for the electrical equipment fitted to all British cars.

In the eight years since Lucas opened their depot here, the number of British cars have so increased that the greater stores requirements necessitated moving to a much more extensive building, and in November they opened their extremely well laid out accomodious premises on Jefferson Boulevard.

Lucas' 50,000 or so employees make and service fuel injection and electrical equipment for aircraft, diesel injection equipment for trucks, buses, agricultural and marine engines, and the famous Girling brakes and shock absorbers.

At Los Angeles parts coverage is provided for the 'electrics,' brakes, shock absorbers, diesel injection equipment, while there is a big turnover of batteries. By special arrangement, Zenith carburetors and parts are carried. I found the emphasis lies on quick service. There are between three and four thousand different items stocked, with varying quantities



Director Norman Plummer confers, on many important matters, with right hand man Dick Cesmat.

Being an English company, it was only natural that I should find Norman Plummer, who runs the depot, and his parts manager Dick Cesmat, discussing things over a cup of tea. Norman has been with Lucas for twenty six years, he had some very interesting facts for me. The company, or rather, Mr. Joseph Lucas, first started by making ships lanterns. The introduction of the 'penny-farthing' bicycle found them making an oil lamp for suspending from the hub of the front wheel. Early motor cars also had Lucas oil lamps, later acetylene gas, until in 1910 the first Lucas generators were being fitted as part of a complete electric lighting set.

These early generators were in two sizes, 100 watt weighing 25 pounds, and 200 watt of 35 pounds. These figures make an interesting comparison with the modern standard 12 volt generator fitted to very many British cars, which gives 260 watts and weighs only 12½ pounds.

of each depending on the long-period demand-stock in some popular items is reckoned in several thousands.

On leaving I asked what were the accessories mostly in demand by sports car enthusiasts and found that the most popular are fender and door fitting mirrors, sports type ignition coils for that extra pep, pairs of louder twin tuned horns and fog lamps.



sectional shot of storage bins at the new address.

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# TECH-INSPEC

by MIKE SIAKOOLES

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Attention all persons interested in sport car racing. Upon the horizon looms another promising personality. His name is John Haggarty with the modest dimensions of being 23 years old, 6 foot 4 inches tall and weighing 200 pounds. His claim to fame will come in a new and exciting contribution to the racing world.

He is now a law student at U.C.L.A. having decided that there are greater possibilities in becoming a lawyer than in his former position as an industrial engineer.

He bought his first sports car in 1948. It was an MG-TC and is noteworthy for being the seventh one to appear on the West Coast. At present he owns an XK120 Jaguar but values it too highly to consider racing it. Thus we come to the reason for this article. John Haggarty is building a SPECIAL.

His idea began to take shape after meeting Larry Fraizer last year. After observing Larry build the super light blown VW and formula III cars he decided that Larry was the man to work on his Special. Larry's uncanny ability to design and build lightweight competition machines is truly remarkable. In building the formula III car he came up with the lightest unsprung weight swing axle suspension ever designed and used. The road adhesion of this particular rear end is amazing.

Although this Special sports car that Fraizer is building for John has a rigid rear axle at present, Fraizer is machining a modified Watts link independent swing axle similar to the Formula III car. With this unit installed, the better cornering and handling may well place it up with the Porsche 550's.

This car is being built specifically to run in three separate classes, Class H, Class G and as Formula III. To run in Class G, all that will be necessary is to install a supercharger.

For the more technical minded of our readers here is a mechanical run down on the speed secrets of this amazing machine. The car has a full space frame made of steel tubing ranging in size from one-half inch to two inches in O.D. with wall thickness up to .090.

The power unit is a cast block 758cc Crosley tilted 30 degrees in the frame. The heavy forged crank with large cast alloy oil pan eliminates crank case flexing. Alloy racing pistons, Harmon racing cam, six pound alloy flywheel, two model M Linkert carbs and split balanced exhaust pipes make up the other essential engine parts.

Special attention was given to lightening the valves and cam followers. Both exhaust and intake ports were enlarged and finely polished. A standard 3 speed Crosley transmission is used driving through a torque tube to a rigid Crosley rear axle.

The suspension is pneu-draulic. These are in the form of struts weighing 4½ lbs. each of which 4 pounds is sprung weight. The shock is also contained within the strut and is readily adjustable from the outside. As for the spring rate, it is infinitely variable. The amount of travel is controlled by the volume of oil used.

The road clearance is adjusted by the volume of air in each strut. In other words the car can be raised or lowered, tilted or raked in any desirable position for any course that the car is raced on. The wheel adhesion with this type of suspension will be unquestionable.

The independent front suspension consists of a lower frame with the upper member a pneu-draulic strut. On the rear, the struts are running forward at a 45 degree angle to the original crosley spring hangers.

Compensated center poise steering is used; thus minimizing wheel de-

flection over a bump. The road shock is isolated from the steering wheel and absorbed into the frame. A 4 spoke aluminum 15 in. custom formed Siakooles Racing Steering Wheel is fitted.

John has given special attention also to the brakes. He has installed 9" by 2" hydraulics on all four corners. Large sections of backing plate have been removed for cooling. A hand mechanical emergency brake complies with the competition regulations. The clutch is hydraulically actuated.

Cycle type fenders of aluminum cover the wheels. A fiber glass midget nose has the only compound curves used in the body. The hood cowl, rear deck, and full belly pan, are made of sheet magnesium.

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# CONCOURS d'ELEGANCE

by Buzz De Bardas

*(We have received so many inquiries about the preparation of a sports car for a CONCOURS D'ELEGANCE that it was decided to run a series of articles on the subject. Ed.)*

Before I get into the preparation for a Concours, I'd like to describe one—to the enthusiast it is probably the most beautiful show on earth since you will find sports cars created thirty years ago and a few only months old. All, of course, have one thing in common—they are perfect from bumper to bumper and the judges expect to be able to put a white glove anywhere in or under the car and the glove come out clean.

It is a festive kind of event, where the proud owner can show off his pride and joy and the non-owner has the opportunity to see what a real auto should look like.

For the sake of explanation, I've broken these two series down into two groups—one the partial cleaning job, and the other the full restoration, which involves the complete dis-assembly of the car and usually takes several months.

Let's start on the partial job, and follow through with me on my first Concours car—one dirty red 1953 M.G. T.D. I had purchased it new, but the toil of several rallies, a lot of rain, much mud, a few loose gaskets and a gymkhanna had left me with rather a mess.

Step one was to get the chassis and engine clean. Being new and eager, I removed each wheel at a time with a pail, hose, soap, brush, gas, gunk, scraper, rags, paper, sand paper, paint (small hand spray cans), I went to work. Last, but not least, wax. The chassis and under side of the fenders were up to any Concours inspection. I might mention that this usually takes about two weeks of spare time.

All parts that had originally been black were now BLACK; some of the red parts were also black too.

After removing the wheels and replacing them, I again had to remove them one at a time to paint them with a small hand spray gun. It would seem that a wheel should take about ten minutes, but three hours per wheel is a lot closer. Step one—remove the wheel and all the dirt, grime, grease, etc. Then sand it smooth, mask the tire and don't forget the valve stem. If you are real new in the use of hand spray cans, just remember they seem to work best about 18" to 24" away. Only put a little on at a time. Return a few minutes later, and spray some more on, until the wheel looks good. I found that silver paint does not hold up very long, or well, and I usually painted the wheels every two or three months, or at least prior to the next Concours.

After you remove the masking tape, the tire should be dressed with tire dressing both inside and out. If you have remembered to get some paint matched, you can paint the exposed drum—replace the wheel and do all the rest of the wheels.

After following this killing procedure for several shows, I re-discovered the steam cleaner, which also presented a problem. The solution, though, is simple. You must first explain that you are going to take the car to a show, and then you must explain what a Concours is and what is expected of you (mention the white glove). Be careful, though, most steam cleaners will accept this as a challenge and, in their eagerness, melt the fenders right off the car (I hope that you get the idea). Once the car is on the hoist, remove the wheels and, while the other work is going on, you can get the grease steamed off the wheels. (Don't forget though that, if your wheels are silver, just two steam jobs and you have to paint them again). Anyway, now is the time to dress the tires.

After completion of the job, walk under the dripping car and look for things that are not perfect. You might also note how much paint is gone and must be replaced or, if the darn thing ever stops dripping and you just happen to have your black spray can handy, you could shoot it there.

Last, but not least, don't DON'T let him get near the engine. This you must do all by yourself.

Next issue will get to cleaning the engine.

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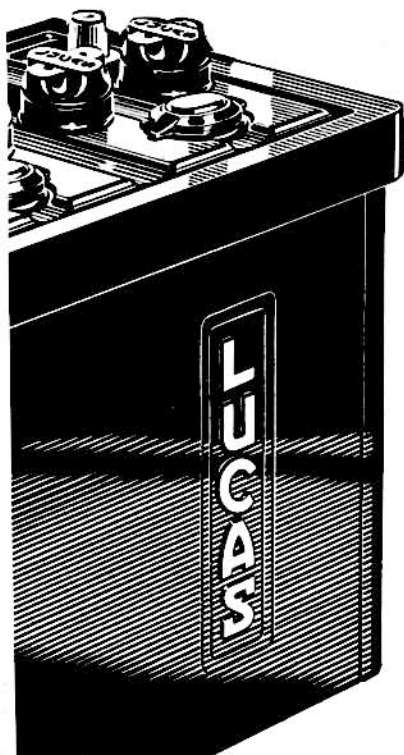
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