

West Coast

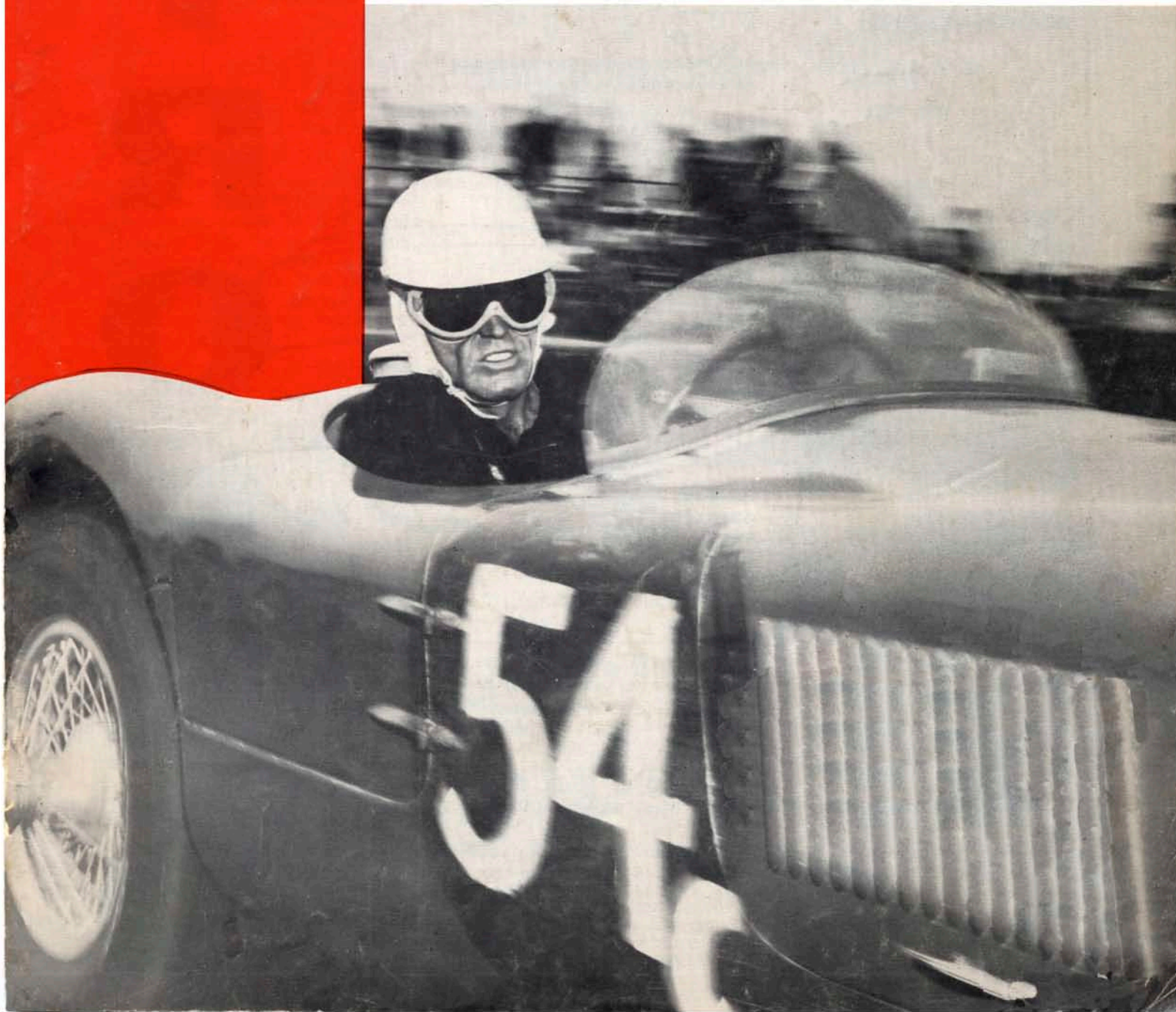
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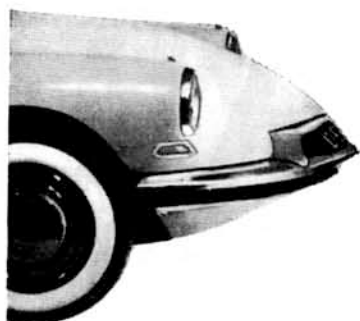
# SPORTS CAR

## JOURNAL

*"SPORTS CARS IN ACTION"*

Vol. II No. 4

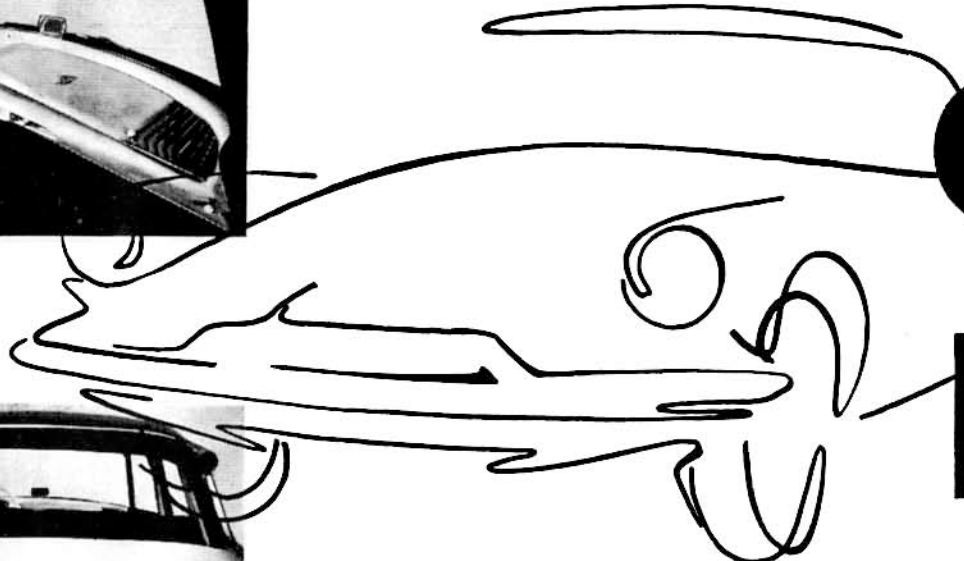
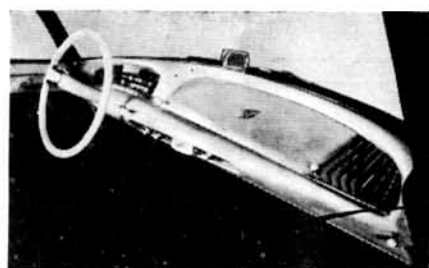




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## WEST COAST SPORTS CAR JOURNAL, INC.

4930 VENICE BLVD.  
LOS ANGELES 19, CALIF.

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## THIS MONTH'S COVER

Although, not taken at the recent running at Santa Barbara, the action, caught by staff photographer Gale Davis, warranted our nod for this month's cover. Incidentally, that's Jack Douglas behind the wheel of his potent Jag at the previous Santa Barbara go in May.

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## CALENDAR OF EVENTS

### APRIL

- 15—SAN FERNANDO VALLEY F.C.C.A. "No Name Rallye" Karl Fredricksen, Dickens 3-0370.
- 15—DOUGLAS SCC "Seafarers" Rally—First car will leave Douglas pkg. lot 9 A.M.—Ken Kadoch, rallymaster, GR 8-6145.
- 15—AUSTIN HEALEY OWNERS CLUB "Green Hills Rally" start Larry Finley's restaurant on Redondo Beach Blvd, just east of the intersection of Redondo Beach Blvd. and Crenshal Blvd., 9 A.M.
- 21—SANTA MONICA F.C.C.A. MONTE CARLO TYPE RALLYE to Pebble Beach Road Races Ed Lynch, P.O. Box 34639, Los Angeles 34, Calif.
- 21-22—S.C.C.A. ROAD RACES and Concours d'elegance, Pebble Beach, Calif.
- 28—SANTA MONICA F.C.C.A. "No One Got Lost" Rallye Start Sears, Santa Monica, 4th and Olympic. Driver's meeting 7:15 P.M.

### MAY

- 6—2ND ANNUAL ARROWHEAD FOREIGN CAR CLUB "UPS AN DOWNS RALLYE" P.O. Box 2062, San Bernardino, Calif.
- 12-13—"PRESS ON REGARDLESS RALLYE III" California Sports Car Club, NO. 1-3312.
- 19-20—BAKERSFIELD ROAD RACES California Sports Car Club. (See ad page 4).
- 19-20—ROSE FESTIVAL CHARITY ROAD RACES — Sonoma County Airport near Santa Rosa. Info.: P.O. Box 2042, Santa Rosa, Calif.
- 25—LOCKHEED — 4th annual 24 hour rallye.

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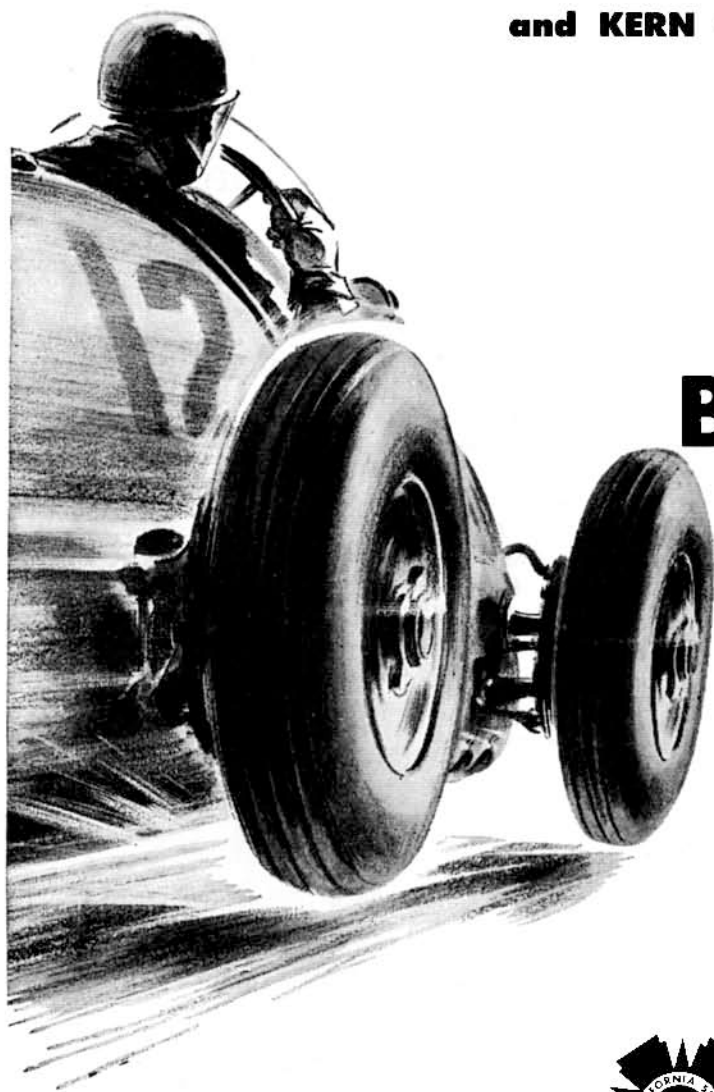
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# **CALIFORNIA SPORTS CAR CLUB**

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**May 19-20, 1956**



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## Gas Turbine Car Completes Cross Country Run In L.A.



# TURBINE SPECIAL

Chrysler Corporation's experimental gas turbine test car, "The Turbine Special," arrived at the Los Angeles City Hall at 9 A.M. Friday, March 30, completing its first transcontinental run and marking an important milestone for the automotive industry.

The research test car — a white four-door 1956 Plymouth sedan, is a standard production model in every respect, except for the revolutionary Chrysler-developed turbine power plant under its hood.

The low whine of the revolutionary engine had Los Angeles area residents cocking their heads in amazement as the experimental car came in on the San Bernardino Freeway, left the freeway at the Spring Street exit and continued to City Hall.

The gas turbine engine contains only one-fifth as many moving parts as a conventional piston engine. It has only one spark plug, and this is used only for starting the car. The car needs no transmission since its greatest thrust is at the breakaway from a standing position. As combustion is continuous there is no vibration. The car will burn almost any kind of fuel from ordinary gasoline to heavy fuel oil.

James C. Zeder, Chrysler Corporation vice president in charge of Engineering, other Chrysler Corporation officials, representatives of Detroit newspapers and observers flew to Los Angeles to be on hand for the arrival of the turbine car.

"If you should ask me when you will be able to buy a car powered by one of these engines, I would have to say that it is at least eight years away. Commercial produc-

tion of the gas turbine engine for passenger cars depends on the long-range solution of many complex metallurgical and manufacturing problems," Zeder told acting Mayor Gibson.

### Facts About the Chrysler Corporation Experimental Gas Turbine

**REGENERATIVE** — Recovers much of the heat from exhaust gas that is wasted by non-regenerative gas turbines.

**EXHAUST GAS TEMPERATURE** — Cooler than that of present-day passenger cars.

**FUEL ECONOMY** — Equals that of piston engines of similar power output.

**PERFORMANCE** — Exceeds that of piston engines of comparable size.

**HORSEPOWER** — Rated at 120-shaft horsepower, but performance at rear wheels of car is equivalent to that of a 160-horsepower engine with transmission, due to the superior torque characteristics of the gas turbine engine.

**WEIGHT** — The complete gas turbine engine power plant is 215 pounds lighter than a comparable piston engine power plant.

**DIMENSIONS** — Length, 32 inches; Width, 33 inches; Height, 28 inches.

**SIMPLICITY** — Has less than one-fifth as many major moving parts as a modern piston engine.

**DESIGN SPEEDS FOR TURBINE WHEELS** — Idles at 20,000 rpm; Maximum speed, 50,000 rpm.

**AIR-COOLED** — No radiator or liquid cooling system components needed.

**SPARK PLUGS REQUIRED** — One (for starting only).

**FUEL REQUIREMENTS** — No octane requirement. Turbine engine will operate satisfactorily on a wide range of petroleum fuels, from straight-run gasoline to heavy fuel oil.

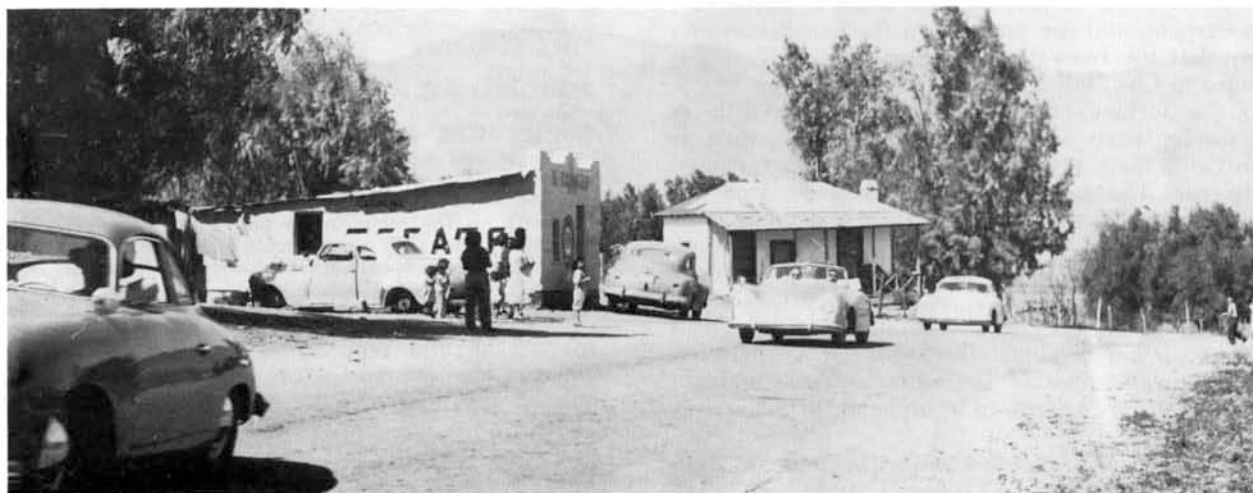


## CARRERA de la AMISTAD

Over 70 sports cars, including 40 Porsches, invaded Mexico, March third and fourth, to make the first annual Porsche Owners Club Carrerra de la Amistad not only an overwhelming success but two days of fun and excitement that its participants shall not long forget.

Highlighted by a 182 mile trip to the famous Hamilton ranch the trip included many miles of scenic coast route and mountain driving through the rugged but beautiful lower California territory.

Festivities started Saturday morning (the first echelon had gone to Ensenada the night before) when the caravan was greeted at the border by a full detail of motorcycle escorts and the head of Baja California's tourist bureau Sr. Rueben Padilla. After much photography the procession set out for a full dress parade through the streets of Tijuana led by Padilla's full house Lincoln and the very conscientious two wheel escorts. When the outskirts of Tijuana were reached and our Latin-American neighbors bid us farewell it was every man for himself as the pace soon took on the aspects of a miniature road race. It was Porsches first closely followed by a few Jags, two Nash Healeys, an Aston-Martin, Doretti, a Studebaker sport coupe while the rear was brought up by several VW's followed, as closely as could be expected, by my striking red Plymouth station wagon!



## *Amistad! Viva Mexico!*



We were greeted at the famous Villa Marina resort by a huge banner across the road welcoming the club. After a short "pit-stop" at the Villa the group once again set out on the rugged "carrera" to the Hamilton Ranch some 100 miles further down the coast. At Arroyo Seco, with about 36 more miles to go, the pavement ceased, giving way to a very rough, stony surface. Once the ranch was reached, however, everyone set out to conquer the generous portions of lobster and tequila supplied by the ranch.

At the checkered flag everyone jumped into their coupes, roadsters and specials and "were off" on their way back to the Villa Marina arriving a little after dark.

Sunday morning dawned bright and early as many participants looked forward to attempting the carefully laid out "timed run" course atop scenic Juan Mountain. The circuit was a little over two miles long, and we must admit, not for the very faint at heart. A total of 15 heroes (and one heroine) finally braved the lion's mouth, had a real ball, and injured nothing!

The Mexicans were hospitable, friendly, enthusiastic, polite — marvelous! The Mariachi band at the start line was really "hep" and the screams of "Anda, Anda!" on all corners combined to make us all want to come back next year.





## CALIFORNIA SPORTS CAR CLUB



Ernie McAfee scored a grand slam at the recent Santa Barbara Races. Driving a 4.4 Ferrari and an OSCA MT4, Ernie was first overall in under and over 1500cc Modified races Saturday AND Sunday.

# SANTA BARBARA

Ernie McAfee, popular Southern California imported car dealer, charged down the straight-away to receive the checked flag from Al Torres in an un-precedented four times in the two day racing week-end at Santa Barbara March 17 and 18 sponsored by California Sports Car Club. His usual cool steady driving payed-off both Saturday and Sunday when he drove Bill Doheny's 4.4 liter Ferrari and Harry Chapman's 1490cc OSCA to two victories each before the record crowd of 40,000 spectators.

Rudy Cleye chalked up another victory in his Mercedes Benz 300SL when he came from dead last to win the production race over 2000cc (and, incidentally, four brand new Michelin "X" tires from a surprised but good losing Hal Moody). In the ladies go, Pat Sawyer drove her TR-2 across the finish line 17 seconds ahead second place Janet Anderson (TR-2).

Duke Pearson drove a Volvo sedan to a surprise victory in the first race of the week-end over a large field of small sedans including a Borgward, Magnette, Simca and several VW's.

Alfa Romeo also made its debut in Southern California racing with skillful handling by veteran driver Bill Pollack. The sleek little 'Guiletta' took first place overall by 33 seconds over a large field of MG's in the Saturday production under 1300cc race. Forbes Robinson driving an MG-A lost first place position (and a sure first place) in this race when his car ran out of gas late in the race. Ironically Forbes won over his nearest competitor, Bill Pollack, in the Alfa Romeo, by 33 seconds in the Sunday under 1500cc race.

Bruce Kessler drove his Cooper MK IX to victory over a large field of formula three's and formula libre cars. Gordon Cooper, driving an Alfa Romeo Nardi won the formula libre class. In race three Dick Hayward drove a Siata Fiat to first place followed by Bob Oker in the Morgan plus 4.



Driving his 300SL Mercedes, Rudy Cleye started from dead last and passed the entire field to capture first overall in Sunday's over 1500cc Production race.





Bill Pollack driving the Clem Atwater Alfa Romeo Giulietta to first in the under 1300cc Production race on Saturday.



Bruce Kessler won the Formula III race both days with his Cooper.

## ROAD RACES

*Southland's Ernie McAfee Scores Four  
Victories Over the Two-Day Racing Week-End  
March 17 and 18*



Pierce Woods, driving a D Jaguar was forced out early in the race due to mechanical troubles.



Ken Miles was not going as fast as usual without his factory mount.



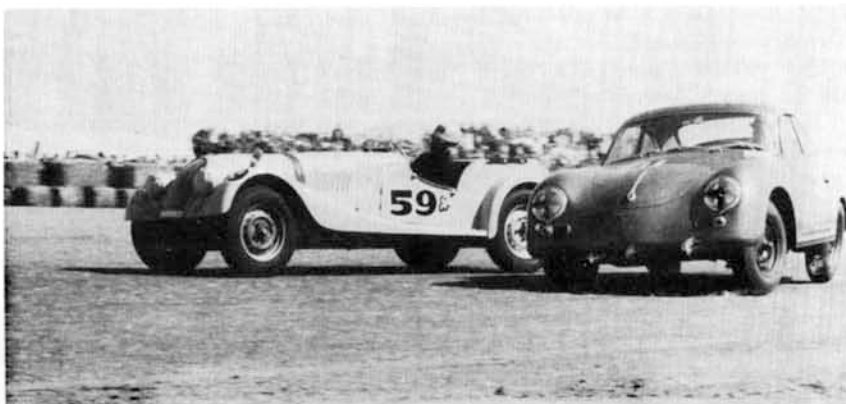
The Flying Texan, Carroll Shelby, driving Tony Paravano's new short wheelbase 4.9 Ferrari to an easy win at Palm Springs.

## NEWS IN BRIEF

### *Sports Car Pictorial*



Absolutely the latest in sports car attire is worn by West Coast Sports Car Journal Assistant Editor Bill Barrett at the recent Carrera de la Armistad.



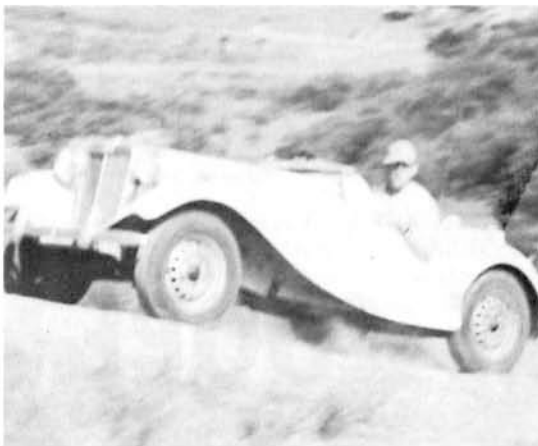
During its debut at Palm Springs, the new Porsche Carrera spins out as Bob Oker goes into the lead.



Santa Barbara was straw hat day for many drivers. Ken Miles (left) and Ernie McAfee proudly display the latest models.



The long awaited DS 19 made its debut on the West Coast recently.



Last minute decision by the Encino Fire Dept. unexpectedly called MG Car Club of America English Trials off April first due to 'fire' conditions. The new date of April 29 is expected to go off without such interference. Scene from last years Trials is pictured above.



Southland pilot Phil Hill in John Von Neumann's Porsche Spyder at Palm Springs. This was Phil's first try with smaller machinery.



The small two wheel motor 'bike', owned by Al Moss of Los Angeles, is a familiar sight to Southern California sports car enthusiasts. Not so familiar is this toy 'schnauzer' who doesn't seem to be getting the same enjoyment out of it as does Al.

# GREAT SPORTS CAR DRIVERS

Number 2



## JACKIE COOPER

by Bill Barrett

"With the exception of the late Jimmie Dean I am the only active actor racing sports cars at this time" quote Jackie Cooper, as we sat in his trailer on the set of "The Peoples Choice." Jackie, George Burns, of Burns and Allen and Erving Brecher own the show "The Peoples Choice" which is televised weekly over the N.B.C. network.

Jackie began his career early in life when he skyrocketed to fame as the pudgy-faced child actor of several early motion pictures. He is a mild mannered, pleasant person to talk with who realizes that it takes hard, persistent work to become successful in the theatrical world. After staging a successful come-back, since that difficult period following world war two when he found himself without a contract and without a job, Jackie is applying the same perseverance and skill in his serious hobby of racing automobiles.



Jackie is part of the Austin Healey racing team and a close friend of the manufacturer Donald Healey. He has been racing with the factory team for several years and is fast becoming one of the best drivers in the country today.

"At Pebble Beach in 1951 I was driving a stock Jaguar, the only stock car in the race. Dame fortune game me a fifth overall and third in class. From then on I really had the bug for racing." At Sebring, Florida, which draws the cream of sport car drivers, thru-out the world, Jackie maintained a steady seventh position, immediately behind the great Sterling Moss of England, for nearly eight hours until mechanical trouble forced him out of the race. It was at Sebring that Jackie had his most hair-raising experience driving sports cars. Straightening out in the first left turn, in front of the grand stands, the rear-end broke away at 95 MPH. Jackie was diving thru the turn backwards! Momentum carried Jackie several hundred feet backwards until the rear-end suddenly snapped forward again facing him toward the straight-away still going about 60 MPH!

Jackie has never clobbered a car racing, nor received any injuries. Part of this may be attributed to his minute observance of detailed preparedness prior to a race. "I usually try to drive the course slowly in our A-50 before the race. I always check the Healey out completely myself, with the mechanic following up" Jackie stated. "I like to sit low in the car. In order to facilitate this I remove about 75% of the stuffing out of the seat. Removing the runners and the adjuster leaves me about one and one-half inches from the floor. Thus, if I should ever go on my head, I have ample Healey metal around me." Jackie likes to drive with his arms straight out, sitting as far back from the steering wheel as is feasible. To drive fast and flat out Jackie says one should participate in every race possible.

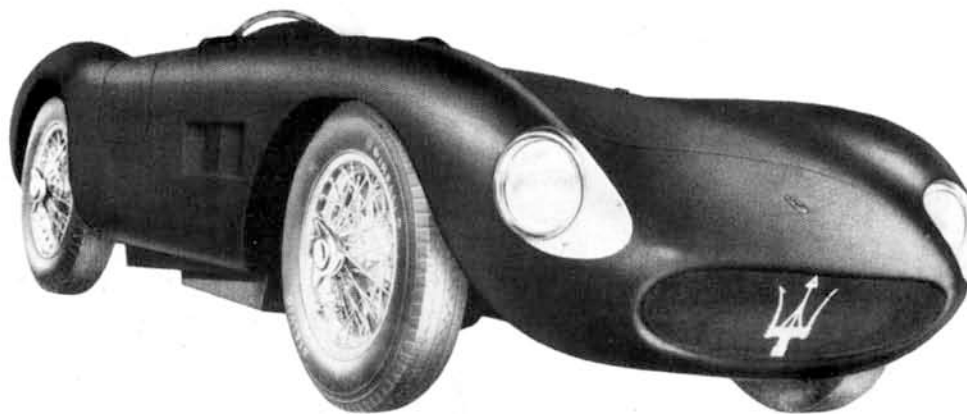
Jackie Cooper is a member of California Sports Car Club, Sports Car Club of America and BRAC. His favorite recreation is a good competitive weekend of racing. Food wise, a good steak — no salad, no desert. He has driven in rallies throughout England and Italy. "The only difference between the European type rallies and road racing is the over-night stops" Jackie said. "Bill Spear is my choice for the top American driver, Stirling Moss internationally is tops."

"I run a straight two inch pipe giving about 100 rpm more than the stock pipe. I use K.L.G. plugs, which are probably the coldest plugs in the world. Donald Healey, like most English drivers prefers to drive his car to the races. Thus, his car usually carries the stock muffler."

Jackie is as much at home behind a set of drums as he is behind the wheel of a hot Austin Healey 100S. He can "sit in" with the greatest exponents of swing without a qualm. There is a recent addition to the Cooper household in the form of a one month old future racing champion. Jackie, along with his charming wife, enjoy a pleasant evening listening to their large collection of records.

Jackie's next appearance on the West Coast will be at the California Sports Car Club race at Bakersfield. We asked Jackie why he was so interested in racing. His reply was simple but plain; "I like to race."

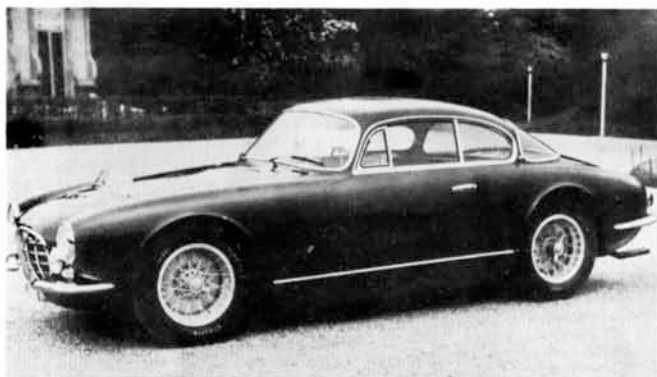




## Maserati



***with the announcement that Mercedes-Benz is retiring from Grand Prix Racing, Maserati may prove to be the worlds fastest sports car***



Out of Modena, Italy one of the worlds fastest Formula I racing cars is fastly becoming the hottest thing in sports car racing today. With the announcement that the new fuel injection system is being perfected, racing enthusiasts throughout the world are looking forward to some stiff competition between the world's fastest racing firms Maserati, Ferrari and Aston Martin.

California fans are not unfamiliar to the sleek dramatic lines of the competition Maserati. Masten Gregory drove Tony Parravano's Maserati Spyder to a close win over Ernie McAfee at the Palm Springs race last December. Others, in the Southland, that have appeared behind the wheel of a Maserati include Ken Miles and Carroll Shelby. Internationally Maserati is having a field day. The 3000/S and the 1500/S models did extremely well in Buenos Aires in December when Stirling Moss was first with the 3000/S in the 1000 km race competing against new five litre Ferraris and 3.5 Ferraris. The 1500 model finished fourth overall, preceded by two Maserati 3000/S and one Ferrari 3500 driven by Phil Hill. In the Buenos Aires Grand Prix race the Maserati finished 2nd, 3rd and 4th. (Fangio won the race driving a Lancia-Ferrari).

The Maserati Corporation is importing, at the present time, the 150/S competition model (choice of engine size) and several versions of the 2000GT (pictured). The 2000GT Gran Turismo has a detuned version of the 2000/S engine.



# SPORTS NEWS

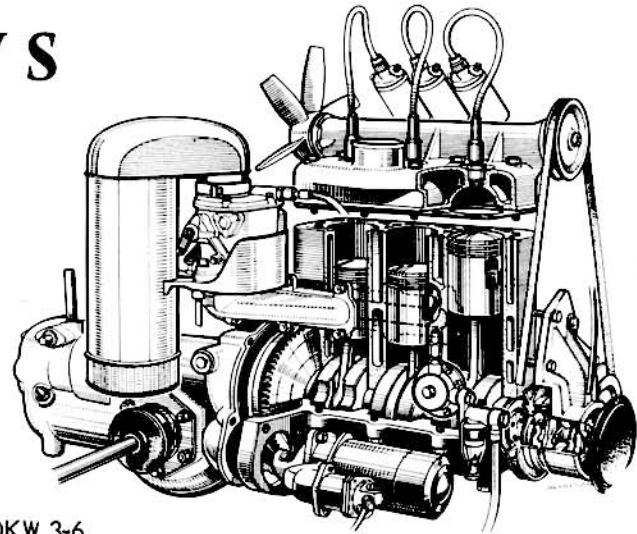
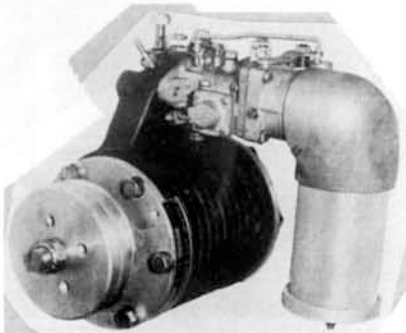
By DICK SHERWIN

Northrop sports car club members are exceedingly proud of their accomplishments. In fact, we have run across few clubs that take such an avid interest in promoting sports car activities as well as their own club. The latest addition to the club is the newly acquired class H Crosley special purchased from Don Miller (NSCC) by the very active and enthusiastic C. K. Enoch (also from NSCC). The car was last seen at Palm Springs. Enoch plans to make some important additions to the 750 pound special. It has a tubular frame, aluminum body, Allard type front axle and a four speed Austin 7 gear box.

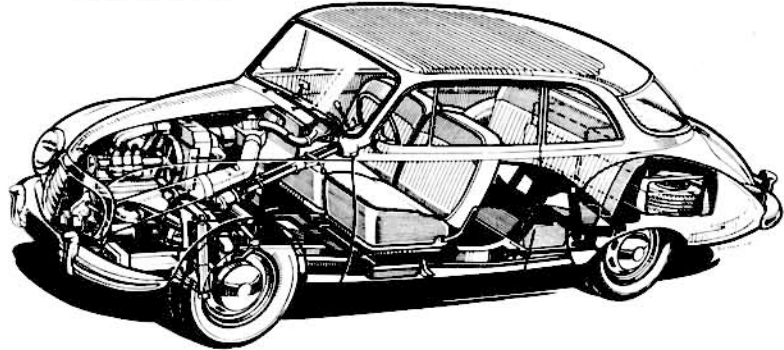


"The only way British car manufacturers can increase their exports is by producing cheaper and better cars" Mr. Peter Thorneycroft, Board of Trade President, told the British House of Commons March 16. Members had pressed him to say what he was doing to help the British car industry in view of what they called increased competition from Germany, Italy and France, and in view of short-time and redundancy in the industry. —"Evening Standard."

Judson Research and Mfg. Co. announce a complete supercharger installation available for all models of the Volkswagen. The installation is complete in every detail including an air cleaner and can be installed in two hours. Acceleration time from 0 to 60 mph is reduced from 31 seconds to 15.5 seconds and the manufacturer guarantees a horsepower increase at the rear wheels of at least 45%. The increased torque and horsepower made available by the supercharger also affords a faster cruising speed, less gear changing and better control. The supercharger has a positive displacement rotary vane type supercharger. It delivers a fixed volume at each revolution making it effective at all engine speeds. The new VW super-



THE DKW 3-6



charger is silent in operation and replaces the vacuum in the manifold with a six pound boost. Further inquiries can be made by writing to the manufacturer: Judson Research and Mfg. Co., Conshohocken, Pa.

With the sudden rise to prominence of the Swedish made Volvo since its spectacular win at Santa Barbara we thought that some statistics on this car would be apropos. The Volvo has a 70 horsepower motor with overhead valves and twin S.U. Carbs. Integral body and chassis. Telescopic shock absorbers. Over dimensioned brakes. Weight: twenty two hundred pounds. Thirty to forty miles per gallon. Top speed approximately 100 mph. Easily converted to a sleeper. Generous luggage compartment. It delivers about \$1995.00. White side-wall tires, heater, radio, etc. are extra. The engine has four cylinders with a bore of 75mm and stroke of 80mm. The displacement is 1.414 litres and the compression is 7.8:1. More information on this automobile may be obtained from the importer: Auto Imports, Inc., 403 West Eighth St., Los Angeles 14, Calif.

While on the subject of interesting sports cars we would like to mention, at this time, some outstanding characteristics of the German made DKW. Although the DKW THREE-SIX has become an appreciably larger car with improved interior equipment, the weight increase of the new model is only 33 lbs. At the same time, however, the performance of the 3-cylinder power unit has been increased by 12%, from 38 to 42 BHP, so that the car retains its admirable features. The late model DKW will travel at a continuous 75-78 miles per hour. The hydraulic Duplex brakes have been reinforced, the increase in braking area being 27%. The electrical system is a 6 volt, 75 amp with a 160 watt

generator. It has a four speed gear box, (synchronesh on 2nd, 3rd and 4th speed) with freewheel. Freewheel control lever beneath the steering wheel. General characteristics of the engine are: 3-cylinder, two stroke engine with a bore of 71mm and stroke of 76mm. Cubic capacity is 896cc. Performance 42 BHP. Peter Satori Co. Ltd. at 325 W. Colorado St. in Pasadena are the importers and will furnish literature upon request.

Parkhouse Motors XK140 entry at Willow Springs pro racing and jockeyed by Bob Kudler sure had bad luck. Last off the grid and losing first place by one length. It appears that shortage of gas in the tank lost them 2 or 3 lengths on each corner which cost them first place money. This is tough luck for the Parkhouse Brothers on their first attempt at racing sports cars.

Indianapolis Speedway is to have a racing-car museum in memory of Wilbur Shaw, who won the race three times and was Track Manager until he was killed in a flying accident last year.

New Aston Martin, due to make its debut at Le Mans, has new multi-tubular frame with gearbox and final-drive in one unit at rear of car. It will have either 2.5 or 2.9-litre six-cylinder engine.

Stirling Moss thinks that the new BRM could be a world-beater if handling faults were overcome, that even the 1955 GP Mercedes' performance could be eclipsed.

Enrique Diaz Saez Valiente, Argentinian racing motorist, was killed when his private aircraft crashed into a hillside at Cordoba on February 14. He drove a 4.9-litre Ferrari in the recent Buenos Aires 1000 Kilometres Race and he won the 1955 event. He was also an Olympic shooting champion.

Mercedes-Benz works-assisted Le Mans entries will probably be 300SLB models. Cars of this type were used by works drivers during Targa Florio practice, and proved little slower than the 300SLRs.

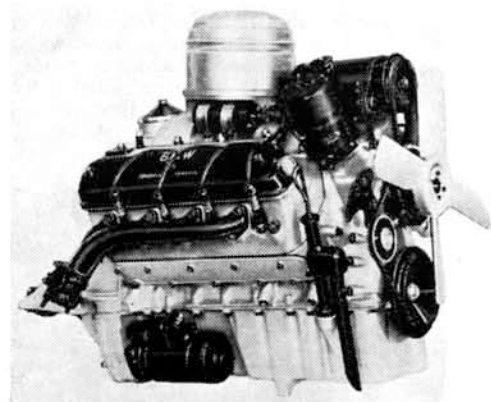
New BRM has a 4-bearing crankshaft. Belgian Grand Prix at Spa may not take place due to the extensive safety measures that are necessary to comply with the new regulations. The circuit measures 8.76 miles per lap.

Stirling Moss has been invited to drive a Zink Special in the Indianapolis 500-miles race on May 30. His acceptance depends on a release from Maserati. A Zink Special won last year's race.





**SPORTWAGEN:** The latest from BMW is the new Type 507 illustrated on the left. This two-seater conveyance is powered by a new 3,168 c.c. V8 motor pictured below. Developing 140 b.h.p. at 4,800 r.p.m., the unit gives the car a maximum of over 135 m.p.h. A five-speed gearbox is fitted, with alternative final drive ratios of 3.7, 3.42 and 3.9 to 1. A detachable hard-top is available, as well as optional speed equipment including aero-screen, undershield and cockpit cover.

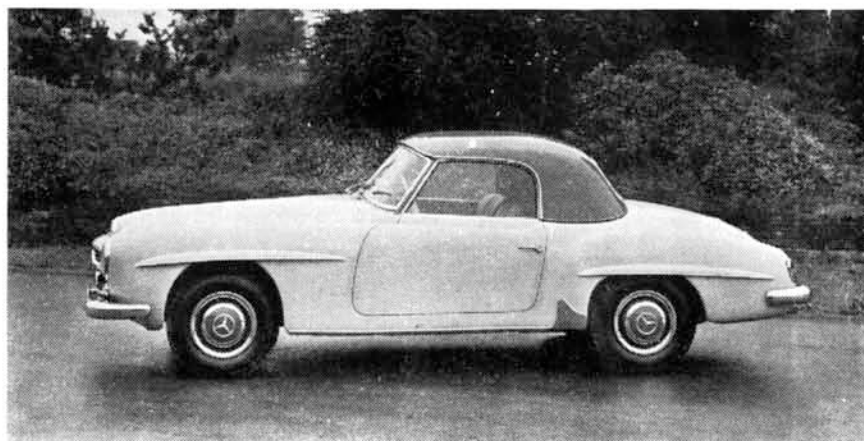
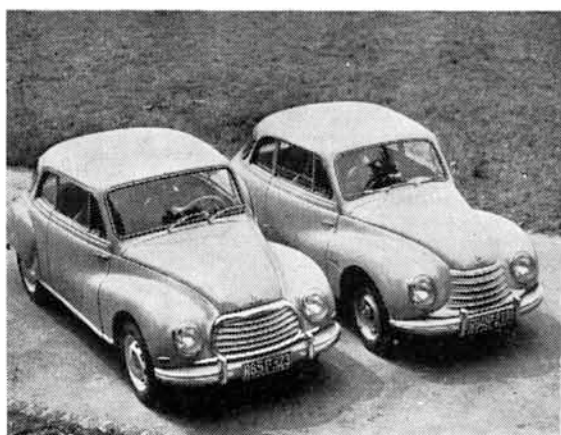


## New from Germany . . .

AMONG the new 1956 models which have made their first appearance at the Frankfurt International Motor Show—which opened on 22nd September—is a handsome convertible version of the Mercedes-Benz 220 (right). Of particular sporting interest is a new Porsche model (below). Named the "Carrera", it looks outwardly like a normal 1500 Super, but is powered by a 1½-litre o.h.c. motor, similar to that of the



Spyder, although with a compression ratio of 8.7 instead of 9.5 to 1. 100-110 b.h.p. at 6,200 r.p.m. is claimed. Porsche are also showing a new 1,600 c.c. motor. DKW have introduced a "big" version of the 3-6 Sonderklasse, shown in the photograph (below, left) beside the older model. Apart from the installation of a new grille, the internal room has been increased, plus increases in power output and brake area. Top speed is now claimed to be 78 m.p.h. The attractive Mercedes-Benz 190SL is now available as a hard-top (below) with 105 b.h.p. from the 1,897 c.c. over-square four-cylinder engine.





# THE CHRONICLE OF ASTON ROYCE

The trio of Bellesiles, Bonney and Maxson must expect to keep "Jock" the top money earner in the pro ranks. They are now building up two Maseratis (ex "The Racers" cars) for competition. One will soon be offered for sale so start saving, kiddies.

Ernie "I did it all by myself" McAfee has asquired a brand new following. He was approached by a very small child at one of the recent races who asked him if he was *the* "Dirty Ernie"? Honest, ask Ernie.

Incidentally, the "Omaha Special" which the McAfee enterprise purchased is nearing completion and will turn other truck and bus owners green. Upon arrival at the track, the mere push of a button lifts the hugh side door and, "Voil'e," out slips a Ferrari, untouched by human hands. The new rig probably be seen on the local scene soon but is really being prepared for Mexico. Also being prepared for Mexico is the second member of the two car McAfee team, Uncle Bill Doheny himself.

Ken Miles might have lost the dubious honor of being a member of SCCA but he has maintained his sense of humor, at least at Santa Barbara. After spinning out, but waaaay out, on turn nine in Johnny Porters' Porsche and Clown suit, Ken pulled toward the crowd of photogs and blew them a kiss. Now see what your missing, you old Lozano, you.

Some of the best racing to be seen in these parts takes place around Warren Olsons' on the worlds smallest motor scooters and starring Warren, Bill Pollack, Bruce Kessler and Lance Reventlow. A combination of tiny motors and grape fuel make for the wildest two wheel drifts ever witnessed by innocent motorists happening by.

One of the finest mechanics (and Jag Jockies) in the game has returned to the L.A. area to re-enter business. He is Ted Marquis and has taken over the management of Grand Prix with another Ted, Ted Reed.

"88", The Belle of Early Southland Racing, is about to reappear in a bright new garb. Tom Bamford and Bill Leyden have lifted the old girls' face by installing a TR-2 engine and revamping the body considerably. Should be ready by the next go.

Despite what the outlets might say, the 300SL "R" chassis will be available on June first for sale. This has been directed by the factory but certain people have refused to make this announcement. Actions like this have probably been the cause for the recent "Static From Stuttgart."

The M.G. Car Club really "took a bath" when their Trials were cancelled April first because the up and coming little stage stop of Reseda refused to grant them a Fire permit at the last moment.

This act dealt the club a serious financial blow and all because some of the friendly Reseda home owners suggested that the cars (on their way to the remote trials area) would shatter the tranquility of Sunday on the farm.

Don't forget . . . Bandini is the word for Reseda . . .

*Aston Royce*

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## CORRECTION

In last month's feature article about the Torrey Pines road race an error was committed on our part regarding the winners of the six hour race. We would like to print the following letter received March 9.

Dear Editor:

I believe in giving credit where credit is due. Therefore, I wish to congratulate you upon your first anniversary for the excellent magazine you have and for the excellent coverage you have given the sports cars activities during the past year. Keep up the good work.

Now I have a complaint to register regarding your article on the last six hour Torrey Pines race. I realize no magazine is infallible. However, you pulled a boo-boo on this one. In the first place, Jerry Austin, not Sherwood Johnston, crossed the finish line to receive the checkered flag. On top of that, Jerry Austin drove the first 2 hours 45 minutes, Sherwood Johnston drove the next 2 hours, and Austin finished the last hour and 15 minutes. How you can state that "it was a minimum of effort for Johnston to win" is beyond me. You could have at least mentioned that Austin did do some of the driving.

Hoping you enjoy even more success in the coming year with your "new size" magazine, I remain,

Sincerely yours,

While we're on the subject of corrections we would like to clarify an error made in printing regarding Mike Siakooles column TECH-INSPEC. The caption should have read "500 pound light weight 758cc Crosley Special" instead of "1500cc Crosley Special."



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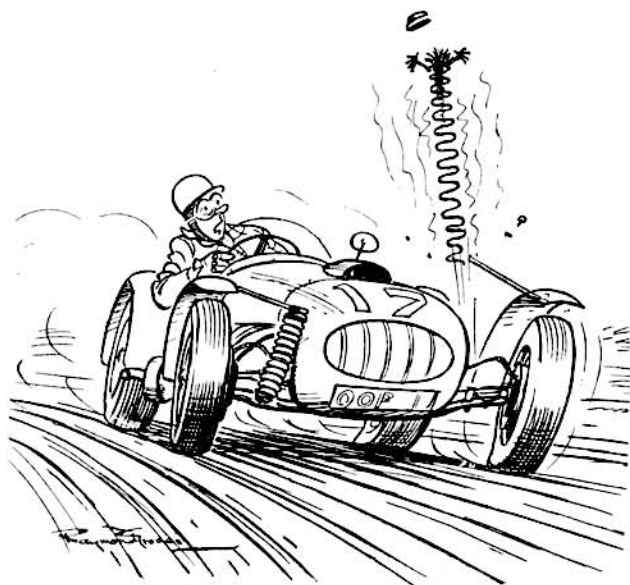
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## BOLTS & NUTS

By JACK BRUMBY



Just about all phases of the Sports Car has been covered in this, and other publications. Many lines have been written on how to drive a sports car, how to corner, how to brake, how to down shift, what to eat, and what to wear. Somehow one all important item has been neglected. How to prepare a car for competition. Before we get started on the subject let me clarify one thing. It is not the intent of the author to explain in detail how to perform each operation, different methods of construction by the various makers would fill a volume in itself. If you have questions on how to do a specific job, send them in and we will try to answer these in future issues.

It matters not, if you drive a Ferrari, or a what's it, you should make up a check sheet, and before each race conduct your own scrutineering, it may save you much trouble at the official inspection. Don't endanger your life and others with mechanical failures that could have been eliminated had a little more time been devoted to attention of details. The best driver in the world is only as good as his machine, to win you have to finish.

The first point of check on my list is the front end, and should also be yours. Check the spindles for tightness of the bearing race, the race should be a press fit on the spindle spots on the balls or rollers. The king pins should turn freely in the bushings without excessive play. The pitman arm, drag link, and tie rod ends should be examined for tightness, and the lock nuts securely tightened and keyed. Adjustment of the steering gear should not be undertaken unless one is thoroughly familiar with this operation. If excessive play is found, it would be a good idea to consult the service department of the maker.

The brakes should be inspected, carefully noting the condition of the lining, make sure it is making good contact over the entire surface, and that it is concentric with the brake drums. If an adjustment is necessary, for horsepower sake don't let them drag.

When installing the wheel hubs, provide ample lubrication, and check the condition of the grease seals. The wheel bearing adjustment is very critical, and should not be passed over lightly. Make sure the correct size cotter key is used. If of the double lock-nut type, always install a new locking plate.

The wheels should be balanced, and the tires carefully examined for bruises, nails, etc.

Shock absorbers should be checked for proper operation, and the anchor bolts tightened.

Wheel alignment should be carried out before each race.

Let's move aft and check the differential assembly. Here again we should check the shocks, and spring suspension. Tighten the carrier assembly, and axle tubes. Make sure there are no leaks, and that the drain plugs are tight. (Safety wire where possible). Check the brakes, as in the front system. Tighten the sway bar anchors.

The universal joints are to be inspected for excessive play, and proper lubrication. (A safety strap slung under the drive line can save you from making like a pogo stick).

The transmission should be inspected for leaks, and all bolts and nuts tightened. The use of lighter lubricants in the transmission and differential is an old trick, and is widely used.

Next issue — Preparing the engine.

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## HERE AND THERE WITH D. B.

By H. DOUGLAS BANEY

### GRAND DADDY OF AUTO RACING

Six time national champion Ralph De Palma, has passed on at the age of 73. Behind him lay a string of records that may never be equaled. Over twenty five hundred victories on all types of courses ranging from dirt, paved, brick and board ovals to open country road racing. A champion on motorcycles and also a 440 man in track. De Palma, all through the years, has always been an exponent of auto safety measures. The King of the speedway will be missed by a great legion of friends and millions of racing fans from coast to coast.

### THE AUTOCAR

One of Britain's finest auto magazines The Autocar founded in 1895 is now being printed in France due to a printers strike in London.

### BLACK FLAG DEPT.

Formal rejection of Ken Miles membership application in the Sports Car Club of America has been handed down by the National Headquarters of SCCA in Connecticut. Los Angeles Region SCCA O.K.'d Miles application with the proviso that he be suspended from competition for six months but National says we don't need him.

Los Angeles Region brought four specific charges of unsportsmanlike conduct against Miles from his actions at the last Palm Springs race. One incident I witnessed, quite by accident, between race nine and ten. Dr. Karl Brigandi asked Ken to please get his car out on the grid as he was holding up the race and Ken said "Let 'em wait."

In all fairness to Ken he should have been given sufficient time to ready his car as he had just finished race nine. On the other hand, a proper attitude might have brought far different results. For the good Doctor is a fair and impartial man. I know, having run into him head-on at technical inspection.

### PIT CREWS

Dr. H. Azima of the Allen Memorial Institute in Montreal has found a substance which when injected into mice, keeps them running for the rest of their lives, stopping only to eat and sleep. Having seen Tom Bamford's pit crew in action thought perhaps that might help him in his plight.

### RECORD SMASHER

Readers of small print pay no attention to this paragraph. "1956 Chevrolet Officially Breaks Pikes Peak Record," turning 17.24.05 for the course. On Sept 5, 1955, Bob Finney of Denver, Colorado, toured the hill in 14.27.2 in his special. Now there being a difference of nearly three minutes there must be a class record involved, say trucks, buses, semi's etc. Perhaps some of us should read that small print.



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# CONCOURS d'ELEGANCE

by Buzz De Bardas

*Part two, of a three part series, on preparing your sports car for a Concours d'Elegance.*

The first step in the preparation of a Concours car is the preparation of the bottom of the car (this was covered in the last issue). The next step is the engine room.

In order to save time, see to it that you have all the necessary supplies at hand so that you can keep working. Following is a suggested list, or at least the one I follow:

1. a new set of gaskets
2. one gal. can of gas
3. four or five different sizes brushes
4. carburetor solvent
5. a large pot
6. several cans of different colored paint
7. a sheet to cover the fenders
8. one large can of hand cleaner

Consider your budget. If the Concours bug has not bitten too hard as yet, plan on \$10.00 (this figure was selected because no wife can object to so small an expenditure).

Now let's get to work — remove the hood (or bonnet, if it's British), also remove the battery to decrease the possibility of fire.

There must be 3,000 different ways to clean an engine, and I guess that I've tried most of them. However, the one I prefer is a can of gas and a paint brush. Rub gas all over everything, and keep at it. If you can remove the carburetors, do so and place them in the pan with solvent to soak while you continue to clean.

Above 25 hours later the engine should be clean enough for you to see the valve cover and side plate. Remove them and finish cleaning them. Then sand them down, and paint, and get them out of the way. Remember that all your efforts will draw all the little boys in the neighborhood. Although they can be a blessing when you run out of gas, they can also be a problem when they take turns touching newly painted surfaces to determine if they are still wet — this usually occurs within twelve minutes after you have finished painting.

Use care in selecting your color scheme under the hood. With a red car, I selected Red, Black and Silver, though they may not be suitable with a green car. Think about it prior to painting.

I found these looked good — the block painted red to match the finish, generator and starter black, valve cover and side plate, silver. Silver paint will last about 10 miles on a hot exhaust pipe or manifold. It looks like h--l when it goes bad. This presents a problem which can be handled in two ways. Either paint it at how and tow the car to the Concours (this is frowned on by all the other competitors, or get there about five hours early and paint it there (this is looked upon with favor, real sporting spirit, etc.) Last but not least, the aircraft industry has a silver paint that won't burn, and it lasts forever.

Next, consider all the rubber hoses. Remove the hose clamps; clean the hoses with gas; paint with tire dressing; get the clamps plated.

The next stage in redoing the engine (and it really costs) is to remove and chrome-plate everything you can get your hands on. It is a shame there are more trophies given for money invested than effort. This is true nevertheless. A thought to keep in mind is that all threads will be built up and probably will not fit. You will then be alright again —

Next issue — the balance of the car.

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.

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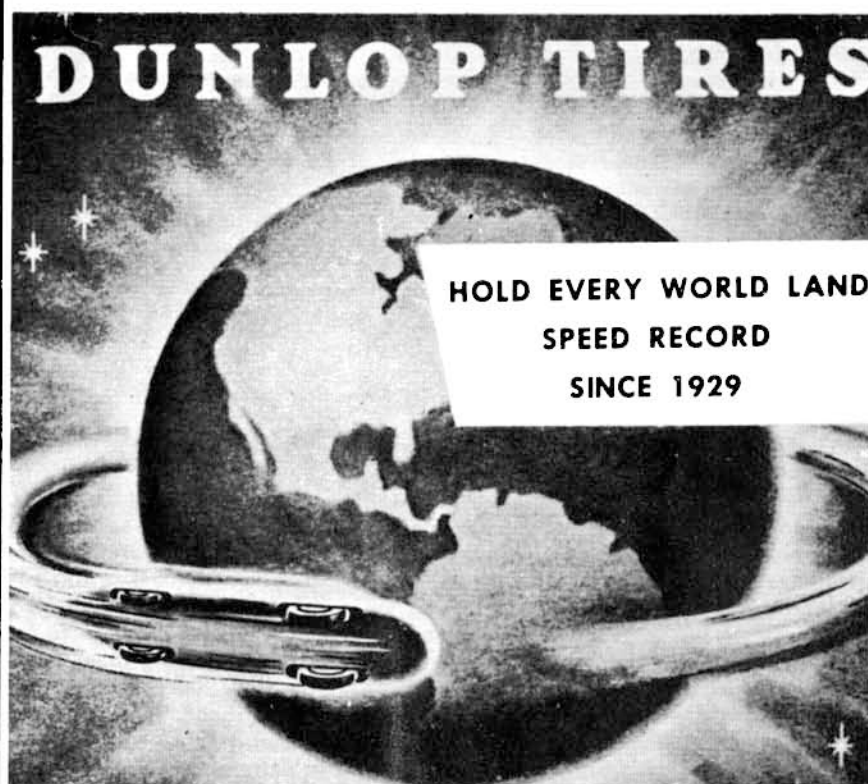


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