

West Coast

JULY 1956

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SPORTS CAR

JOURNAL



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of America*

*English
Trials*

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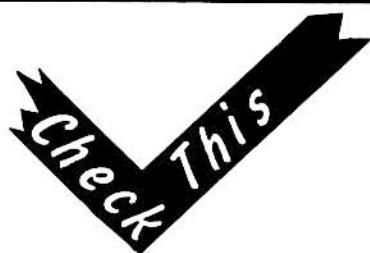
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THIS MONTH'S COVER

It didn't take us long to make the selection for this month's cover. When staff photographer Gayle Davis came up with this striking study of the Mercedes 300SL we took no second look. We think you'll agree.

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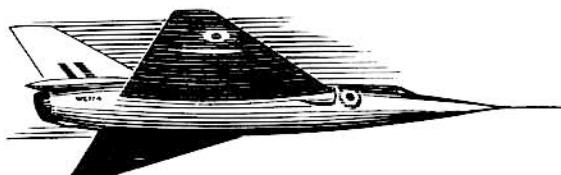
FASTEST ON WATER



WORLD WATER SPEED RECORD.

216.2 m.p.h. Donald Campbell in his boat Bluebird at Lake Mead, Nevada, U.S.A. on the 16th. November 1955, using LUCAS FUEL & CONTROL SYSTEM & ELECTRICAL EQUIPMENT.

FASTEST IN THE AIR



WORLD AIR SPEED RECORD.

1,132 m.p.h. (Subject to official confirmation) Peter Twiss piloting a Fairey Delta 2, powered by a Rolls Royce Avon Turbo Jet Engine, on 10th. March last, using LUCAS FUEL CONTROL & COMBUSTION EQUIPMENT & ROTAX ELECTRICAL EQUIPMENT.

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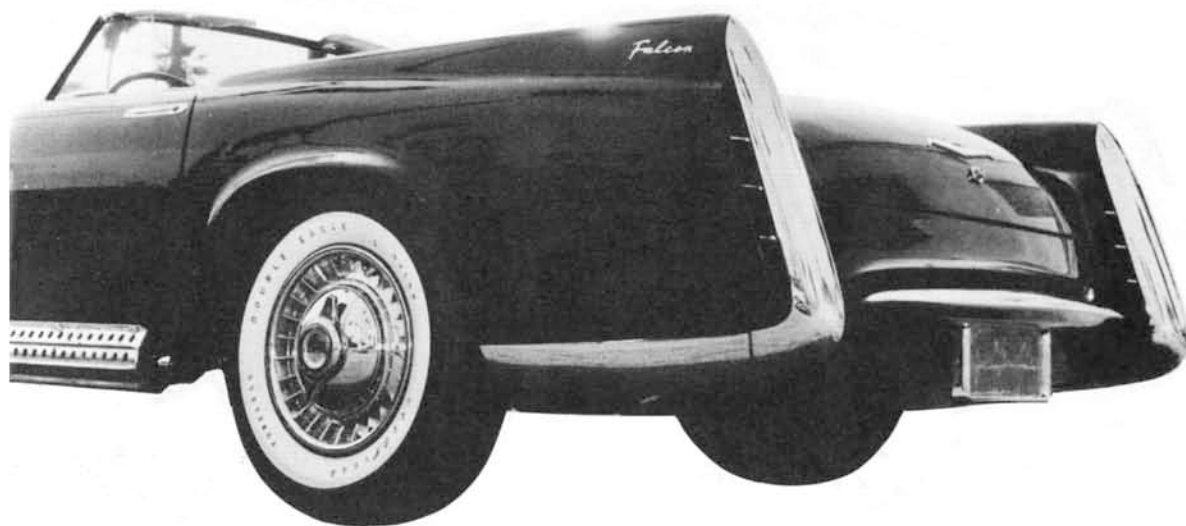
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CHRYSLER FALCON

For many years the Chrysler Corporation has been experimenting with various proto-types and models. We wonder when they will come to their senses and begin mass-producing cars as beautiful as their recent experiment—the Chrysler Falcon.



PHOTOGRAPHY BY
Gayle Davis



PHOTOGRAPHY BY
Dick Sherwin and
Gayle Davis

MG Car Club of America **English Trials**

With its origin dating back many years as one of the most popular sports in Great Britain the American version of "Trials" were held recently in the sunny slopes of Encino, California. The MG Car Club of America's third year at sponsoring this exciting event proved well worth the distance many of the spectators traveled to witness the event.

English Trials, to those who are unfamiliar with the term, is a series of "tests" set up for cars consisting from one to five or more sections and usually laid out in a hilly or mountainous terrain. These tests are literally what they imply. For if you should enter your satiny polished vintage TC in this event be prepared to undergo what we might lightly refer to as "going through the

ringer." In Great Britain about the only cars that compete in this sort of event are "specials" built solely for this purpose. They are small, maneuverable bombs designed to get the greatest possible traction and torque possible. But we, in America, prefer to enter anything—from VW's to Corvettes!

Picture the gentle, sunny slopes of Encino, April 29th, as the sun peaks its shining head over the rolling hills. Listen to the refreshing chirping of the glorious morning glory as all of the birds join in to sing a happy welcome to the new day. The smell of fresh clover intermixed with the odor of blossoming flowers greet your nostrils. Suddenly all hell breaks loose as the loud whine of an MG special breaks the quiet air. Screaming up the first

by **DICK SHERWIN**





lap of the course at 6200 rpm you shudder at the smell of burning fuel and run like hell when the car careens off the narrow course headed right at you. But it's all in fun, however, and as you pick yourself out of the ditch and brush yourself off, you laugh and tell your friends that you're not hurt and would they help you back to the course so you could watch the rest of the trials.

So this is the way it goes all day. One car after another tries to better the time set by previous drivers. Navigators are seen bouncing on the rear ends of their cars to get better traction. (One navigator seemingly got carried away and bounced completely out of the car). Of special interest was the mud-hole. The club took great pains to see that a water truck was secured and that sufficient amounts were emptied into the hole. No effort was too much on their behalf to see that this part of the course was properly set up. (It was rumored that a VW was the first to attempt the mud hole but this was un-confirmed as the VW was never seen again!)

English Trials are here to stay. Unfortunately the MG Car Club is the only group that sponsors this event and it must remain a yearly affair until others with forward vision, attempt their hand at the great British sport.



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CALENDAR OF EVENTS

JUNE

- 16—San Gabriel FCCA "Hodge Podge Rally" — Leave Rose Bowl 7 P.M. Proceeds to Warren Frinchaboy.
- 17—San Fernando Valley FCCA "Geronimo Rally". Info, Bob MacKay, PO. 3-8587.
- 17—"Rally in Rhyme". Santa Monica FCCA and Austin Healey Owners Club.
- 23-24—Pomona Road Races — CSCC. Info, Mary Hefly, NO. 1-3312.
- 23-24—SCCA National Championship Sports Car Races, Elkhart Lake, Wisconsin.
- 30—SCCA (S. F. Region) Buchannon Field Road Races.
- 30—Compton FCCA "Over the Hill Rally". Info, FR. 7-1856.

JULY

- 1—MGCCA Gymkhana. Info, PO. 5-8048.
- 7-8—SCCA Road Race (L. A. Region) San Luis Obispo.
- 7-8—Semanica Nautica Rallye. Santa Barbara FCCA.
- 13-14-15—Porsche Owners Club "Golden State Rallye."
- 21-22—CSCC Road Race. San Diego Naval Base.
- 28-29—El Camino Foreign Car Club Concours d'Elegance. Santa Maria.

SPORTS NEWS

By DICK SHERWIN

LE CIRCLE CONCOURS d'ELEGANCE, a club devoted to the betterment of Concours d'Elegance held its first meeting May 26th with encouraging results. Courtney Van Ornum, the founder of the group, states that it will attempt to secure more equitable judging, better publicity and earlier notification of show dates and entrance requirements. Correspondence for the organization should be addressed to Courtney c/o 2919 1/2 Ocean Front, Venice, Calif.

You will notice, in another section of this magazine, an advertisement placed by British Auto Parts of Southern California. It is an offer made specially to the readers of WCSCJ inviting them to stop by the Melrose location of the firm and pick up (at no charge) a copy of the MOTOR specification book. This fascinating little journal has everything in it from soup to nuts including specifications of nearly all European cars and most American cars. We suggest that you stop by BAP and pick your copy up — not only because it helps us (by showing the pulling power of our circulation) but also because of its tremendous interest.

Although we haven't utilized its service yet the newly formed Sports Car Information Center promises to be a great boost to the enthusiast. By just dialing your phone (EMpire 2-4157) you can receive, without charge, almost anything you want to know about sports cars and their activities. Effective date for the SCIC to be in full swing is June 1, 1956 and the information available will include meeting dates and locations, rallies, gymkhanas, races of all types and all other activities. Plus a guide to where to go to get it fixed or where to buy what you need.

John Malone, prominent sports car publicist, gave this writer a ride on his new Triumph Tiger Cub motorcycle recently and from that time on no more convincing was necessary to make me want one. The fact that I pulled a "Brando" my first trip and ended up in the bushes did not discourage me. If you see a rather "seedy" looking individual with black motorcycle boots and a leather jacket riding around in the pits at the next road race you'll know that the temptation was too great and that the old boy couldn't resist. Besides it's hard to get around on those big courses!



Celebrating the sale of the 2000th Triumph to be sold West of the Mississippi we had the good fortune to meet Mr. John Warren, director of export sales for Standard Triumph Motor Co., Coventry, England at a press party recently hosted by Dorothy Deen, executive vice-president of Cal Sales, distributor for the car west of the Mississippi. Mr. Warren is as cordial and friendly as his picture implies and we learned a lot about the TR-3, England and his travels. For instance TR-3 sales are the highest in the history of the Company and its no wonder since there are 122 countries that form the export market for this fine automobile.



Nehamkin

Many Volkswagen owners have been calling the "Journal" inquiring as to where they can purchase the new VW-1 battery for their cars. Since this is a relatively new innovation by the Lucas Electrical Services there has not been quite enough time to get them completely distributed. We do believe, however, that most authorized sports car accessory firms and many of the dealers are carrying them in stock. We recently had the privilege of examining the whole process as to how the batteries are made and assembled. If you are on of those who insist on the best for your VW you can't go wrong with this item.



Two great people, Warren and Simone Olson, have continually given this magazine their confidence and support. This month they are running a special to readers of this magazine. Anyone dropping by their Robertson location that mentions they saw their ad in this issue is entitled to get their wheels balanced at a special rate of \$1.19 ea. Well worth the time not only because you save nearly two dollars but because you get to meet one of the finest European car mechanics on the West Coast (and of course his charming wife). Warren's Sport Car Service is also responsible for selling those little two wheel "roustabouts" that are becoming quite popular as means of transportation around the pit areas.



Corvette showed a remarkably strong performance by staying up with the 300SL's until it was forced to retire with engine trouble.

BAKERSFIELD ROAD RACES

Due to SCCA's Santa Rosa races on the same date the entry list for Bakersfield was small with many of the big cars and drivers missing. Saturdays races proved rather dull with little fighting for places. The under 1500cc main event was dominated by the inimitable Ken Miles in the Porsche Spyder with little or no competition. The over 1500cc main was won by Bill Krause in Clem Atwaters' "D," complete with von Dutch type striping. This was Bill's first sports car race and he proved himself admirably well. John Von Neumann couldn't handle the 3.5 Ferrari as well as the previous driver Juan Fangio. He finished third behind Jerry Austin in his "D."

Bill Pollack proved to be the iron man of the week-end by not only doing the announcing chores but entering and winning the sedan race in an Alfa, driving the Julietta roadster successfully and also driving a '56 Corvette. His Corvette was by far the fastest of the three entered and completely outdistanced the Jaguars and stayed right with the 300sl's on acceleration and just a bit slower through the corners.

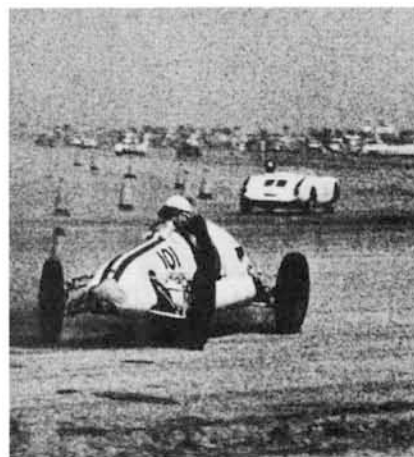
The 1500 production race Sunday was dominated by Jay Hills in a Porsche Carrera Speedster who drove a beautiful race.

The over 1500 production race saw Rudy Cleye, Bill Pollack and Tony Settember fighting it out until the Corvette went out with fuel pump trouble and Cleye was forced to retire with steering gear problems.

From then until the finish Settember had clear sailing with Ces Critchlow in his 120 Jag second and Jim Parkinson third in the Healey 100S.

Ken Miles once again dominated the 1500cc Mod race in a Porsche Spyder with Richie Ginther second in the same type car.

The main saw the "D" Jags in command with Von Neumann in fourth in the 3.5. Bob Oker in number 59 Morgan gave a sterling performance battling and constantly changing positions with a 2 litre Mille Miglia Ferrari which finally won its class. Jerry Austin went out while in second place with gearbox trouble and Pierce Woods had it all his way from then on. Unnoticed by many the Spyders of Miles and Ginther were moving up to capture 4th and 5th overall.



Harry Morrow spinning his Formula III at turn nine.



Pete woods (No. 170) had it all the way in his sleek "D" type Jaguar. Jerry Austin (background) was forced out early due to gear box trouble.



Ken Miles drove the Porsche Spyder to an easy victory in the 1500 Modified race.



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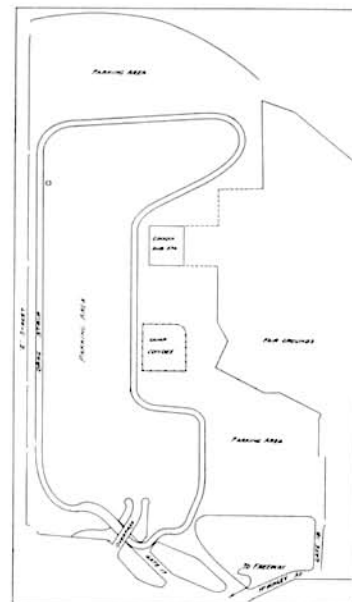
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PREVIEW POMONA

California Sports Car Club in conjunction with the Pomona Elks Lodge have combined their talents and have come up with Los Angeles' first permanent race course.

The beautiful two mile course will be the scene of a two day racing week end June 23 and 24 when over 250 cars will compete on the tricky course. It is located on the Los Angeles County Fair Grounds.



MG.A on the road

by Gordon Wilkins

HAVING tried the new MG it is hard to see how even the most earnest antiquarian can hanker after the old-style car. The modern streamlined shape pays off in performance and passenger protection; in personal comfort and under-cover luggage space. One steps down into the separately adjustable leather-upholstered bucket seats set low between the chassis side members. There is much more room; interior width is up to 48 in across the seats, although external width overall is an inch less than on the TF. There's more space for elbows and for feet. Between the seats is a neat upholstered armrest.

The four-spoke flexible wheel is new, and the instruments are now in circular dials (no more octagons) grouped in front of the driver. 110 mph speedometer, rev counter with a yellow segment starting at 5500 rpm and a red sector at 6000 rpm, oil pressure gauge, water thermometer, and, at last, a fuel gauge. In the centre is the speaker grill for optional radio, and recessed below it, the horn button. In front of the passenger, a hooded lamp for the reading of maps and route cards.

Ahead, the view is unobstructed, across both front wings and the sloping bonnet. The detachable curved screen has small supporting struts at the corners shaped to form hand grips and excellent protection is given by the easily erected hood, leather-like finish, plus rigid side screens, with spring-loaded flaps for signalling, or access to door locks when getting in. (There are no external door handles).

Reasonable luggage space exists in the trunk, above spare wheel, jack and toolkit; enough for two suitcases and some smaller packages. An external luggage grid is an optional extra. Maps and small packages can go in big recesses in the doors.

It's a nimble car, this new MG, with light, quick steering and a 28 ft turning circle. Gear ratios are more widely spaced than on the TF, so there is not much difference in maximum speeds on first and second gear, but it takes a road speed of 70 or so in third to put the rev counter needle in the red, and on top the car runs happily up to over 90 quite quickly. From the performance of the Le Mans prototypes when fitted with production-type windscreens, it looks as if the maximum of the standard model with 68 bhp engine will be about 95 mph.

The gear shift is good, via a short stiff central lever, but on right-hand-drive cars reverse calls for an out-and-back movement,

somewhat less convenient to perform quickly in rally tests than the inward pull required when the steering wheel is on the left. Brakes are the same size as used at Le Mans, with friction over 35 per cent more than those of the TF, so should be equal to all demands. The handbrake lever is still the fly-off racing type, but smaller and a little less convenient than the lever on the TF.

The reduction in engine revs permitted by a 4.3 to 1 axle and 5.60 inch tyres on 15 inch rims means pleasant cruising at 70 with much less sensation of mechanical effort. Handling and roadability constitute a big step forward. The oversteer seems to have gone, and the back end is slower to break away. Roll is negligible. Acceleration from 0 to 50 mph takes about 12 secs and unofficial tests with an MGA at steady speed have shown 38 miles per Imp gal. at 50 mph.

Sitting lower in the car there is less wind buffeting and fewer draughts, but the aged and the incipient sybarite can have a heater with adjustable blower.

So far no tuning stages have been announced for the B-type engine. Presumably the most advanced stage might incorporate the Weslake cross flow cylinder head, with four carburettors; two on the hot side for part throttle running, and two more on the cold side to be brought in for full power. However, no such equipment is available at present, but immediate competition requirements are met by sodium filled exhaust valves with over-bored guides, racing clutch, racing wire wheels with light alloy rims, a 24-gallon fuel tank, and racing bonnet straps, and a choice of several axle ratios. Other extras on the list are radio, screen washer, adjustable telescopic steering column, 5.90 section road speed tyres, radiator blind, external mirror and cockpit cover.

The chassis only, dry and without radiator weighs 1274 lb, and the complete car, with 2 gals of fuel weighs 1988 lb. Weight distribution in this condition is 52.1 per cent on the front wheels and 47.9 per cent on the rear.

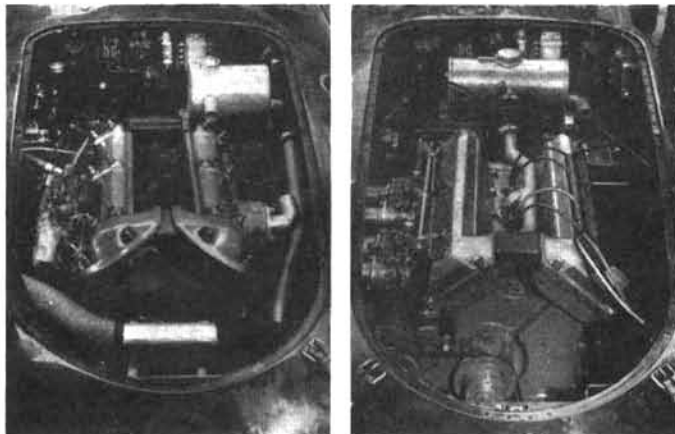
Front springs are, as usual, more flexible than those on the rear. The rate for the front suspension, taken at the wheel is 73 lb per inch deflection, whereas the corresponding figure for the rear is 125 lb per inch. The centre of gravity for the complete car unladen is 54.5 inch behind the centre line of the front wheels, and only 15.8 inch above the ground.

In production form the engine has two S.U. carburettors of 1½ inch chain (against 1¼ inch on the Le Mans engines) feeding into two pairs of siamesed inlet ports joined by an external balance pipe. The combustion chamber is heart-shaped. Inlet valve head diameter is 1½ inch and exhaust 1¼ inch all valves having double valve springs. The peak of the torque curve is equivalent to 128.8 lb sq in Brake Mean Effective Pressure.

The three main bearings are of 2 inch diameter and 1½ inch long with thin steel shells lined with copper lead in the upper half and white metal in the lower half. Big-end bearings are lead-indium on thin steel shells.

Dry weight of engine, clutch and gearbox, with carburettors, and air cleaners is 420 lb of which 67 lb is represented by the gearbox.

The MGA as it stands will admirably meet the needs of many young enthusiasts, giving them more performance and better handling than its predecessors at a very modest price.



Two types of twin ohc, eight-port cylinder heads are undergoing development for the MG A engine. The one on the left has water outlet gallery on the exhaust side, ignition distributor under the carburettors, and valves inclined at an included angle of 66 degrees. Other one has two water take-off points in the centre of the head, distributor driven from the timing gear, and valves inclined at an included angle of 80 degrees. Both have Solex twin-choke carburettors and scullie-mounted radiator header-tanks.

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GREAT SPORTS CAR DRIVERS

Number III



KEN MILES

by Bill Barrett

It was sad news indeed for many West Coast competitors, in the under 1500 modified road race classes, when tall, quiet spoken Ken Miles announced — "I love America — I intend to stay." Dressed in British racing green and piloting his M.G. Special, more affectionately known to racing enthusiasts as the "Flying Shingle" Ken thus made known his availability for sustained competition in the U.S.

Ken Miles was born on November 1st, 1918 in Sutton Coldfield, England — a town similar to our Eastern coal towns — dreary and poor. His first job was with an automotive engineering firm in England for 65c per week. He then spent seven years in the army getting acquainted with rather large speedsters and big bore machinery. Ken's early venture into business was unsuccessful. He had rather bad luck when he went into the engine building business producing a 500cc engine which was called the "Emeryson" — later giving it up.

Ken came to the U.S. in 1950 on a business trip. He decided to stay on as service manager for Gough Industries. It was during his employment with Gough that he built his famous MG "Special." His first race in this car was at Pebble Beach where he won. He then went on to win the next fourteen races that he competed in up and down the coast. Ken sold this car and began work on the second one which became known as the "Flying Shingle." By now the "man in green" was becoming a common sight in the winners circle winning road races from Willow Springs to Torrey Pines. After losing a close race to Pete Lovely at Sacramento he sold the "Shingle" to Frank Lederer.



Rolofson



Ken Miles in his famous
"Flying Shingle"

James M. Sitz



Ken shown cornering in his first MG Special

Joe Smith

"I wear out a pair of driving gloves every three races" stated Ken, "my glasses also last but a few races." Ken likes to sit far back with his arms extended while racing. He had to have special shoes made after receiving blisters from driving a Ferrari. One of his most terrifying experiences happened while he was testing experimental cars in Britain. The car he was driving hit another head-on at a combined speed of 130 mph. Through some unexplainable fate he was unhurt. He feels that the most aggravating thing is to lap slower cars once or twice only to have one of them decide to dice it up. He rates Stirling Moss as Europe's top driver and Phil Hill as America's. Possibly Ken's greatest thrill was winning Pepple Beach in 1953.

Ken is in the midst of building another 'special' powered by a special factory-built Porsche engine which he expects will arrive in the States soon. He is now associated with Competition Motors, Porsche and Volkswagen importers, as field representative. His most recent win was at Bakersfield in a Porsche Spyder.

Mr. Miles very British accent is at times as thick as the well known English fog. He is 5'11", has brown smiling eyes and carries a good racing weight of 147 pounds. His greatest interest in life aside from his very lovely wife Mollie and son Peter, is racing. If you can't talk racing you will probably never really know him. He is past president of California Sports Car Club and is now a member of its board of governors and its contest board.

Ken's only brother Geoffrey now builds racing yachts in England. Ken's parents, still in England, haven't seen him since Ken raced at Le Mans in 1955. Incidentally, coming in 12th overall in an MG-A.

"I've never met a driver that I failed to admire and respect. Sports car participants and fans are the nicest people I know" — thus spoke a champion who will in all probability be a champion for years to come.



Motoracing

Ken is presently riding under Porsche banners. He is shown talking strategy with John Von Neumann.



Almost everybody reads the WEST COAST SPORTS CAR JOURNAL



SYLVIA and HAROLD TREICHLER demonstrating "technique" at the recent PRESS ON REGARDLESS rally sponsored by Cal Sports Car Club

Nehamkin

Sports Car Pictorial

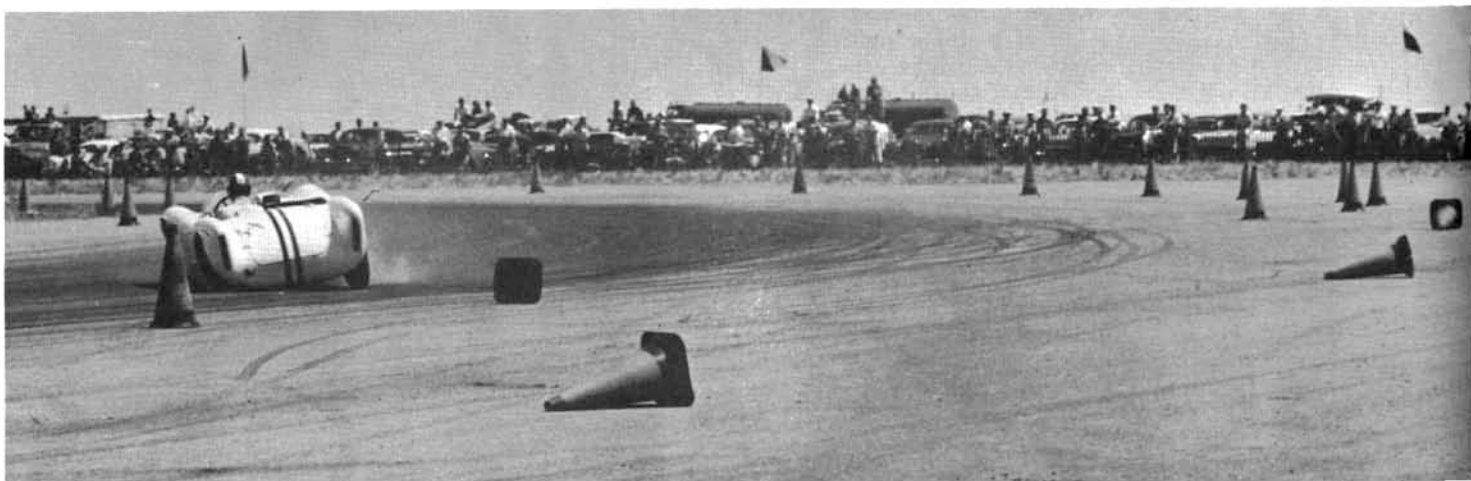


Marvin Reichler

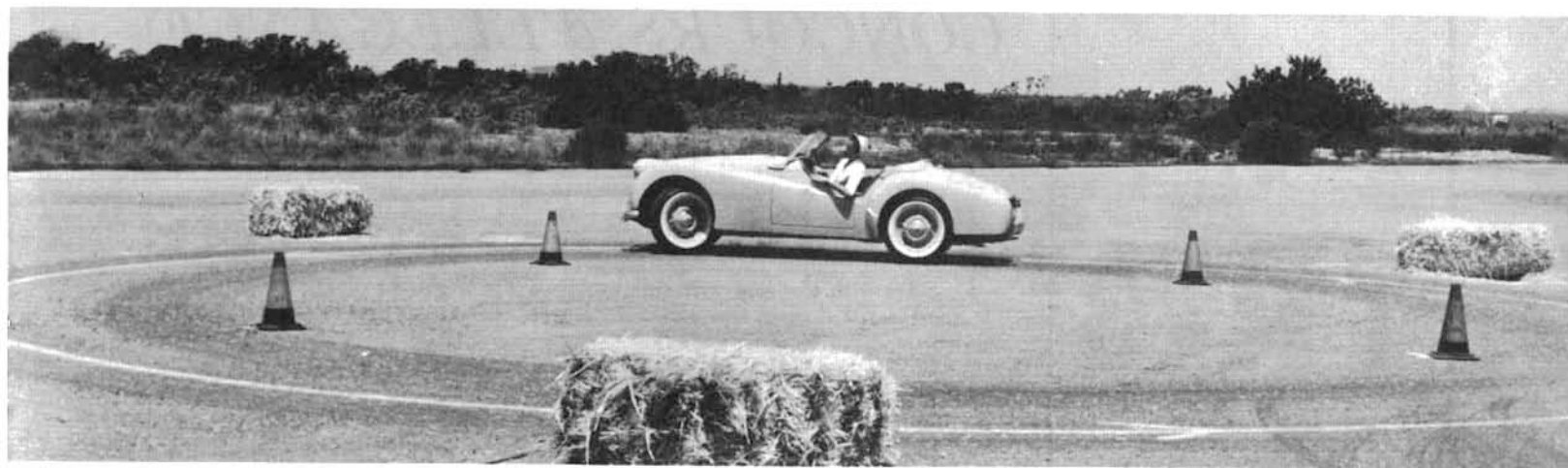
One of the darkest moments in sports car history was made at the recent Pebble Beach races when Ernie McAfee, veteran sports car driver and was killed when his Ferrari crashed broad-side into a tree. His death is a great loss to the sports car world.



One of the highlights of the Bakersfield races was the close Morgan and a two litre Mille Miglia Ferrari. After a closely Both cars captured a first in their



A bit of action at the Bakersfield road races saw a wheel fly off of one of the race cars and fly into the spectator area. Two people were slightly injured. The driver was unhurt.



A TR-2 trying the imaginative course at the recent Ryan Gymkhana in San Diego



race between Bob Oker in his familiar No. 59 contested battle the Ferrari came in first, respective classes.



The Winner? Ken Miles and Richie Ginther catch the checkered flag neck and neck. The winner--Ken Miles. He had lapped Ginther.



A great variety of cars entered the recent gymkhana held by the Pomona Valley Sports Car Club. Included was this 1938 Lancia.



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CONCOURS d'ELEGANCE

by Buzz De Bardas

In the first part of this series, I covered the underside of the Concours car. Next I wrote about what to do under the bonnet. This, the last of the series, deals with the balance of the car.

Start with the roof and side curtains. These can be cleaned nicely with a good scrub brush and DREFT, a mild detergent that won't streak the finish.

Within the past few weeks I have the answer to the problem of what to do with perfect leather that is badly faded — simply a preparation made in the Los Angeles area called D'ELEGANCE LEATHER DRESSING. You spray it out of cans, and it is truly wonderful. The spraying in my Jag took about 15 minutes (I might mention that it took many hours to mask everything off, however).

Then, get busy with the chrome. The job will have to be perfect. Bumpers should be removed and cleaned both face and back. If the chrome is shot, get it re-done, and don't park on the street any more. The approved solution is to hide the car behind telephone poles, buildings, etc. Usually you can find an empty garage wherever you might go — put your car in it. Once in a while the police will tow the car away, but you have to put up with some minor inconveniences when you own a Concours car.

Another little thing about which to worry — the floor mats. My young wife solved this one for me. She had a large piece of white carpeting cut to correct size and trimmed with red binding. The stuff seemed more appropriate for a bedroom than a blown M.G., but I started to win trophies. The white carpets went in for each show and out as soon as I reached home. You, too, will find that it hurts your feet to drive minus shoes, and you'll be pleased to get those old carpets back into the car.

Next are the license plates. If they are both bad, the Motor Vehicle Dept. will issue you a new set for a few dollars. Still, I found that all I needed for the show was one California plate on the rear and a BRITISH plate with "XPAG-6699" on the front, even though it's illegal to drive with one plate. Inasmuch as the constables are now aroused, drive to the Concours with two California plates. This statement does not apply to folks living in Indiana. They can replace the front plate when they arrive.

Now, clean the car about four or five times with a mild liquid cleaner. When you think the job is perfect, clean it once again. Then start to wax. After this has been done several times, it should look good. I personally like, and have always used, Simonize Wax, since I've been very pleased with the results.

About the last job on the car is to go over all the rubber with a thin black tire dressing and then paint DUNLOP 15-500 with white rubber-based paint.

You should now be about all set. However, spend about two hours checking the car from one end to the other. It's surprising what you will find even after three to four hundred hours' work.

(For folks who are loaded — Al Moss Motors of Los Angeles, will restore your tired machine for Concours purpose — prices range from \$200.00 to \$2,000.00.)

One last thought is that all Concours d'Elegance rules have been standardized by the Southern California Council of Sports Cars Clubs, and, if you need advice on putting on a Concours, contact the S.C.C.S.C.C. committee chairman, Chuck Tillitson, 2421 Clement Ave., Venice, Calif. EXbrook 9-6531.

Good luck! See you at the next Concours d'Elegance.

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THE SECOND ANNUAL BLARNEY CASTLE SPORTS CAR FESTIVAL

Sunday - July 15, 1956

From 11:00 A.M.

IF YOU LOVE CARS, DON'T MISS THESE ATTRACTIONS:

1. Concours de Velocité

Admire the functional beauty of the "full house" sports racing cars.

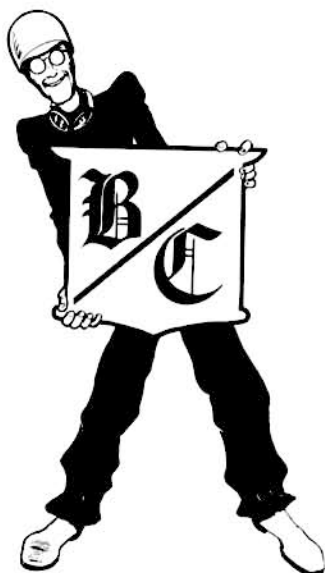
2. Concours d'Ensemble

Watch the town's most elegant dual-purpose sports cars manoeuvred by sharp crews.

3. Finish Point, Rolling Concourse, and Victory Dinner for the Golden State Rally, a 600 mile, cross-country, open calendar event sponsored by the Porsche Owners' Club. See the competing cars come in and line up for their own "Beauty Contest."

4. Week-end Dinner for the Four-Cylinder Club's South-Western Convention.

Meet your fellow sports-motorists from Arizona, Utah, Nevada and Northern California.



TURN PAGE FOR ADDITIONAL
INFORMATION AND ENTRY
BLANKS.

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Phone: DUnkirk 7-7524

PROGRAM

CONCOURS de VELOCITÉ

A beauty contest for racing cars of the F.I.A. "International Sports" category. (not series production cars). Entries must have actually raced, and placed third or better in class. The execution of racing numerals and colors will be a factor in judging. Overall record and "breeding" of the marque will also be considered. 12:00 Noon Sunday.

CONCOURS d'ENSEMBLE

A composite contest in which entries will be judged by "total effect"; while in motion. Beauty of the vehicle, costume of the crew (including children and pets, if present) smartness of handling thru a simple driving pattern, engine note, tire noise, starting and stopping behavior, etc., will be noted in scoring. Cars will **not** be inspected under the hood. 1:00 P.M. Sunday.

THE GOLDEN STATE RALLY

This is the "Calendar" event for this week-end, approved by the Southern California Council of Sports Car Clubs. It is open to all club drivers and is sponsored by the Porsche Owners' Club, a new but extremely active and enterprising group. The rally occupies a full week-end, starting at midnight Friday, and concludes at the Blarney Castle Sports Car Festival on Sunday afternoon. The event somewhat resembles the European type of rally, in that it includes three two-hundred mile navigational legs and two, closed, speed stages. After completing the second speed stage on a closed circuit in the San Fernando Valley, competitors will run a non-competitive leg to the parking lot directly across the street from Blarney Castle, where an "impound area" will be set up in which competing cars will be judged for beauty, style, upkeep and condition. This "rolling concourse" is on a separate point system from the driving portion of the rally, and winners will be awarded separate prizes.

For further information, complete program, and official entry blank, write: Porsche Owners Club, Fred Bogler, 7255 Etiwanda Ave, Reseda, California.

THE FOUR-CYLINDER CLUB PARTY

This club is holding a two-day gathering of its out-of-town membership and those who do not wish to compete this week-end. The group will arrive at Blarney Castle for "Sunday Night Supper" and conclude its activities there.

ADMISSION FREE

Complete T.V., Radio KGFJ and Newsreel Coverage of Sunday's Events

Dash plaques will be given to all cars competing in any contest and suitable trophies will be awarded to winning teams. Blarney Castle pins will be given to all crew members.

The restaurant will be open from 11:00 A.M. on, and pavilions will be erected outdoors for snack and bar service.

Three full parking lots, plus additional fringe parking, will be available for contestants and spectators.

BLARNEY CASTLE SPORTS CAR FESTIVAL ENTRY BLANK

No. _____

CONCOURS de VELOCITÉ

2nd Annual Blarney Castle Sports Car Festival

This is a concours d'elegance for racing cars, such as are usually termed "modified" in local races. Specifically, cars must conform to F.I.A. specifications for "International Sports Cars" except that "production" or "stock" automobiles, which might conform to the aforesaid specifications, are **not** eligible.

Cars will be judged in the usual manner, and in addition the skillful and artistic application of racing colors and numerals will be given special attention.

Cars should be present on the parking lot adjoining Blarney Castle Restaurant on the north side not later than 11:00 A.M., Sunday, July 15th. Entry fee is \$3.00. Includes buffet dinner for one. Entry lists close July 7th.

ENTRANT _____
(Registered Owner)

MAKE _____ COMPETITION NUMBER _____
MODEL _____ Painted on Car _____
(Name or number)

ENGINE TYPE _____ ENGINE DISPLACEMENT _____

APPROXIMATE SPECIFICATIONS:

Weight: _____ B.H.P. _____ Wheelbase _____

Top Speed: _____ 1/4 Mile Acceleration: _____

Speeds forward: _____ Suspension: Fwd. _____ Aft _____

Type of Brake: _____

Competition record of this particular car:

Race: _____ Place: _____ Driver: _____
(Location, date, sponsor) (In class)

Competition Record of this Model (if applicable)

Address Entries to:

RUDY CLEYE

c/o BLARNEY CASTLE

623 SOUTH WESTERN AVE.
LOS ANGELES 5, CALIFORNIA
TELEPHONE: DUnkirk 7-7524

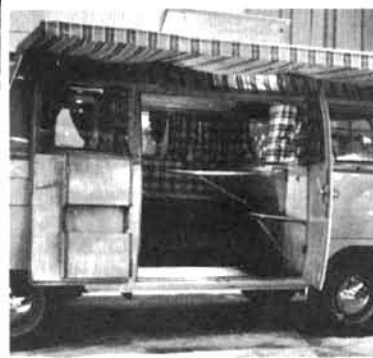
(Signature of Entrant)

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BLARNEY CASTLE SPORTS CAR FESTIVAL
ENTRY BLANK No. _____

CONCOURS d'ENSEMBLE

2nd Annual Blarney Castle Sports Car Festival

This is a novel form of concours d'elegance in which car and crew are graded together. Engine, underbody and enclosed trunk space will **not** be inspected. Visible and audible car condition, smartness of handling, dress and general appearance of the crew, taste and efficiency of accessories will be combined into a total effect. If pets and/or children can be fitted into the general decor, additional points **may** be granted. This is a chance to sharpen up your ingenuity!

Cars and crews should register at the booth directly across the street from Blarney Castle not later than 11:30 A.M. Sunday, July 15th. Instructions for the contest will be issued in writing at the time of registration. Driving portions of the contest will not be severe.

Entry fee is \$3.00. Includes buffet dinner for one. Entry lists close July 7th.

ENTRANT: _____ CAR _____
(Registered Owner) (Make and Model)

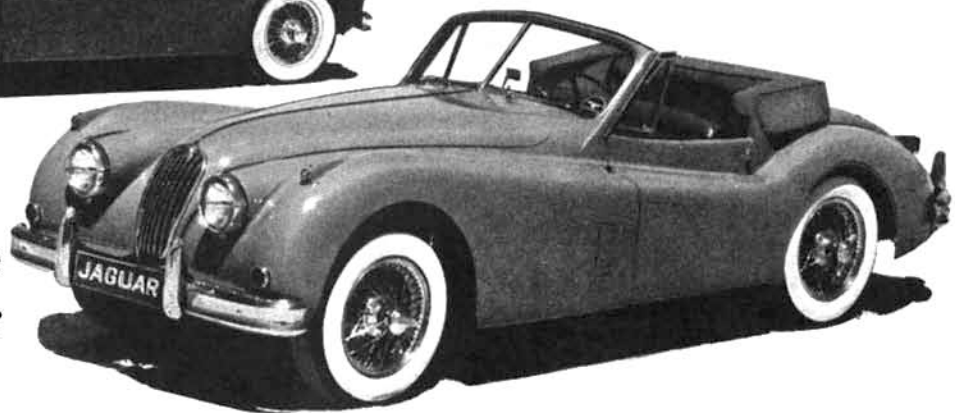
DRIVER: _____

CREW: _____

Address Entries to:

RUDY CLEYE
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TELEPHONE: DUnkirk 7-7524

(Signature of Entrant)



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LISTER - MASERATI

THE Lister shape is new for 1956. The works' and customers' cars shown on this page have arresting new bodywork designed by Brian Lister. Efficiency should be in keeping with its looks, for although it is a 2-litre car, the frontal area is smaller than on the majority of 1955 sports/racing cars of only 1100 cc.

The body is of 20 gauge aluminium sheet mounted on Lister chassis frame number one, the actual structure that a couple of years ago was raced successfully by Archie Scott-Brown, and others. It was then powered by a 1½-litre MG engine.

The frame has been modified slightly to accept the six-cylinder Maserati engine which is the power-unit of the works car for 1956. Some tubes have been taken out with consequent reduction in weight, but it is still essentially of basic Lister design with two main members of 3 in 16 gauge steel tube and three cross-members of the same dimensions.

Front suspension is standard Lister with equal length wishbones, and Armstrong coil spring/damper units, rack and pinion

steering gear. Rear suspension, which is virtually standard Lister De Dion, has been lightened by using the Salisbury differential casing as a stressed member to support the coil spring/damper units. Brakes are 10 in inboard Girling discs at the rear, and the same type are mounted outboard at the front, twin master cylinders are used.

By careful pruning, the car's weight has been kept down to 10½ cwt (dry) which with Maserati's claim of 173 hp for the twin ohc engine, results in an outstanding power-to-weight ratio. The horse-power is expected to be in excess of Maserati's quoted figure because, although the engine has not been brake-tested in this country since delivery last year, it has been subjected to much work and experiment by Don Moore who normally tunes the works Lister cars. Anyone who has seen (and heard) the works Lister-Bristol under power will know that Moore's engine preparation is exceptional.

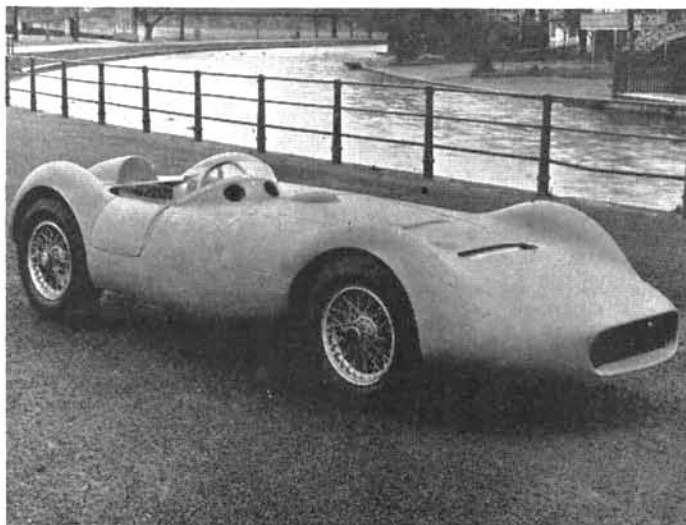
Main reason for using a 2-litre Maserati engine in preference to Lister's highly successful Bristol was to take advantage of the low overall height of the Italian engine

and so reduce the frontal area. Height of the Maserati engine is 22 in which, discounting carburetters, is 1 in lower than the 1100 cc Coventry-Climax

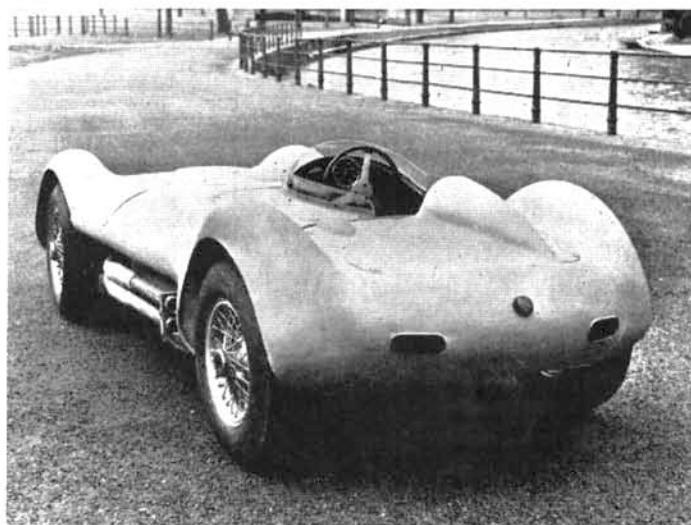
A feature immediately apparent is the use of two round, scuttle-located air-intakes. Both are connected to 4 in flexible tubes, one to feed into an aluminium duct over the propeller-shaft tunnel which supplies cooling air to the rear brakes and differential. The other tube enters the cockpit, then passes through the scuttle to a cold air box for the carburetters. The carburetters are three horizontal double-choke Webers.

The fully stressed bold nose of the car embodies an air-intake divided into three parts, and the radiator and oil-cooler. Central aperture is for radiator and oil cooling whereas outer apertures supply cooling air to front brakes. Radiator air is exhausted through two slots, one in top of nose panel and the other in undertray.

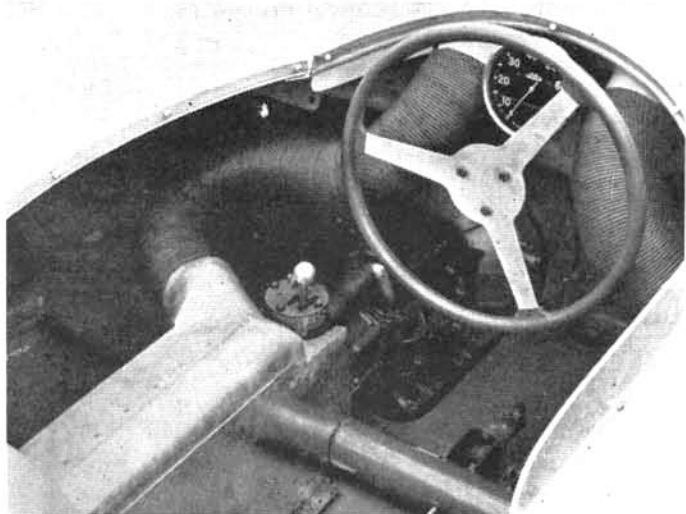
Works driver of this potent car for 1956 will again be Archie Scott-Brown. Several other new and rebuilt privately owned Listers will be racing with the new-type bodywork, and with Bristol and Alta engines.



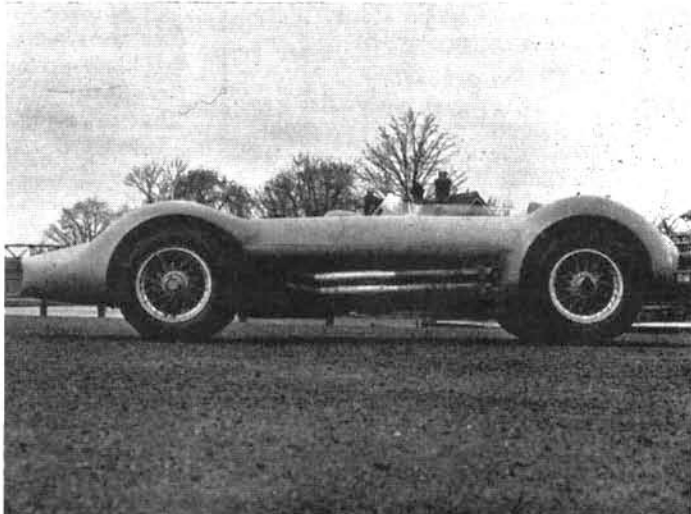
By the side of the River Cam, close to the Lister works, the latest Maserati-engined car has a very impressive appearance. Note scuttle air-intakes. Height to top of scuttle is 27 in.



Rear view shows hot air outlets for inboard disc-brakes and differential unit. There is room for driver's head under passenger seat panel in the event of turning over.



Both air-inlet pipes enter cockpit from scuttle. One on left feeds cool air to transmission and brakes. Right-hand pipe supplies cool air to carburetters. Gear-lever top was fitted back to front when this photograph was taken.



Lister-Maserati looks rakish at low level. Body design has been evolved from data gained with the original Lister-MG. Hub caps are ear-less in the interest of reducing unsprung weight to a minimum.

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BOLTS & NUTS

By JACK BRUMBY



In the last issue we covered the preparation of the chassis for racing. Now we turn to that rather important component, the engine. Unless your little gem is powered by a chipmunk on a treadmill, we would suggest that for a start, nothing could be more important than a good bath for your Briggs & Stratton. Might we suggest a good safe cleaning solution called Gunk. (If you are carrying a lot of insurance, and have a little Arson in your heart — by all means use gasoline.) This is also a good time to test the secondary output of your coil. If a three alarm fire is not recorded — replace the coil.

After a good cleaning by the method of your choice, start the engine, and let it run until good and warm. Now is a good time to crawl over, around, and under, to check for those pesky oil leaks. (A chief source of the Black Flag treatment.) Check the water hose, radiator, water pump, and expansion plugs for leaks. O.K. Porsche owners, quit snickering and check your oil radiators, they have been known to seep.

The fan belt should be carefully inspected, and replaced if frayed or stretched. DO NOT OVERTIGHTEN as this can damage the generator and water pump bearings. Adjustment of the valve clearance is a must, and should be carried out exactly to the makers specs. Replace the rocker cover gaskets, and carefully inspect for leaks after restarting the engine. If strange noises emulate, check the whereabouts of your feeler gauge. Remove and clean the distributor, replace the points and condenser if necessary. Have the automatic advance mechanism checked on a stroboscope for proper advance curve throughout the operating R.P.M. range. After replacing the distributor on the engine, check the static timing, and set to the makers standard. The carburetor should be boiled out in Bendix solution, and a repair kit used upon re-assembly. CHECK YOUR THROTTLE LINKAGE. AND MAKE SURE YOU HAVE A GOOD RETURN SPRING. (Prematurely grey race drivers can explain in detail.)

The Spark Plugs should be cleaned and gapped, or replaced. The high tension wires should be inspected, and if found to be brittle, or cracked, they should be replaced. If the first method of checking the coil was not used, a more popular method is to have it checked on a regular break-down tester. Inspect all of your electrical connections, a bad terminal, or loose connection can cause high resistance in your electrical circuit. This can result in faulty ignition at high speeds, or under load. In closing, might I suggest a good warm-up period before rolling out onto the starting grid — give that oil a chance to thin out before encroaching upon 9000 R.P.M.'s — **GOOD LUCK.**

Next issue — Maintenance and function of the Solex Carburetor.

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SPORTS CAR CORNER

by
BILL BARRETT

Johnnie Von Neumann, of Competition Motors, is furnishing 10 VW's for a 5 lap race at Pomona Sunday, June 24th. Ten top drivers will pilot them. Included possibly will be Ken Miles, Bill Pollack, Bill Murphy, handsome J. P. Kunstle, Bill Freedman, Bob Oker and others. What a wild, mad race this will be! The grid positions to be determined by the drivers pulling numbers out of a hat. Never before have we seen 10 great drivers in 10 equal cars in one race. No worry about the machinery since it all belongs to Johnny! Man, picture that first turn! Bent VW's will be the order of the day.

If you are racing at Pomona it is rumored that for safety only 30 cars to start any one race. Preference to the 30 will be past supporters of Cal. Sports Car Club races. Elks Lodge of Pomona have invested \$15,000.00 in paving alone. Width of track, 32 ft. Strictly a drivers course. Hansen Dam may be run again this year. One councilman objects. Write me, I'll furnish his name. Perhaps you can sway opinion.

Jack McAfee, vallyite, driving a Porsche Spyder last month at SCCA National race Cumperland, Maryland, won the main event under 1500 then in the over 1500 main, lapped millionaire Briggs Cunningham. Cunningham driving a "works" D Jag which hasn't been seen on the coast. Jack also blew off Kimberly, John Fitch and John Bennett in D Jags. Also ahead of Charlie Moran driving a C-5-R Cunningham and Fred Walker in a C-4-R Cunningham. Small wonder the Eastern Stars fail to participate in West Coast races. It sure ain't the distance keeping them back thar!

Beverly Hillite Bill Doheny is having the Ernie McAfee Ferrari rebuilt.

Bartender "Hi School Harry" of the Coach and Horses taking first in class at Bakersfield — even tho a pit stop cut his time. Too bad it was the Consolation race and he couldn't trophy in.

Simon Schuster announce the fall release of new book "Press-on-Regardless" or "Confessions of a Sport Car Addict" written by L. A.'s Fern Mosk and Anne Taylor. Movie rights purchased before release and Broadway musical contemplated.

Rolf Wueterich, great Porsche mechanic, out of hospital after further surgery and back to work at Competition.

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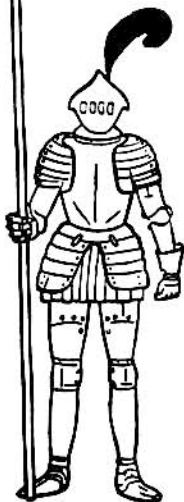
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