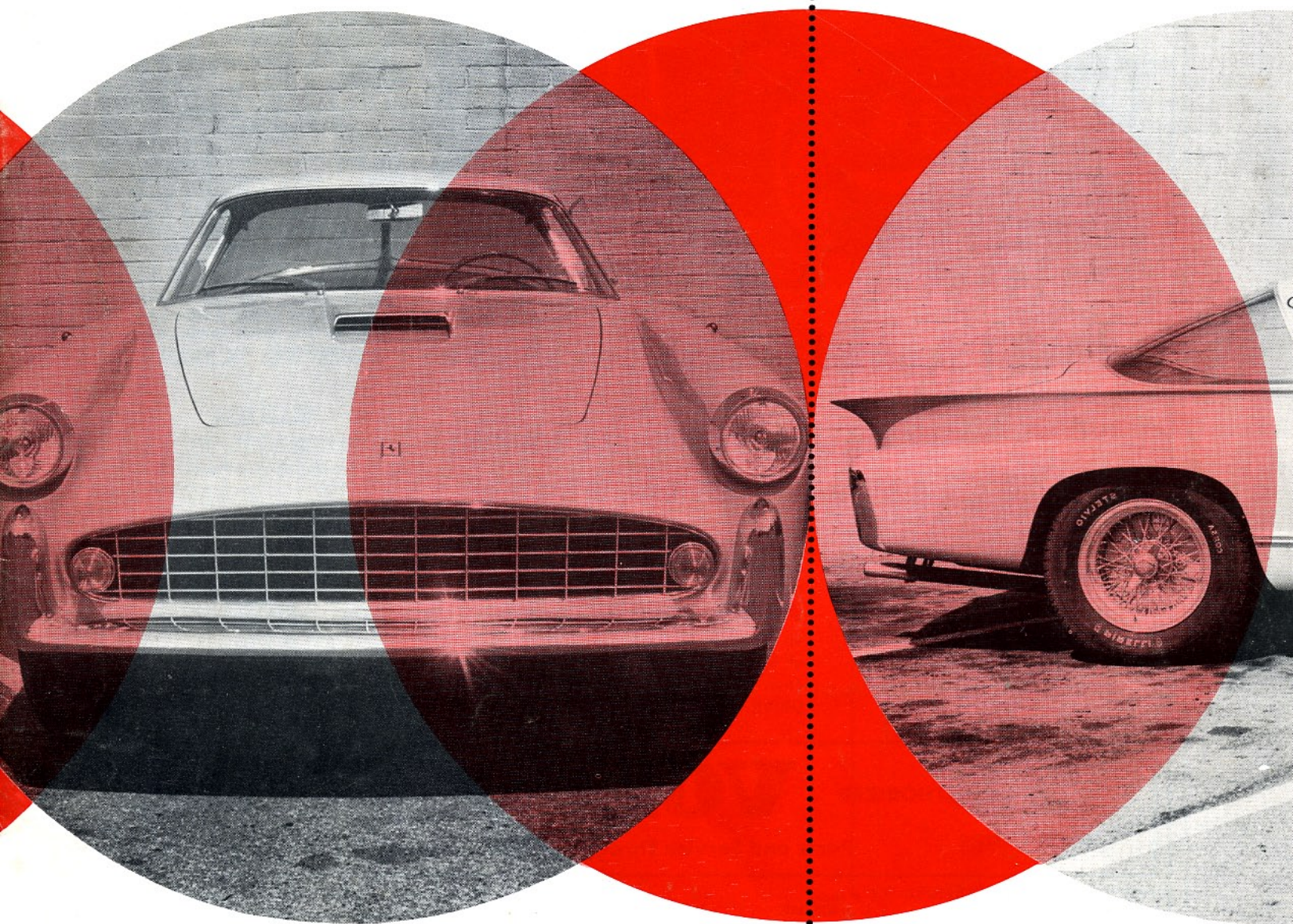


**WEST COAST**

**SPORTS**

**CAR**

**JOURNAL**



**August '56**

**The New DYNA  
Road Testing the TR-3  
How to Run a Rally  
Sport Car Pictorial**

**THIRTY FIVE CENTS**



# A Real Winner With Volvo!



## RON PEARSON DRIVES HOME 6 STRAIGHT WINS



Internationally famous sports car driver, Ron Pearson, drove the Swedish-built Volvo to a win in the Pomona Road Races, extending the string of victories for the amazing Volvo 444 to six wins in six starts.

Ron has this to say about the Volvo. "Having raced the Volvo here on the West Coast, I have found it to be one of the best designed motor cars that I have ever driven. It corners like a sports car, rides like a large sedan, and will accelerate with the best of them. For my money there is no car within a thousand dollars of the price range that will compare with it."

## NEWEST Imported Swedish Sensation!



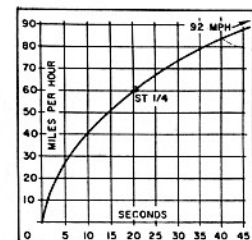
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Actual chart



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FACTORY: Gothenburg, Sweden

# WEST COAST SPORTS CAR JOURNAL

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*Jack Brumby*

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*Aston Royce*

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*Dick Knell*

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## THE COVER

We experiment once again with the design on the cover - this time Glen Johnson stretches his imagination to come up with a 'Modern' approach by contrasting type face, design and the fabulous Bill Upton 4.9 Ferrari

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GERMANY  
(IGNITION)



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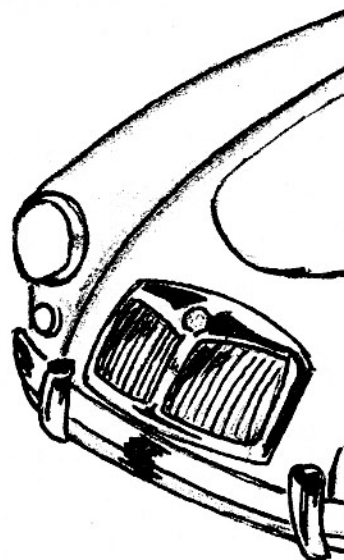
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# Letters to the Editor

Gentlemen:

Enclosed please find three dollars to cover one year subscription to your outstanding magazine.

I particularly enjoy reading the series by Buzz DeBardas on Concours d'Elegance. Would like to see more technical articles also.

Sincerely,  
FRANK MARCH  
Tucson, Arizona

Dear Sirs:

Have been watching for some time the phenomenal growth of the "Journal." I can remember when you started, over a year ago, with your small typewritten edition.

Enclosed is three dollars. Please re-new my subscription and I wish you much luck in the year to come.

Sincerely,  
BOB LIEBERMAN  
Sunland, Calif.

Gentlemen:

Could you tell me who owns the car on the cover of your July issue? I am very interested in your magazine but I think you ought to add some more feature articles like your very excellent one on "English Trials."

I have an MG supercharger that I would like to sell and think it would be a very good idea if you started a classified column.

Best of luck and continued success,  
R. N. FOX  
Arcadia

Earl Bruce is the proud owner of the 300SL on the July cover.

Dear Sirs:

I have just finished reading your magazine and it was very interesting. Just one thing bothers me. Who owns the car on the July cover? I think whoever does deserves at least the credit of having his name appear in your mag. Also what are the specifications of the cars. What I mean is how fast do they go, their length, etc.

I don't know much about cars because I just recently became interested in them so I hope you pardon my insufficient knowledge of them.

Keep up the good work in your magazine.

Sincerely,  
JEANNIE LARKINS

**BEST IN THE WEST!**  
From a Minor Tune... to a Major Overhaul



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Sir:

A note to thank you for the edition of The Journal. Enjoyed reading it very much; especially like the light, fan-to-fan editorial style.

Hope you have lots of luck and continuance in the magazine's editorial excellence.

Incidentally, Harry Hughes is now Automotive Editor for the combined Independent, Star-News operation. I am News Editor, but still write an auto column each week to "keep in touch" with my favorite sport.

Know where I can get a three-wheel Morgan, or am I being ridiculous?

Your very truly,  
JIM SPECK

Dear Mr. Sherwin:

Thank you for the complimentary copy of your July issue.

Since your magazine is of the high calibre it is and highly esteemed in the sports car field, we would like very much to exchange complimentary subscriptions with you.

Enclosed is our latest copy of MOTOR TREND with which you are undoubtedly familiar. Hope you enjoy it.

Cordially,  
WALTER A. WORON  
Editor

Gentlemen:

Please enter my subscription for one (1) year to your magazine, West Coast Sports Car Journal. I was not aware that this magazine existed until I read a copy at the Concor D'Elegance at Bob Dalton's Restaurant Sunday, 1 July.

Would like subscription to start at the earliest possible issue. Thank you for your cooperation.

Sincerely yours,  
NEIL H. YODER

Gentlemen:

Who the devil is Aston Royce? I am enclosing \$3.00 for a one year sub. Does this entitle me to know?

Sincerely,  
L. C. KYLE

Sorry L.C. Even we don't know!

Gentlemen:

I would like to take advantage of your offer of 18 issues of "West Coast Sports Car Journal" for \$3.00 and enclose check for same.

A friend of mine gave me his copy to read—the first one I have seen and I think it's a great publication.

Could you possibly supply me with the July issue?

Sincerely,  
MRS. DOUGLAS B. ROBERTSON  
Mr. Sherwin:

Have just been introduced to your fine magazine thru' clippings sent to me from California. Am most pleased by the quality of the photography and writing throughout and would like to be sure of receiving a copy every month. Enclosed is check for subscriptions, one to be sent as gift, and one for myself.

How about an article concerning our favorite local driver Pete Lovely? We think he has real ability, as well as being a true "sportsman"—which is sometimes more important to many of us.

Good luck to you and all the staff. I am sure you will continue to be a great success.

Sincerely,  
JEANE L. GLINS

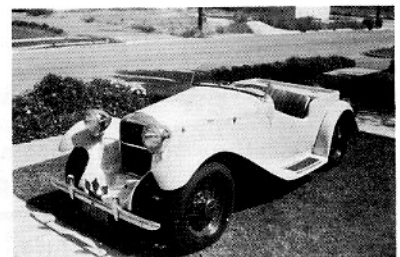
# SPORTS NEWS

By DICK SHERWIN

FOR THOSE who have been able to keep up with the fast pace set by European automobile manufacturers there are two more to add to that growing list. This time two introductions of cars from the growing market of Germany. John Malone announces that the new Rometsch Sportswagen is now being imported by Jack Berman of Beverly Hills. Built by Karosserie Friedrich Rometsch in Berlin, the Sportswagen is a custom bodied sleekster based on Volkswagen components. It has an all aluminum body on the standard Volkswagen chassis and weighs 300 pounds less than the VW sedan. Dual carbs. low weight and streamlining help the Rometsch Sportswagen to reach a reported top speed of 83 miles per hour. Due to the handmade body and painstaking detail work on these cars, deliveries will be limited for some time. The Rometsch Sportswagen is now on display at Jack Berman's agency at 9372 Wilshire blvd.

The other German import is being handled by none other than the subject for this month's "Great Driver" column by Bill Barrett, Bill Murphy in Culver City. The name of this sharp little passenger car is the "Goliath." It has a 900cc two cycle, two cylinder fuel injection engine and lists for approximately \$1750. It's a fairly interesting little gem which, at first appearance, has an amazing similarity to the Borgward.

By the way, in a semi-commercial vein we would like to mention that one of our good friends, Frank Bird, is putting his well known custom Classic up for sale. Styled after the SS100 Jag, the engine, frame and running gear were adapted from a 1936 Willys. Body was hand formed from flat stock. Four new Firestone tires and five spares as well as many extras are offered with the car. For further info contact Frank at 1454 Pasco Del Mar, San Pedro, Calif. Price is \$995.



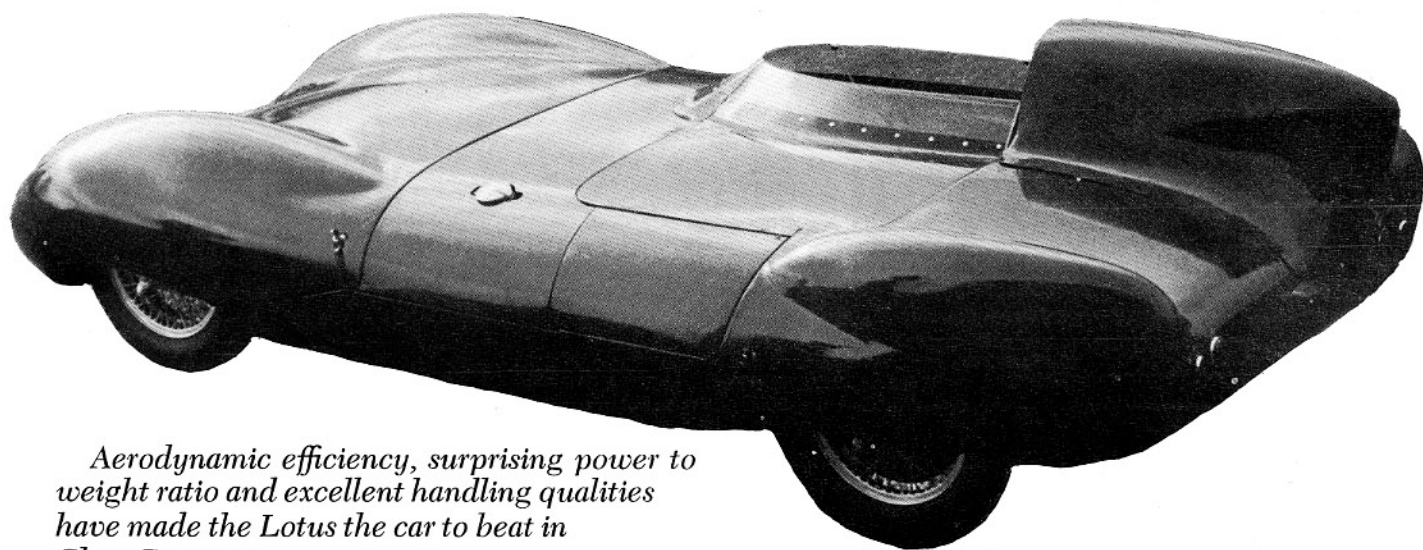
Beginning with this issue we are instituting a series of road tests that will cover virtually all imported cars—both sports and passenger models. Although we have only one test this issue, beginning with the next, we will have two tests. One sports car test and one passenger or family type car test. We would like to know the opinions of the readers on this along with other ideas as to what they would like to see in the magazine.

While on the subject of road tests we would like to extend our thanks and

Continued on page 26



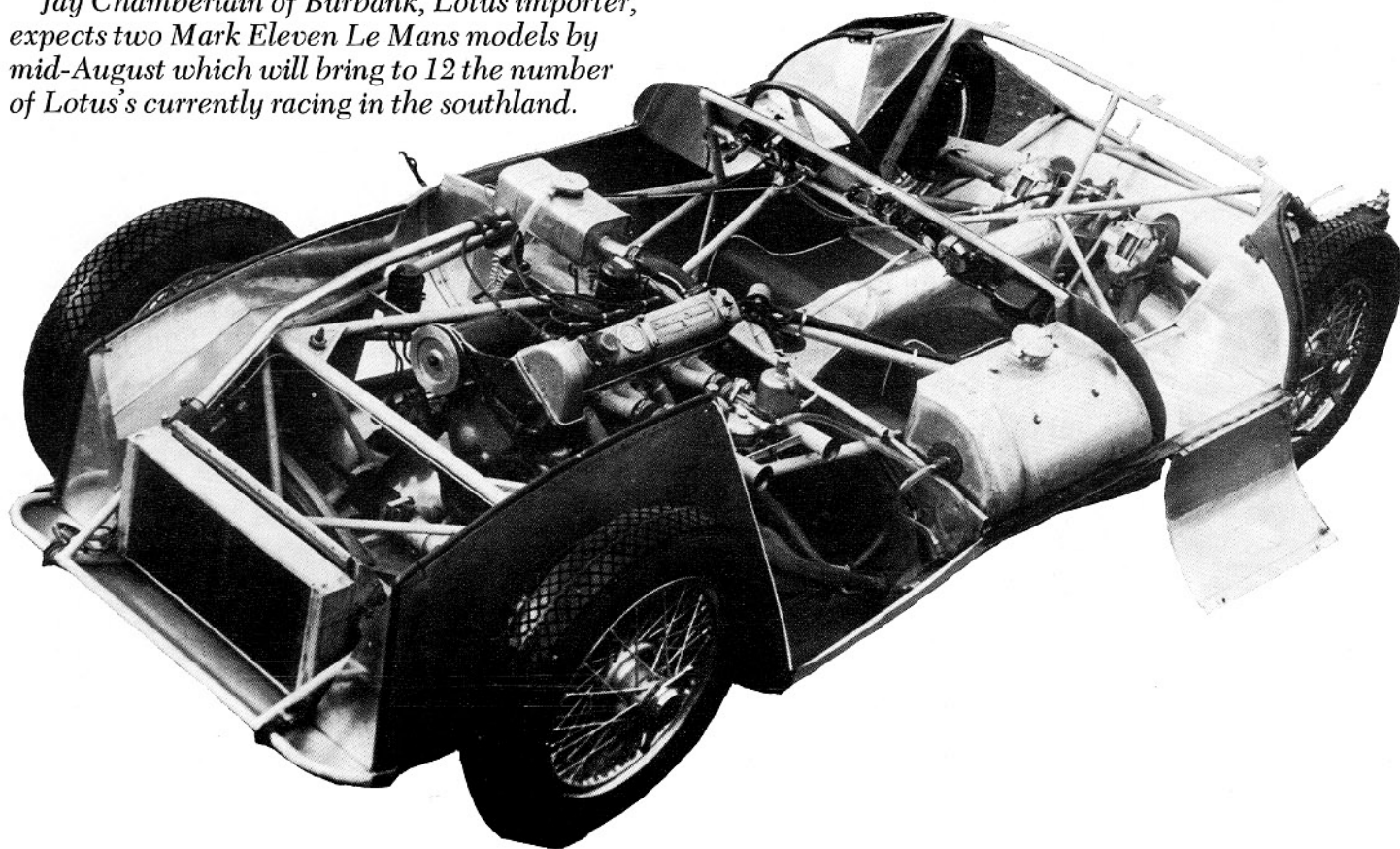
## MK XI Lotus LeMans



*Aerodynamic efficiency, surprising power to weight ratio and excellent handling qualities have made the Lotus the car to beat in Class G racing.*

*Under the bonnet Bristol, M.G. and even Porsche engines (Class E and F) have been used but as standard equipment they use a Coventry-Climax 4 cyl. single O.H.V., F.W.A. MK II engine producing 83 B.H.P. at 6800 R.P.M. from 1098 cc (66.9 Cu. In.) Gear box is 4 speed, synchromesh on 2nd, 3rd and 4th. Brakes are Girling 9½" Dia. Discs. The rear end is de Dion.*

*Jay Chamberlain of Burbank, Lotus importer, expects two Mark Eleven Le Mans models by mid-August which will bring to 12 the number of Lotus's currently racing in the southland.*





# CALIFORNIA SPORTS CAR CLUB

ANNOUNCE

**Three Outstanding  
Forthcoming Events**

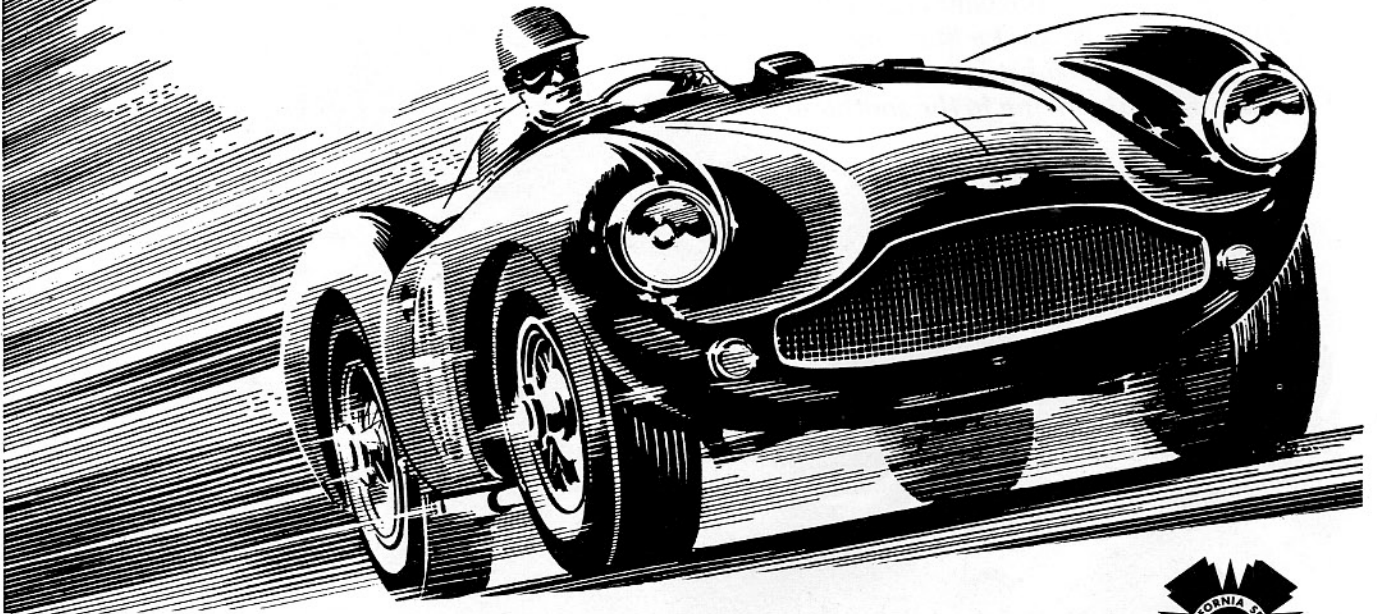
**paramount ranch road races**

**august 18 & 19**

**santa barbara road races**

**september 1st & 2nd**

**concours d'elegance sept. 3**



Entry Forms May Be Secured From

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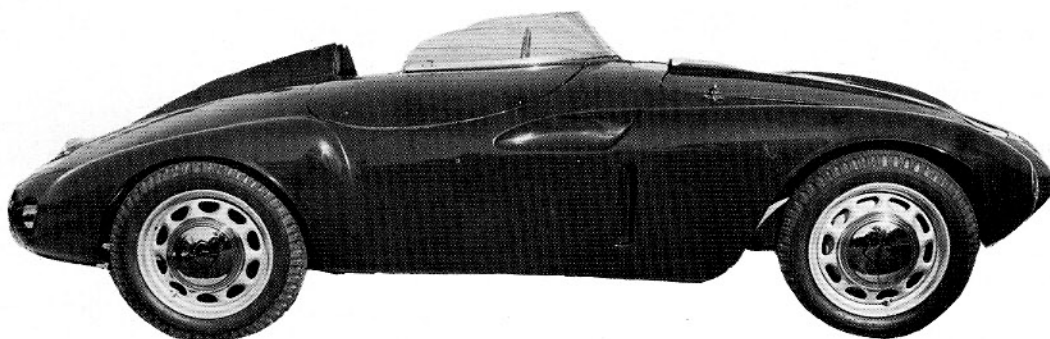
## NOTES ON THE '56 MORETTI

One of the latest class H cars to make its debut in the United States is the sleek "Monza looking" 748cc Moretti, known as the "Barchetta," or "little boat" to its many Italian admirers.

Powered by a 78 horsepower dual overhead cam engine with two Weber dual throat carburetors the small but powerful car boasts some very important changes which should make it the undeniable king in its racing class. The engine has been completely redesigned from previous models. It now has an additional two main bearings to bring the total to five. The powerful little engine reaches its peak horsepower at 7200 rpm. The cylinder head is made of light aluminum.

Aside from change in body style the brakes have been increased in size. Well known Walt Turner, of California, is the proud owner of the latest competition model to be sold by the importer, Jack Brumby. The beautiful handmade all-aluminum body made its racing debut at the San Diego races recently held by the California Sports Car Club. Wheel base is 77" with a tread of 45½"

At present there are two models that are being imported. A 750cc model and a 1200cc model. Each can be purchased as a competition model or as a sports model. They range in price from \$3995 to \$4495.



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**FOREIGN CAR**  
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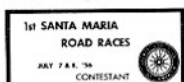
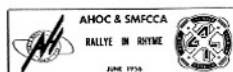


AT  
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**OLive 3-9235**

**DASH PLAQUES**

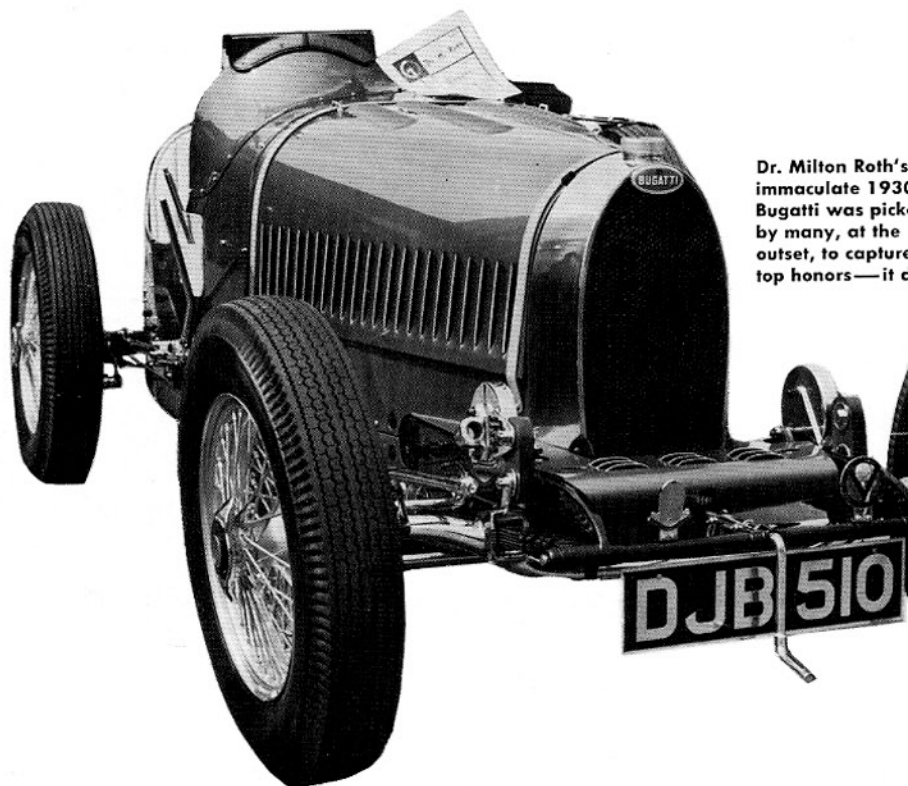
by **AL SHERWIN**

*Elegance in dash plaques—  
For Concours, Rally, Race,  
Hill Climb or any sports  
car event—at prices every  
club can afford.*



Al Sherwin has been specializing in dash plaques and trophies for sports car clubs and organizations for several years. No matter what size, shape or color the plaque there's no fuss or muss—just mail the rough sketch, state the amount and size and how many colors needed. Our expert artists will take care of the rest. For a quick and reasonable estimate your inquiries will be answered immediately.

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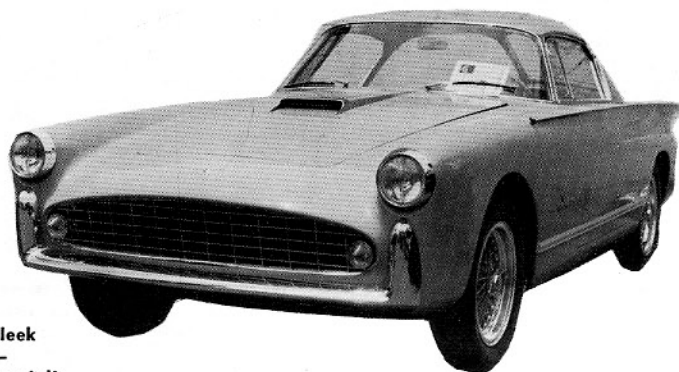
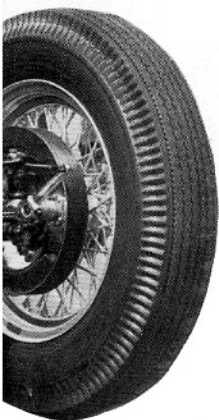
Dr. Milton Roth's immaculate 1930 Bugatti was picked by many, at the outset, to capture top honors—it c

**STARS and CARS**

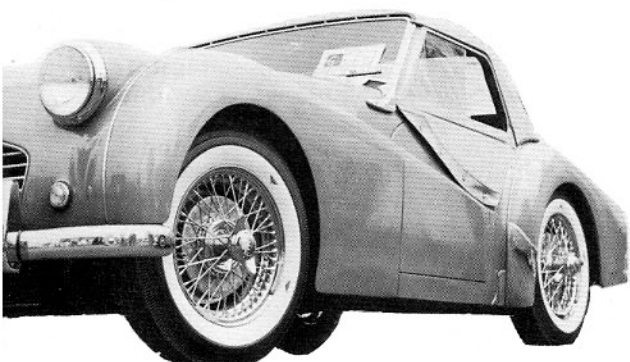
Representing the latest in custom camping vans is this sharp DKW camper.



# the BOB DALTON concours



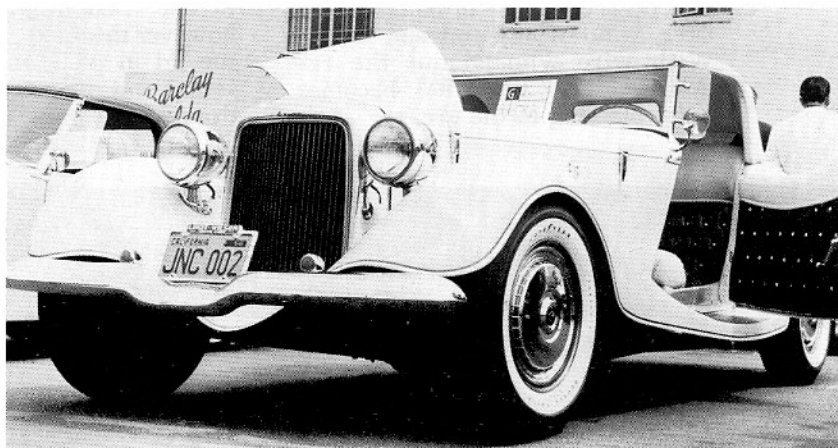
Bill Upton's sleek  
4.9 Ferrari —  
sure cover material!



*Dr. Milton Roth captured the coveted George Cameron perpetual award in one of the year's most "looked-forward-to" affairs when his classic Bugatti won first overall at the Third Annual Bob Dalton Concours d'Elegance sponsored by the Grand Prix Sportscar Association July first.*

*Featuring some of Hollywood's most glamorous personalities the colorful event sparkled with beautiful cars from virtually all parts of the world. Included was the new Facel Vega, a three week old personalized 4.9 Ferrari competition coupe and the fabulous V-6 Lancia Spyder.*

Dorothy Deen's entry  
of her TR-3 attracted  
many on-lookers.



An all-steel custom  
sports car handmade  
by H. Rootlieb.



An Italian  
Facel-Vega owned  
by Charles Hornburg  
represented the  
latest Italian import.

**West Coast  
Sports Car Journal  
Road Test No. 1**



**Dick Knell**

## **tests the TR-3**

Amazing roadability and incredible handling of the new Triumph TR-3 combined to give us a good impression as we first sat behind the wheel of the shiny red sportster loaned to us by Cal-Sales, distributor west of the Mississippi.

The TR3 is not a new car, in the greatest sense, but merely an improved version of its predecessor, the TR-2. Our test car was loaded with extras, including wire wheels, custom valve cover, back seat, which is new and will be discussed later, wind wings and sun visors. With wire wheels and the re-designed grill the TR-3 becomes quite pleasing to the eye.

Before we actually took the car out and attempted acceleration times and handling qualities, we carefully went over the features and idiosyncrasies of this British built car. Beginning from the trunk and working forward we noticed that there was ample space in the rear compartment for several pieces of luggage and traveling necessities. A special key is needed to open and close the trunk lid (as well as the hood). This procedure is strange to one used to turning a handle, however this method securely holds the lid in place eliminating many rattles and other discomforts to the driver. Next to make an impression

was the quality and comfort of the interior. The seating arrangement proved quite satisfactory. Tach and RPM were easily visible and instruments were well placed and within easy reach.

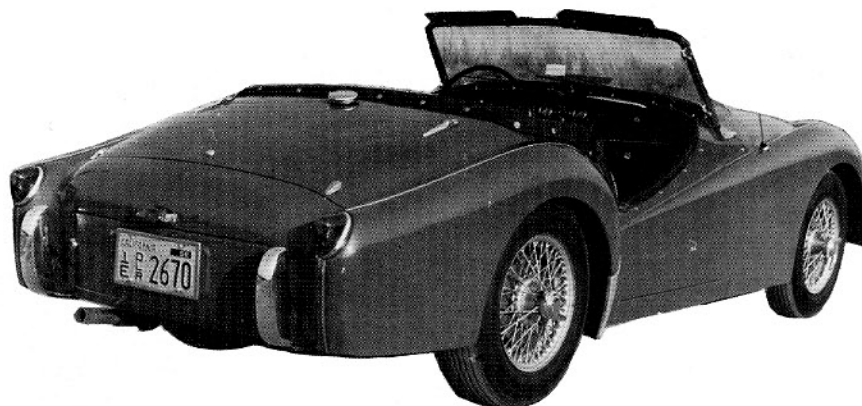
We did not have the model equipped with overdrive, however we found that when driving around in the city there was absolutely very little need for it, in fact, the combination of powerful engine and unbeatable gearbox proved to be sufficient even in fast country driving. The gearbox is very quick when changing either up or down and fast shifts can be accomplished without any clash whatsoever. Starting the engine is quickly and easily accomplished with a relatively fast warm-up period.

The car handles well at all speeds, although it is slightly heavy when parking—somewhat along the lines of a well known 3½ litre machine. However as the speed increased the effort required decreased and it became pleasurable indeed to handle no matter what conditions encountered.

Raising the top requires no special knowledge and takes just a few minutes to erect. The top is very unusual for a sport car in that it looks good when up. It is also very weather tight and with the new side curtains you can get fresh air without a draft.







At first glance the rear seat looks wonderful for a two week old baby, but such is not the case. For when the front seat is pulled forward a bit there is adequate room for an adult without sacrificing any room in front — due to the tremendous amount of leg room available.

The combination of comfort, power, excellent handling and powerful binders makes this a thoroughly enjoyable car to drive regardless of your desires, whether it be to race or merely for everyday enjoyment.



#### ACCELERATION

0-30 .....	3.7 secs.
0-60 .....	11.8 secs.
STANDING QUARTER MILE	18.3 secs.
TOP SPEED .....	111.0 mph
	106.5 mph
AVERAGE .....	108.75
Mileage (average) .....	29.5 mpg

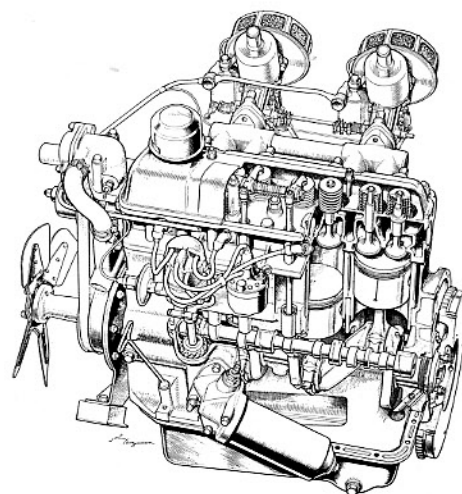
#### PRICE \$2599

#### ENGINE

4 cyl.	Horsepower 100
3.27 x 3.62	Torque 117.5
Disp. 1991	
MPH per 1000 rpm.....	20.1

#### GEAR RATIOS

1st .....	12.5	3rd .....	4.90
2nd .....	7.40	4th .....	3.70
WHEELBASE .....	88 in.		
WEIGHT .....	2090 lbs.		
Dist. ....	53/47		



## *the new* DYNA PANHARD

Reaching into the American imported car market is an outstanding, and different, automobile making its influence felt from the far shores of France—the new DYNA PANHARD.

Long, low and rounded body lines, and the judicious use of ornaments and trim combine to give the whole car a smart appearance. Under the hood is the famous flat-twin, 51 cubic inch air cooled motor with its gear-box and front-wheel drive. Two transverse suspension springs are at the front end. The rear end assembly of the previous model has been adapted to suit the new car.

The new Dyna, with a 1,100 lbs. load of passengers, baggage and fuel can maintain an actual speed of 80 miles an hour. At an average speed of 50 m.p.h. with the same load, the fuel consumption is 40 miles to the gallon. A factor of considerable importance when considering performance is emphasis placed on braking. Traveling 75 mph a stop is accomplished at 230 ft.: at 62 mph, 165 ft. and at 50 mph 100 ft.

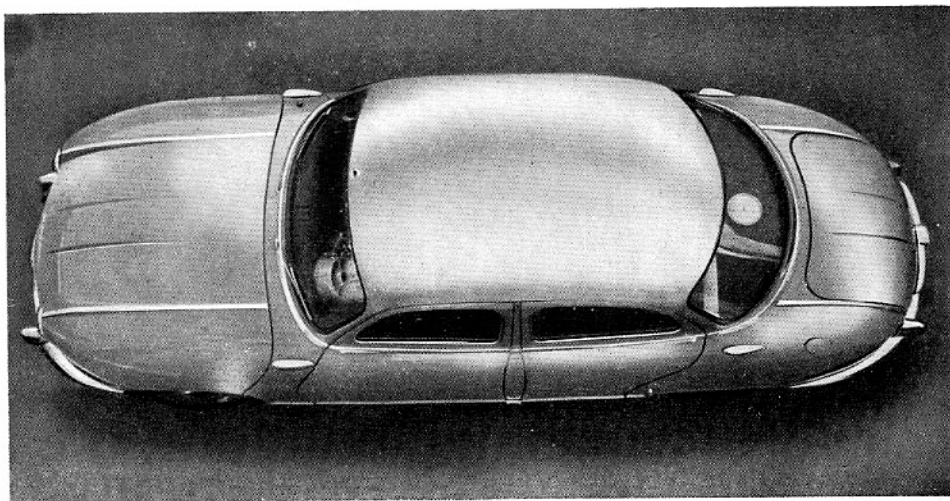


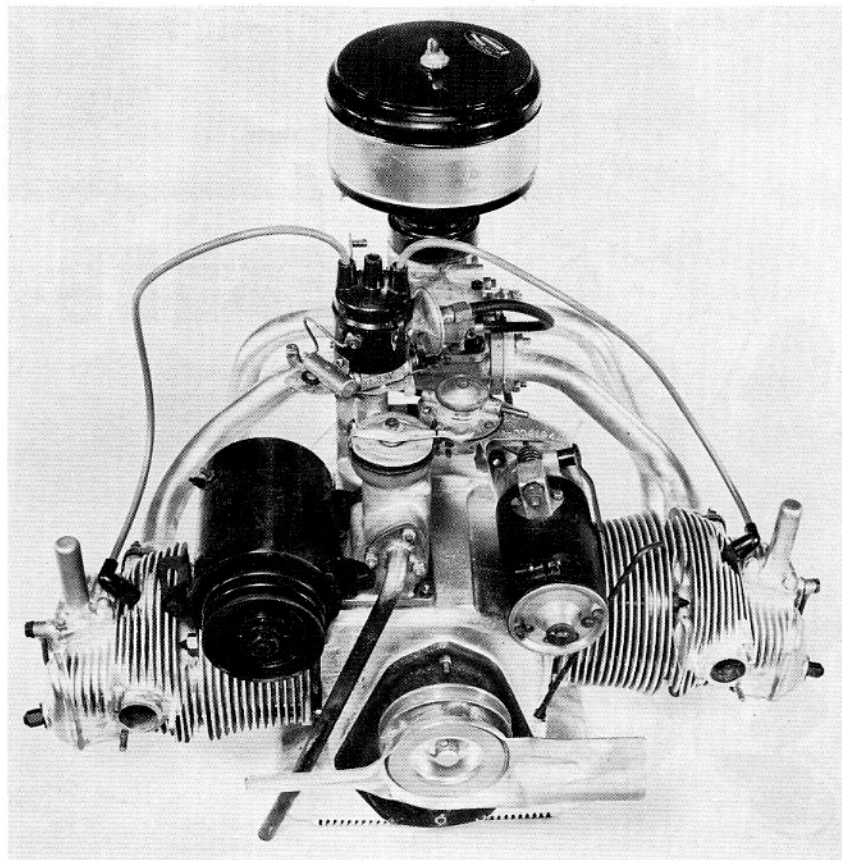
Roadability, always a top feature of the Dyna, has been further improved by use of extremely rigid construction. Even when driving on the soft shoulders of the road, the car seems to be guided by rails. There is no skidding after hitting a bump and nothing is felt at the steering wheel.

The new Dyna is a large car with a dead-weight of only 1,435 lbs. It is entirely made of light aluminum alloys.

The weight per h.p. which, fundamentally, determines the acceleration, is 52¼ lbs. for the common French car carrying two passengers, the corresponding figures are 63½ lbs. for the common French car and 60½ lbs. for the Dyna. Thus the latter gives better performance under all conditions of use.

French designers made an exhaustive study into what constituted a rigid yet comfortable design. The first question asked: "What design would give the Dyna the lowest possible centre of gravity (a requisite for stability and traction) and minimum centre dimensions, taking into account visibility and passenger comfort?" No part of the car must be lower than the 8 in.



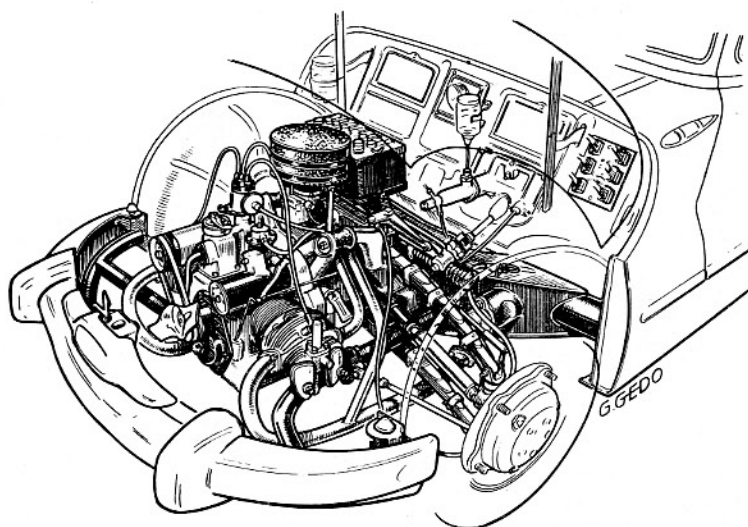


safety clearance, and this stipulation governs the location of the floorboard on which the seats are mounted. Seat height of 14 in. enables even a tall passenger to sit comfortably, and space between the two seats permits passengers in the rear to stretch their legs. Under the dash-board the floor is raised to serve as a foot-rest.

Front and back wheels are placed as close as possible with provision for satisfactory turning radius and bounce height. This gives us a wheelbase of 8 ft. 6 in. and a 52 in. axle required for three passengers sitting side by side.

The four wheels are then enclosed as tightly as possible in a slab-sided shell forming the body of the car. The sides and corners are well rounded with no re-entrant angles.

With the roof three feet above the seats, the contour of the upper part of the car body is determined by the clearances necessary for seated passengers. When all requirements are observed the maximum height of the car is 58 inches. This is the minimum height possible. If the car is built lower, either road clearance or comfort has to be sacrificed.





# GREAT SPORTS CAR DRIVERS



## Bill Murphy

by Bill Barrett



Indianapolis winner Sam Hanks is frequently on hand to give Bill assistance.

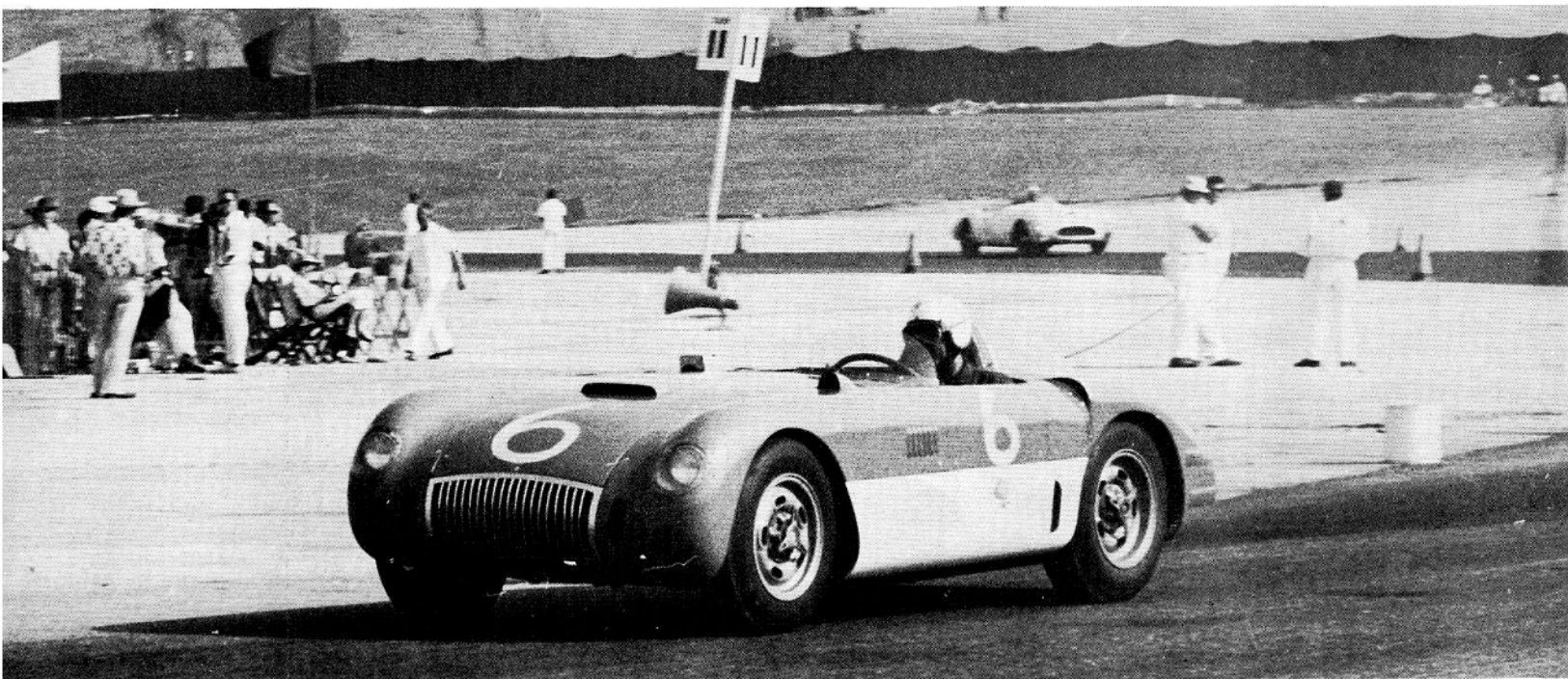
"I'm not ordinarily superstitious, but I wouldn't care to drive with a number thirteen—nor race with a green colored car."—these words from William J. Murphy, one of the West Coast's hottest competitive sports car pilots.

Bill Murphy was born in Sitka, Alaska, Nov. 17, 1914, later meeting and marrying his charming wife, Mary Jane Murphy. They now have six children, four girls and two boys, ranging in age from three to thirteen. Both boys, Tommy and Willie, are keenly interested in their dad's racing career.

Bill's first employment was as an auto mechanic. He still likes to do some of the mechanical work on his Kurtis Buick, even though he controls a dynasty of Buicks and personnel in Culver City.

Bill's first racing with big bore machinery was in 1952. "I purchased a Kurtis DeSoto which I raced eight or ten times, but it was very unreliable," he said. "I then built up a Kurtis Buick, which finished every race that it entered in 1953 and '54. At Bakersfield, in 1954, I finally boarded the trophy train with a second overall and a first in class." It was at this time that he completed the envelope body Kurtis Buick that he is presently racing. With this "bomb" the "all American" sports car pilot Bill Murphy went on to take a first overall at Santa Barbara, repeating his victory once again at Torrey Pines in 1955.

The bore and stroke in his Buick are stock, but he has added Hillborn fuel injection giving the engine 320 bhp at 5200 rpm and a top speed of approximately 170 mph. The powerful Buick engine has an eight to one compression ratio.



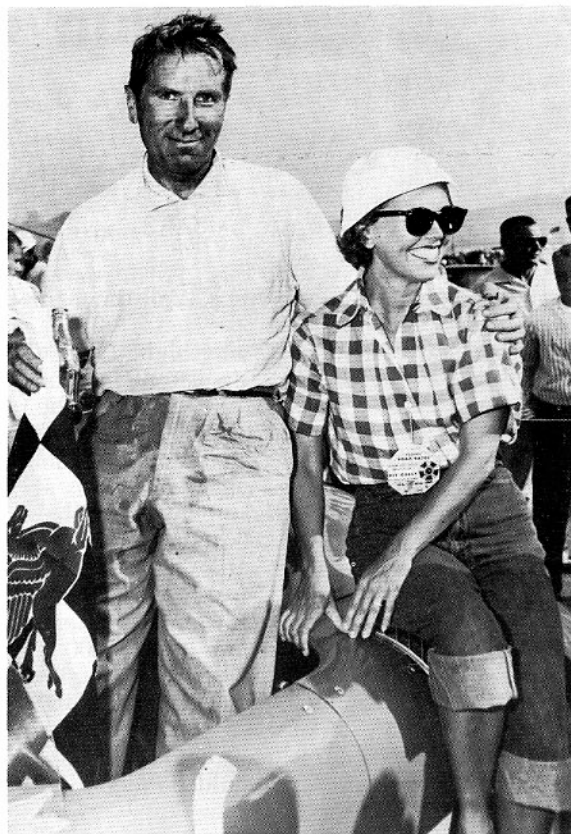
In 1955 Bill attempted his luck in the internationally famous grand prix circuit at Sebring, Florida. Well known Sam Hanks, a close friend and associate of Bill's, started the race in 15th place and in the first lap moved up to third position overall where the battery cable shorted out. The rules required the driver must repair his own car with tools in the car. When Sam finally got back into the race he was one and one quarter hours behind. The car still finished first in its class!

"Certainly the closest I've come to having my hair stand on end was at Torrey Pines. As I approached turn 8 at about 120 mph I downshifted and hit the brake pedal, which depressed to the floor board, with absolutely no reduction of forward motion! Fortunately there was an escape road which the Kurtis and I took while downshifting to stop on compression."

Bill has other hobbies, too. Plays golf in the middle 70's, is an expert skin diver and water skier. One of the family's favorite recreations is a day or so on the Pacific with the "Emjay," a 38-foot cabin cruiser. He is a member of the Bellaire Country Club, the Elks, California Sports Car Club and SCCA.

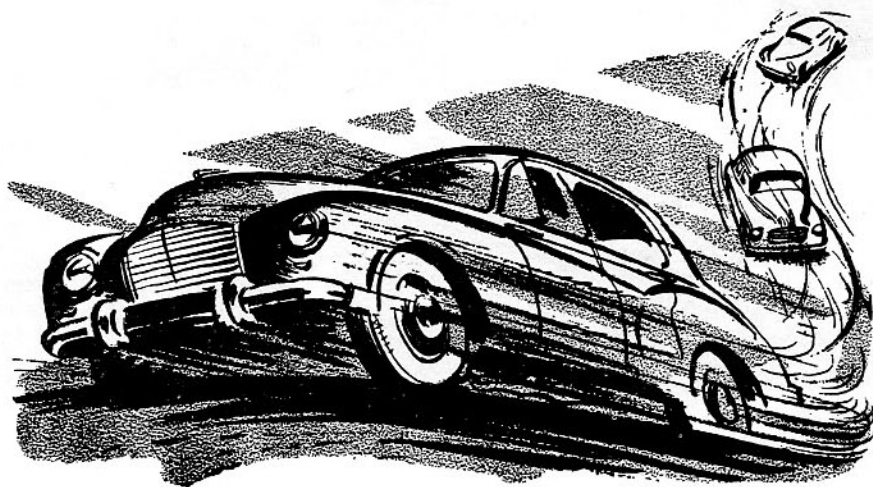
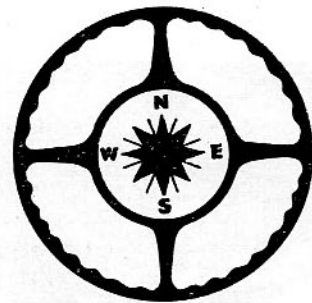
His most recent victories in the powerful Kurtis have been at the recent Pomona Road Race where he received a first overall and at the S.C.C.A. road race in Santa Maria where he again repeated this feat.

With the expert assistance of Jack Reilly, his chief mechanic, and Sam Hanks Bill Murphy is accomplishing the very thing with his Buick that Briggs Cunningham spent a million dollars unsuccessfully trying to do—the winning of races with an American built car!



Bill and Mary Jane Murphy in the winners circle at Pomona.

*The person that receives the greatest amount of correspondence for this magazine is none other than the author of this forthcoming series of articles on rallies Buzz DeBardas. So much interest was created by his recently completed series on concours d'elegance that the editors besieged him to do a similar series on the most popular of all sports car activities... rallies.*



## How to Run a Rally

BY BUZZ DeBARDAS

Have you ever won a Rallye? Well then, this is for you.

Rallies today are at an all time high. The California Council of Sports Car Clubs now lists 40 member clubs, and there must be another 10 or 15 clubs in the formative stage. Combined efforts, as a guess estimate, would be about 200 to 300 Rallyes being held each year. To go on, the average attendance runs about 50 cars per Rallye, and we come up with the almost unbelievable figure of 10,000 to 15,000 cars a year starting with a set of instructions and high hopes of winning. (If, by the way, 15 cars per Rallye seems a lot, consider the Santa Monica Four Cylinder Club of America whose attendance ran over 1000 entrants during 1955.

To get to the sad facts though, you probably can guess that less than 10% of the folks are winning all the trophies. This condition is what we hope to re-arrange a bit through this series. It would be nice to see some new faces in the winners' circle.

Now, if you have been on three or more rallies and still do not have some hardware on the mantle, it's your own darn fault—so, let's get down to business to WIN, PLACE or SHOW in a few.

To start, there are only four basic considerations, and that's it.

- 1) You will need a sports car in top condition, and I do mean tops. I have a young, dumb friend, who always goes crazy on the mildest of winding roads in a nice M.G. WHY?? NO FRONT SHOCKS—stupid, isn't it?
- 2) You will need a navigator, not the occasional friend along for a ride, but a serious pal who will work on it with you. A good combination is a team that changes off for each rallye—drive one and navigate the next.
- 3) You must practice—I know that this sounds like back to school, but let us look into the background of the various winners. Several are ex-flyers and bomber pilots, well-versed in speed and mileage. Another one I know was a navigator on a battleship. Considering the cost of one used battleship, I would rather guess the navigator to be a pretty good one. Others I know use slide rules at work and can do everything but fry eggs on one. The usual question is, CAN THEY BE BEAT? Hell, yes, but you will have to practice, just as they did.



- 4) Last but not least, you'll need some equipment. Without it, you aren't ever going to win anything. True I've heard of the green kid, with a dollar pocket watch, win a Rallye, but this doesn't happen very often, if ever again.

Here is a suggested list of basic equipment needed for a day Rallye:

- 1) An average speed computer or circular slide rule
- 2 at least two good stop watches (marked off in tenths)
- 3) a clip board
- 4) pencils (lots of them)

Now, before you run off in fear and never finish this series, might I mention that my 13 year old son can also make a slide rule work. He thinks Rallyes are loads of fun. If he can, so can you.

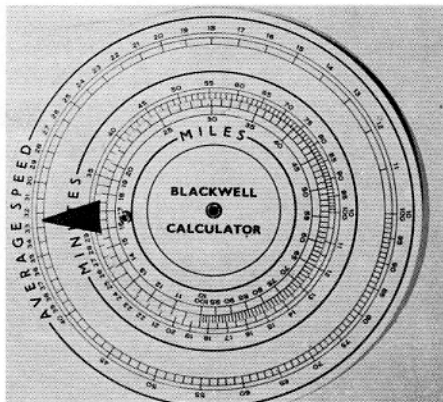
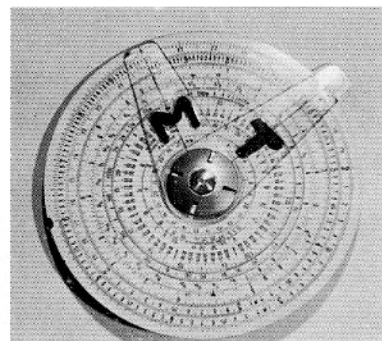
Although there has been a great deal written about how to run a Rallye, we here at the WEST COAST SPORTS CAR JOURNAL have received several requests that we be a lot more specific about the computing angle.

As a result of these requests, this series will be slanted to cover one type of computer. Once you have learned the use of it, we are sure that computing will be easy from then on. The computer that will be covered is the Binary 8 inch circular slide rule, with two moveable arms. You can, of course, still follow along with the British Blackwell computer.

One last thought—I have talked with the folks at the FELDMAR WATCH COMPANY, 8971 W. Pico Blvd., Los Angeles 35, Calif., and they seem sincere about stocking all the necessary equipment for either a day or night rallye. You might look them up.

Next issue — work on the computer.

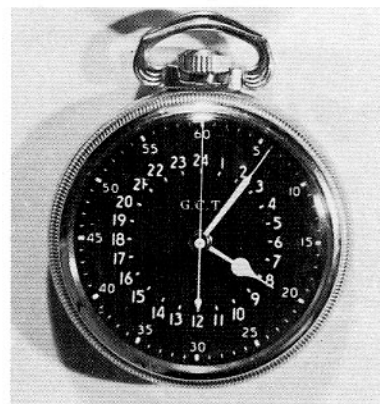
The Binary 8" circular slide rule with two movable arms.



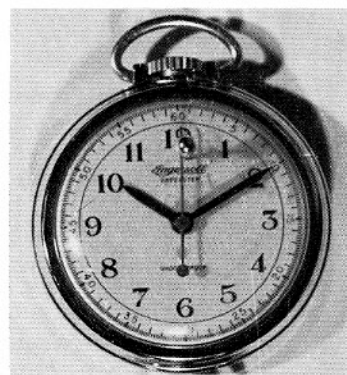
The Blackwell Calculator — an average speed computer.

Surplus 24 hr. watch.

The top of this watch is drilled to hold a pin to stop all movement — others come with built-in slide to stop the movement.



"the longer types of rule become slightly out of control at the ends"



## Sports Car Pictorial



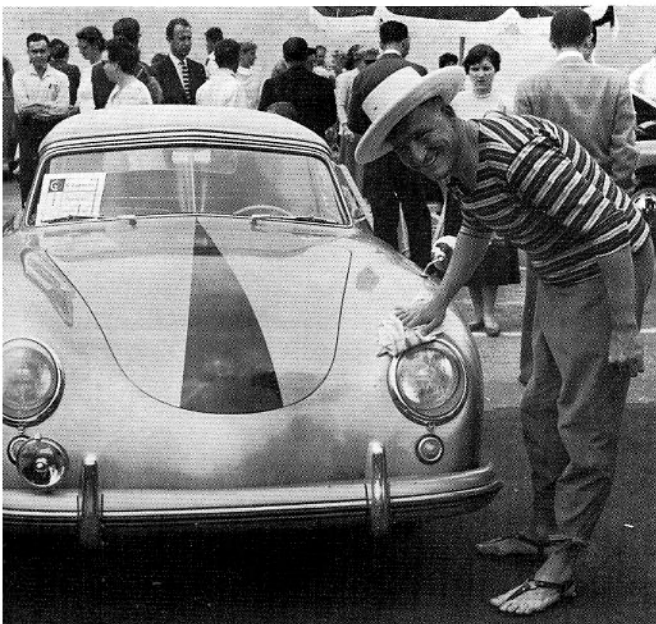
Chuck Porter's fabulous 300SL Mercedes has been the object of much praise. Built after the Grand Prix Mercedes 300SLR it has been seen recently on local courses.

Showing an amazing similarity to the Borgward this new 900cc two cycle, two cylinder "Goliath" with fuel injection is being shown by its importer, Bill Murphy, to the import market.



Built from Volkswagen components the new Rometsch Sportswagen made its debut in Los Angeles recently.





There he is again!  
Our one and only  
Bill Barrett at the  
recent concours at  
Bob Daltons. We  
don't know what  
shines more —  
Bill or his Porsche.



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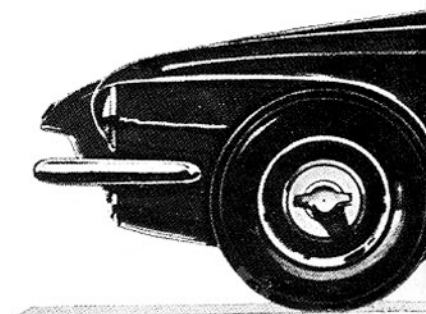


Blarney Castle hosted  
an estimated 10,000  
spectators recently  
at the annual  
Sports Car Festival  
which included  
concours d'elegance  
and two gymkhanas.

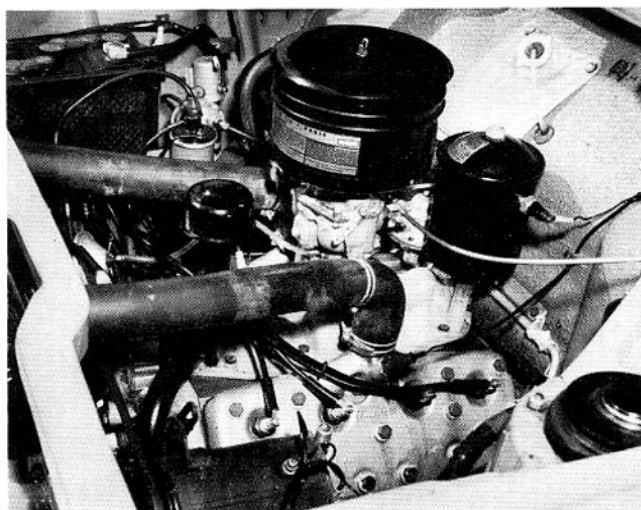




Apologies go to Earl Bruce who had his beautiful 300SL on last month's cover without so much as a mention as to who owned it. Earl is shown sprucing it up at the recent Dalton concours.

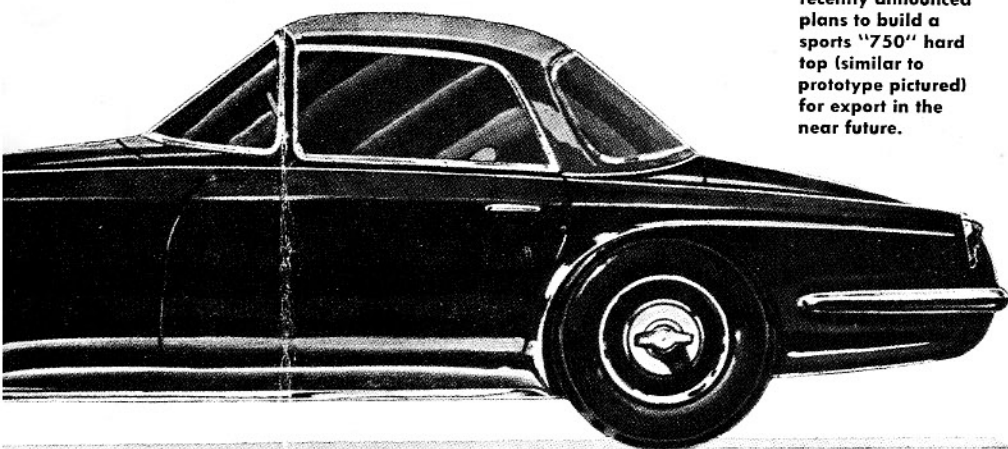


Witkin-Wolf, distributors for Simca, announces that the revolutionary new Simca Versailles V-8 will be available soon for delivery on the West Coast.



Engine compartment of the new Simca Versailles V-8.





The Moretti factory recently announced plans to build a sports "750" hard top (similar to prototype pictured) for export in the near future.



Although not in full production the Volvo sports car, with plastic body is one of the smartest of its type. The Swedish car has a 70 h.p. high compression engine with twin carburetors. Top speed over 100 mph.



Mercedes-Benz announced recently that it will import three new models to the American market. Shown above the 220S — List price about \$4688.



Volvo wins again! Ron Pearson Hollywood sportsman drove the Volvo PV-444 over the finish line for the sixth straight win in California road racing.

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# THE CHRONICLE OF ASTON ROYCE

July just might be the big month when it comes time to review the year's sportscar activities. Bob Dalton started the whole thing off by staging a *concour d'elegance* that has set standards for similar shows at an all time high. Sixty some odd magnificent cars, loads of booze, a great menu. Lucius Beebe and Commander Whitehead formed a potpourri of attractions that will go unchallenged until September ninth at Balboa when Dalton will try to top himself. The presence of the new Facel "Vega," the Bill Upton "Boano" Ferrari and Bill Barrett also contributed in their own way, especially Barrett, who taught the Southland dance steps even Astaire would avoid . . . unless Astaire could find the same jug . . . and about that outfit . . . Bloody Mary, you're the one for me.

Santa Maria followed but not very closely. A poor field, poor attendance and little effort on the part of the would-be sponsor couldn't be overcome by the club's valliant efforts. We did learn, however, that Carl Brigandi, with the help of a flower behind the ear and Bermuda shorts need not take a second seat to any bongo player when it comes to the rock 'n roll department.

Thirdly, the race world locally was mildly dizzied by the bulletin that the Los Angeles Motor Raceway, our one hope for a motoring claim to fame, had abandoned plans to build and the project was being dropped . . . This is not the entire truth. In settling the affairs of this proposal, one person was wise enough to salvage the plans and rights to them and is right now seeking parties intelligent enough to see them out. In original concept this was not a dream but a well thought out development that could have established the Southern California area as a major contender in the automotive competition realm. It's a shame that the various organizations, clubs, companies and manufacturers connected with the sport cannot see fit to band a corporation together to commence this operation on however small a scale. Al Torres, one of the more abused members of the game, has the full information on any additional possibilities.

Then Rudy Cleye and the Blarney Castle staged their *concour d'everything* and a veritable carnival ensued. Everything from tanks to bikes (with a Model "A" sporting a "potty" on the fender as the front row attraction) showed up and a hectic afternoon was had by all. The affair was somehow saved from complete chaos when Otto Zipper showed up with a brace of "bugs" and a spectacular "Figoni" Alfa. Others heard stewing in their brew were Jack Berman with the Rometch VW, Max Barris with the Barris Continental and Bill Barrett with that Bloody Mary wardrobe on display again.

Word is around that July will also see the "Gray Ghost" of "D" Jag circles, Jerry Austin, finally turn that car over to a *race* garage, probably Grand Prix, and go racing first cabin. Nobody has had poorer luck than Jerry and this well may be the answer. Maybe at this time, while talking of Austin and his problems, we should review the responsibilities of the importer with regards to giving some manner of assistance to those fortunate (or unfortunate) few driving race vehicles of a rare nature. There surely must be some moral obligation that demands that the purveyor of the car at least hasten the shipment of the "never-on-hand" parts in lieu of financial or labor assistance. The Austin engine rebuild will be somewhat of a test case in this matter. Now about the two race set-down Jerry drew for supposedly driving an erratic race at Pomona. We reflect on his past as a driver and his extremely gentlemanlike approach to the handling of the car. Fellow drivers, to a man, will stand behind my statement that all drivers should fashion their actions and conduct after Mr. Austin. Jerry, be consoled in the fact that all critics are but legless men teaching others to run.

July is also the month that words comes dribbling in regarding the new Austin-Healy and some remarkable changes being made. Big horsepower boost, major body alterations and little increase in price. A beautiful, inconceivable improvement. Probably a pack of lies.

The Cal. Club should give Mary Hefly a kiss, a raise, a vacation and whatever the treasury can afford in the form of a bonus. How can this girl-child remain a monument to peacefulness surrounded by the shambles which are organization.

What ever happened to Tony Parravano . . . or Francois Crouzet . . . or Monroe Gretskey . . . or G. David Schine?

Finally, at least as of this writing, July marked the month that one of the local club presidents admitted that, (1) this was his last year in the sportscar-race maelstrom; (2) that he is not sure that simon-pure racing is the answer to perpetuating the activity, and (3) that he will make a concerted effort to combine pro and amateur racing under one event banner and stop all of this jazz. If any of the above items are trustworthy then springtime has come to Charlie.

**TR-3**

**IT'S A TRIUMPH**



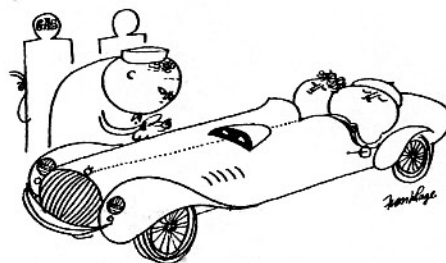
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## SPORTS CAR CORNER

by

**BILL BARRETT**

### ATOP THE FERRIS WHEEL AT POMONA

From the spectators interviewed, a general opinion that *Pomona Elks* and the *Calif. Sports Car Club* produced the best race to date; crowd controls, parking, food concessions, etc. Their only adverse comment being—pit crews, dangerously close to Turn No. 1, where if a car's brakes locked, going in; well—Anyone that believes *Ken Miles* slowed down Sunday to allow *Ritchie Ginther* to photo finish with him—don't. *Miles* is not about to allow anyone to catch him, let alone grab the checkered flag. *Miles* really stormed when the decision on the winner was reversed. *Terry Hall*, collecting more hardware than he has room for with the *Talbot Lago*. *Bruce Kessler* trying for 1st overall in his *Cooper*, when he was a show-in class-wise, doing the expected—spinning out of hardware! Then Sunday running out of *Cooper* and *Aston Martin* both! *Lance Reventlow*, out of racing many moons, running a cool 3rd, Sat. modified under 1200 cc. in his new *Cooper Climax* ably pitted by *Warren Olsen*. *Bill Murphy*, aided by crew-chief the great *Sam Hanks* turning a lap Sun. that took him around the 2 mi. 9 turn course at over 90 mi. per hr.! But in the 10 V.W. race finishing 9th. *Skip Hudson*, a new star on the horizon, drifting in 1st. *Walt Turner* 2nd in consolation race, then clobbering his *Spyder* Sunday! Fortunately most damage metal—1,000! *Porsche* dealer, *Joe Catron*, his 1st race—nice driving—but in a *Jag*? President of *SCCA* *Ignacio Lazanao*, re-styling his

*Lotus* on sand cans and hay! *E. Forbes Robinson* having his engine pulled down and found to be as expected—stock! Fellow *Coach* and *Horseman* *Tony West*—34th out of 35. Well, at least you finished, *Anthony*, and where was "*Hi School Harry*"? *Bill Pollack*—winding up 4th in a *Corvette*, steering with one hand and holding on with the other thru the turns! *Johnny Von Neumann* starting the V.W. dice and fervently hoping he would get 10 V.W.'s back.

*Doc Shillan*, D.N.F.—joining the "ono, out of gas" club! *Chuck Porter*, a commendable job with his home-made 300 SLS. His 1st race in 15 years! Young *Bill Krause*, a disappointing 3rd in his beautiful *D Jaguar*. *Frank Livingstone* handling the *Eliminator* as if it weren't an H. Bomb! And the *Elks*—getting 100% return on their investment.

### ASIDE

S.C.C.A. fan asks, does it really cost \$2,000 to acquire the title National Event? To myself—*Phil Hill* did not remove tail lights. They blew out. Wrong voltage. Want to race, but don't know how to begin? Contact *Road Race Training Asso.*, P.O. Box 264, *Laguna Beach, Calif.* *Vincent Evan*, fellow member of the *Beverly-Wilshire Health Club*, *Mike Bogoe* of *Hollywood Custom* can remove the hay-balish look on your *Bristol*! *Rudy Cleye*—*West Coast Sportscar Journal* has assured success to the concourse at *Blarney Castle Restaurant* July 15th. *Dr. Hal (M.G.T.F.) Bonney* and his lovely wife. Thanks for your kind letter to the editor. *Lew Bracker* and crew wearing the smartest outfits on the grid. Check them at San Diego.

### PORSCHE AROUND THE CITY

*Johnny Von Neumann* denies rumors that *Porsche* cutting production 100%. N.Y. distributor *Hoffman* in L.A. this week. Read "*Rusty Oddous*," sports cars in *Pasadena Star News*. *Carroll Shelby* so in love with *Tony Parravano's* 4.9. *Ferrari* that he flies out here from Texas just to warm it up 'round *Willow Springs* every opportunity he gets! *Mary Heffley*, CSCC race secretary, going to Santa Monica races to watch instead of work!

### EUROPE ONCE-OVER

As of June 12th, *Stirling Moss* sent me the latest standings in the race for the World's championship. (1) *Peter Collins*, (Ferrari) 11 points (2) *Stirling Moss* (Maserati) 11 points (3) *Jean Behra* (Maserati) 10 points (4) *Juan Fangio* (Ferrari) 9 points (5) *Paul Frere* (Ferrari) 6 points (6) *Mike Hawthorn* (Owen Maserati) 4 points (7) *Luigi Musso* (Ferrari) 3 points (8) *Eugenio Castellotti* (Ferrari) 3 points (9) *Harry Schell* (Vanwall) 3 points (10) *Olivier Gendebien* (Ferrari) 2 points (11) *Da Silva Ramas* (Gordini) 2 points (12) *Cesare Perdisa* (Maserati) 2 points (13) *Luigi Villoresi* (Maserati) 2 points (14) *Landi* (Maserati) 1.5 points. *Gerini* (Maserati) 1.5 points.

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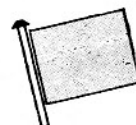


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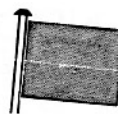
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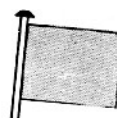
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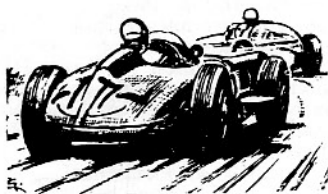
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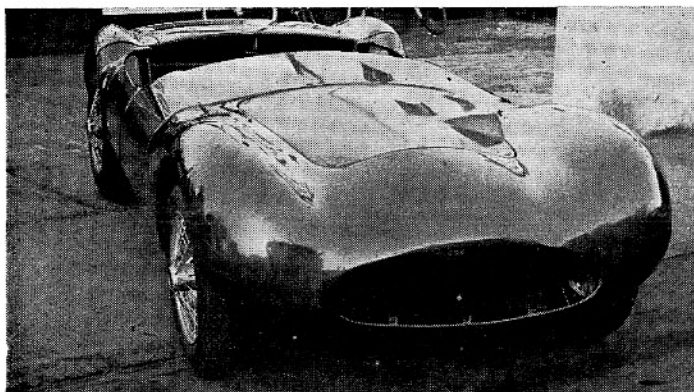
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## Watch the ELVA



*Although not finished in this photograph, this privately assembled car illustrates the pleasing and practical lines of the 1956 Elva. This shape is being followed in plastic.*

**F**ROM racing a Ford-based CSM sports car in 1954, just for fun but nevertheless with great success, Frank Nichols has become a component manufacturer. The intermediate stage was concerned with the design of a special head, tried in the CSM and the introduction of the Elva car which was raced with success in 1955. The name Elva is now well-known, the car has been developed and it is the component parts for the new 1956 model which Nichols is now providing.

Again, designers M. "Mac" Witts and Frank Nichols have made a lightweight chassis frame, made up of 18 and 20 gauge steel tubes varying in diameter from  $\frac{1}{2}$  in to  $1\frac{1}{4}$  in. Bolted through rubber pads to the front end of the frame is a steel pressing to which is attached the coil spring and wishbone suspension. The pressing and most of the suspension are from Standard Eight, which, besides behaving satisfactorily under racing conditions, contributes to low cost.

Rear suspension is by Ford Anglia/Prefect "live" axle and coil spring/damper units. The axle is located by one tubular radius arm each side and two rubber-cushioned reaction rods. Brakes on the standard car are Ford at the rear and Triumph at the front. Both are Girling hydraulic with two-leading shoes at the front, and two master cylinders.

Several types of engine can be accommodated in the frame, but the most popular are the 1172 cc Ford and 1100 cc Coventry-Climax, both of which scored notable racing successes in 1955 against cars of larger capacity. Many of the Elva successes were achieved with the overhead inlet valve Ford cylinder-head, a fact which is apt to pass unnoticed at race meetings.

To keep ahead, Nichols is building a special prototype for this year's racing programme, which will be driven by R. Mackenzie-Low and modifications embodied in the new car may, if successful, be incorporated in subsequent Elva designs.

Nichols has to bear in mind that the Elva's original conception was an inexpensive sports car which enthusiasts could race with a reasonable chance of success. Accordingly, most of the prototype modifications can be incorporated on the standard car without undue alteration, should they be ultimately adopted.

The prototype chassis frame has fewer tubes and the front cross-member is fabricated from steel tubes with drilled box-section uprights. Steering gear is rack and pinion by Cooper, a component which would be manufactured for the Elva Engineering Company if production was ultimately undertaken. Front suspension is still Standard Eight, but  $32\frac{1}{2}$  lb have been saved overall.

Rear suspension is to be of De Dion type with 16 gauge steel tube located by the standard Elva radius arms, and a channel and sliding block. Differential unit is a Lasdiff, a modified Ford unit, specially adapted for use in conjunction with De Dion or independent suspension systems. Coil spring/damper units are normal, but the whole system is interchangeable with the standard rear-end.

A number of non-standard light-alloy fittings are used in the suspension and chassis, the aim being to obtain extreme lightness. Weight reduction is being taken so seriously on this car that a single, transverse disc-brake is to be mounted on the rear of the differential. It will provide all rear wheel braking, and thus reduce unsprung weight, an important feature which should also enhance roadholding.

The Elva will race this season with an 1172 cc Ford 100E engine fitted with an Elva overhead inlet valve head. Frank Nichols is optimistic about this engine which is producing exceptional power for a unit with such a humble beginning.

# BOLTS & NUTS

By JACK BRUMBY



## Maintenance and Function of Le Carburateur Solex

or

### How to Tinker With Your Vergaser

The general principles of all carburetors remains much the same. The prime purpose being to give a correct air fuel mixture to the engine. The slang term "Mixing Pot," is an apt description, for that is exactly what takes place, a mixing of the air and fuel. There are a variety of jet sizes, venturi sizes, etc., to compensate for changes in climatic conditions, and varying altitudes. The manufacturers of all carburetors arrive at a predetermined setting on a compromise basis, that is to say that they will operate satisfactory under most of the varying conditions. If you have wondered why some stock cars seem to perform better than others at the races, it can almost always be traced to an engine that is tuned for the conditions at hand, but before you reach for that screwdriver, and start twisting jets, may we offer the following hints:

Check the general engine condition. Take a compression reading, check the spark plugs, distributor points, coil, condenser, timing, and tappets.

The Solex Carburetor consists mainly of the following parts: Air jet, gas or petrol jet, starter disc valves, starter lever, choke tube, main jet, air correction jet, emulsion tube, pilot jet, volume control screw, pump jet, economy jet, pump diaphragm. This is not a complete list of all the components, as different models will vary in their assemblies, but the above list will be ample for tuning use.

The function of the assembly is as follows: The air jet meters the supply of air, the gas jet or petrol jet regulates the supply of gasoline, the starter disc valves transfer the gas supply, and enriches the mixture for cold starting, the starter control lever is the manual control device for this operation. The choke tube is for the disbursement of the main air supply. The main jet is the source of fuel supply when operating at normal or high speed. The air correction jet is a means of correctly balancing the main jet. The emulsion tube is for the disbursement of the fuel into the choke tube. The pilot jet is in operation when the butterfly is in an off-idle position, and just into the slow running range, the purpose being to strengthen the mixture at this point. The volume control screw regulates the mixture when the butterfly is in the idle position. The pump jet regulates the mixture when the accelerating pump is in use. The economy jet is in use when running free, or just after backing off the throttle from a burst of speed, it is a supplement to the main jet. The pump diaphragm is a membrane used to mechanically assist the main-jet at the instant of a sudden wide open throttle.

#### HOW TO DETERMINE WHAT SETTINGS TO USE

Just one more thing, and then you can reach for that screwdriver. BE SURE THAT THE ENGINE IS AT NORMAL WORKING TEMPERATURE BEFORE MAKING ANY ADJUSTMENTS.

We will assume that the carburetor is perfectly clean, if not—BOIL IT OUT.

Let's start with the idle system. Set the idle speed screw at the normal RPM of your engine. Screw the volume control screw or idle mixture screw home until the engine starts to starve out, back out until the best idle condition is reached. If the screw has to be backed off more than 1½ to 2 turns from bottom a size larger pilot jet can be used. Keep going larger until the screw is within tolerance. If the screw almost bottoms before a descent idle can be obtained, try a smaller pilot jet until the 1½ to 2 turns is as desired. If upon starting up from a standing start or just upon opening of the throttle a flat spot is noticed, reduce the

size of the pilot air bleed, and increase the size of the pilot jet in graduating steps until this condition is overcome. BEFORE CHANGING THE PILOT JET AND PILOT AIR BLEED MAKE SURE THAT THE ACCELERATOR PUMP IS OPERATING PROPERLY. Upon opening of the throttle a steady stream of raw fuel should be seen pouring from the pump discharge nozzle (located almost in the center of the choke). The volume of the injection is regulated by the adjustment of the mechanical pump linkage, the size of the pump jet controls the speed. For acceleration tuning install a smaller choke tube or venturi, bearing in mind that when reducing the choke tube one size it is necessary to reduce the size of the main jet two or three sizes. The air correction jet if increased will weaken the mixture at high speed and if reduced will richen the mixture at high speed.

For flat out top speed try a larger choke tube than stock, and increase the main jet size, and balance out with the air correction jet. The air correction should be used to get that extra fine adjustment, after the proper main jet has been determined. Spark plugs, if read properly, can be used as a window for determining the proper jet sizes for high speed operation.

In closing, one more rule should always get careful thought. The higher the altitude, the smaller the jet size. The hotter the day, the larger the jet size.

NEXT ISSUE—GEAR RATIOS AND TIRES

# LOOK

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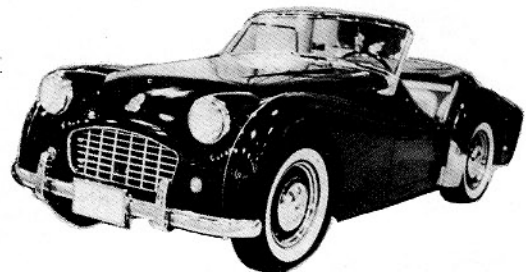


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## HERE AND THERE

With D. B.

The Fourth Annual Seattle Seafair Road Races go on August 11-12. This is always a big one on the coast and will draw top drivers from all over the country. Being an S.C.C.A. National event the boys want a crack at those Championship Points. The course is 3.9 miles long and has a 4200 foot straightaway.

Porsche Owners Club, Great Western Rally was called off due to lack of entries.

California Sports Car Clubs race at Paramount Ranch, Agoura, is still tentative for August 18 and 19.

The 3rd Annual Concourse d'Elegance held at Bob Daltons on July 1 turned out some of the nicest cars (and people) we have run into in ages. Cam Cooper, #1 Polisher on Dr. Roth's 1st Place winning Bugatti, was a stretch case when the winner was announced. He's probably still grinning. Sam Hanks, one of the Judges, spent most of the day shaking hands with people congratulating him on his fine drive at "Indy." This is a nice, nice guy this Sam Hanks!

Interesting note at Santa Maria S.C.C.A. Races was the fact that Class C third place winner was Frank Sloan of Chicago, Ill., driving a 1956 Corvette, which was driven from Chicago to Los Angeles on business. Hearing about the race, asked if he could compete, did, picked up his trophy, thanked everyone for a good show and drove on home to Chicago.

The Bill Pollock, Alfa Romeo Giulietta; Dan Gurney, Porsche, duel at Santa Maria, was the type of racing that the crowds go to see. Pollock and Gurney fought for fourth place from wire to wire and the lead changed hands 15 times—which must be some kind of a record in a 45 minute race. Bill edged Dan at the finish for 4th place overall in the All Classes Production race.

In the girl type racing, Ruth Levy, Porsche and Linda Scott, M.G.-T.D. certainly deserve high praise for their Pomona showing. The Josie Von Newmann, Ferrari; Ruth Levy, Porsche, battle at Santa Maria had everyone on their feet. This Levy girl is a real crowd pleaser.

George Cary, Professional Promoter, left for Europe right after the Santa Maria races to set up a deal with Fiat for importing to this area. Also in mind is Grand Prix racing using a Southern California course. Am afraid George will have to talk loud and long to the G.P. Teams to bring them over here.

After viewing the Volkswagen match race at Pomona I thought of a match race that would really be exciting. A matched Porsche race with Ken Miles, Skip Hudson, Richie Ginther, Dan Gurney and Dale Johnson. They're all front runners in their class.

A man known only to a few of the countless thousands that are familiar with his wares is Jack "Willie" Sutton. An Englishman who has built some of this country's finest race car bodies. Seven of his bodies ran in the 1956 Indianapolis 500. Ken Miles famous "flying shingle," the George Bevis Special and the first 500 cc body in England were built by "Willie." He shaped and welded Chuck Porters 300 SLS and the John Zink Specials Winners at Indy 1955 and 1956. He also had a hand in building Sir Malcolm Campbell's Bluebird. At present "Willie" is at work on the new Ak Miller Car and Tony Parravento's 4.9 Ferrari. Readying both for the next Pan American road race.

H. DOUGLAS BANEY

## Sports News (Continued)

DKW has been chalking up victories in the European rally circuit like crazy. Peter Ruby, Freiburg, has finished the "Rally Bavaria" in his DKW 3-6 as winner of the touring car class up to 1000cc. Hubert Brand, Ingolstadt, won his class of Grand Touring cars up to 1300 cc winning over several competitors with comparatively stronger cars. In the 25th International Geneva Rally, on May 25-27, covering 975 miles and crossing numerous French, Italian, and Swiss Alpine passes, the Swiss team Brugger-Karrer gained the overall victory in their DKW-Three cylinder over 71 competitors from 7 different countries. Another outstanding victory for the German made, revolutionary engined car, was the double victory for DKW in the "IV Coronation Safari." 91 competitors in this most important East African rally had to surmount difficulties almost unimaginable for European drivers, before they reached the finish: a 2,630 mile route along almost impassable tracks, amidst clouds of dust, or over stretches of treacherous mud, accompanied by heavy tropical rains. Out of a participation of virtually all well-known automobile makes, the private owners E. Cecil and A. R. Vickers in a DKW three cylinder gained the overall victory!

Watch for the grand opening of what promises to be the west's largest foreign car service facility. Place: Los Angeles, Time: around August 15th.

Point standings for the American Racing Drivers Club West Coast championship have taken an abrupt change. Bill Murphy now leads the over 1500 cc classification with a total of 9 points. He is followed by Jack McAfee, Carol Shelby and Barneson each of whom has six points each. Richie Ginther now leads the under 1500 cc division with 13 points, followed closely by Ken Miles with 10 and Sam Weiss with 7.

We're positive personalities were not involved when Johnny Martin's competition license was revoked by the CSCC competition board. However, we do feel that a calmer approach should be taken (by both parties) and not let the heat of anger sway us from a more rational approach to the problem!

We would like to offer our sincere congratulations to Jack Parkhouse, the recently installed President of the California Jaguar Owners Association. This installation, together with that of the many other officers, was conducted by George Evdokimov, the National Pres. of the Association who made a flight from N.Y. out here for this specific purpose. It is obvious that under Jack's capable leadership the Association, already approaching the 100 membership mark, will grow to be one of the major car clubs in the U.S.A.

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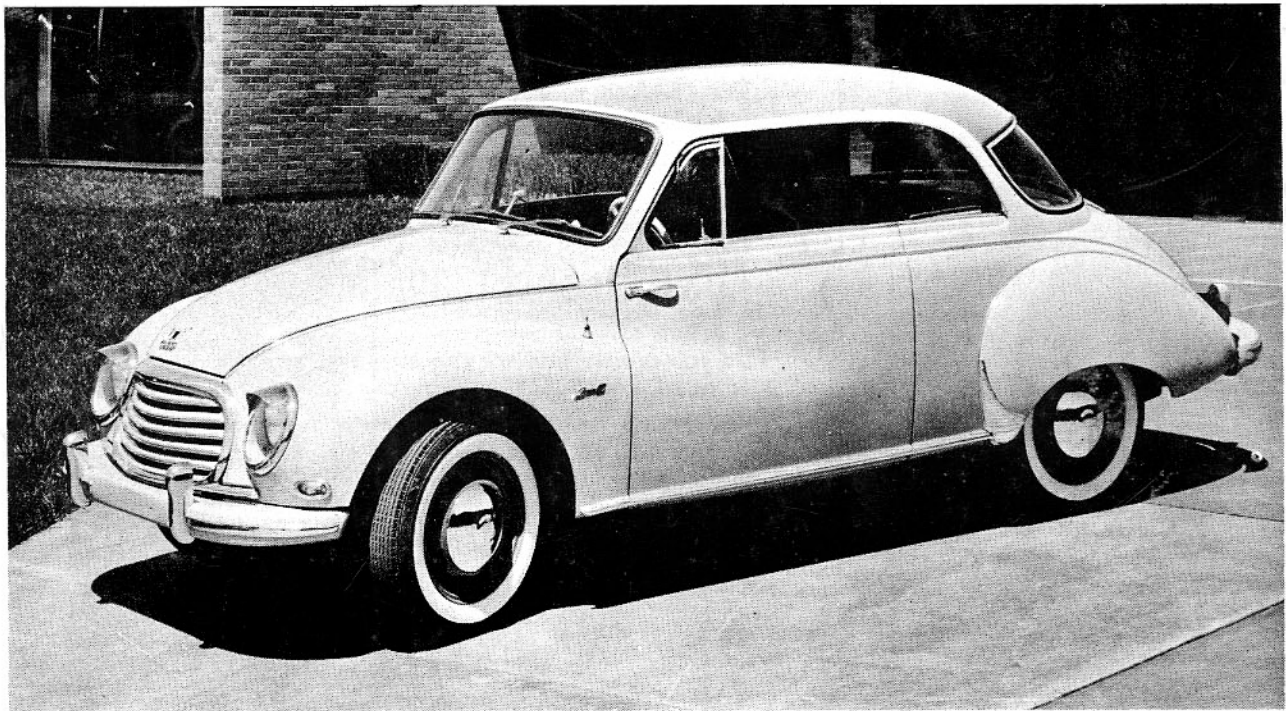


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