

WEST COAST

SPORTS

CAR

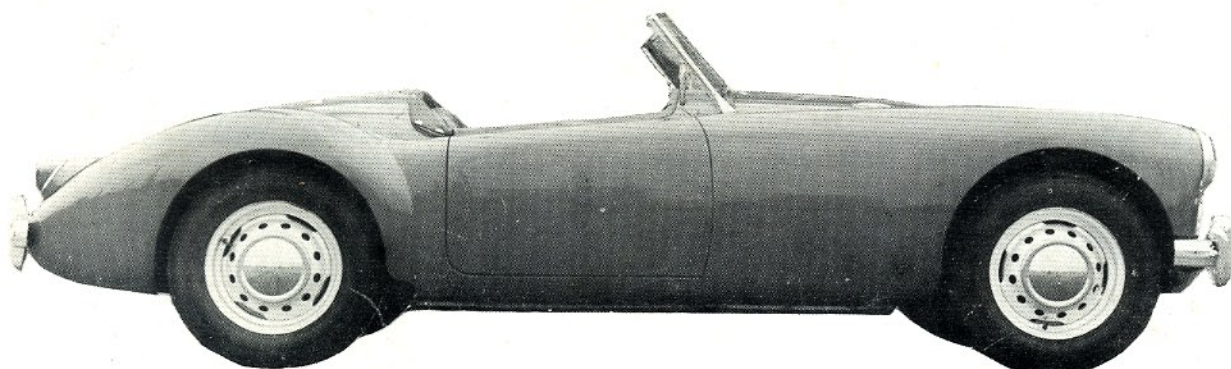
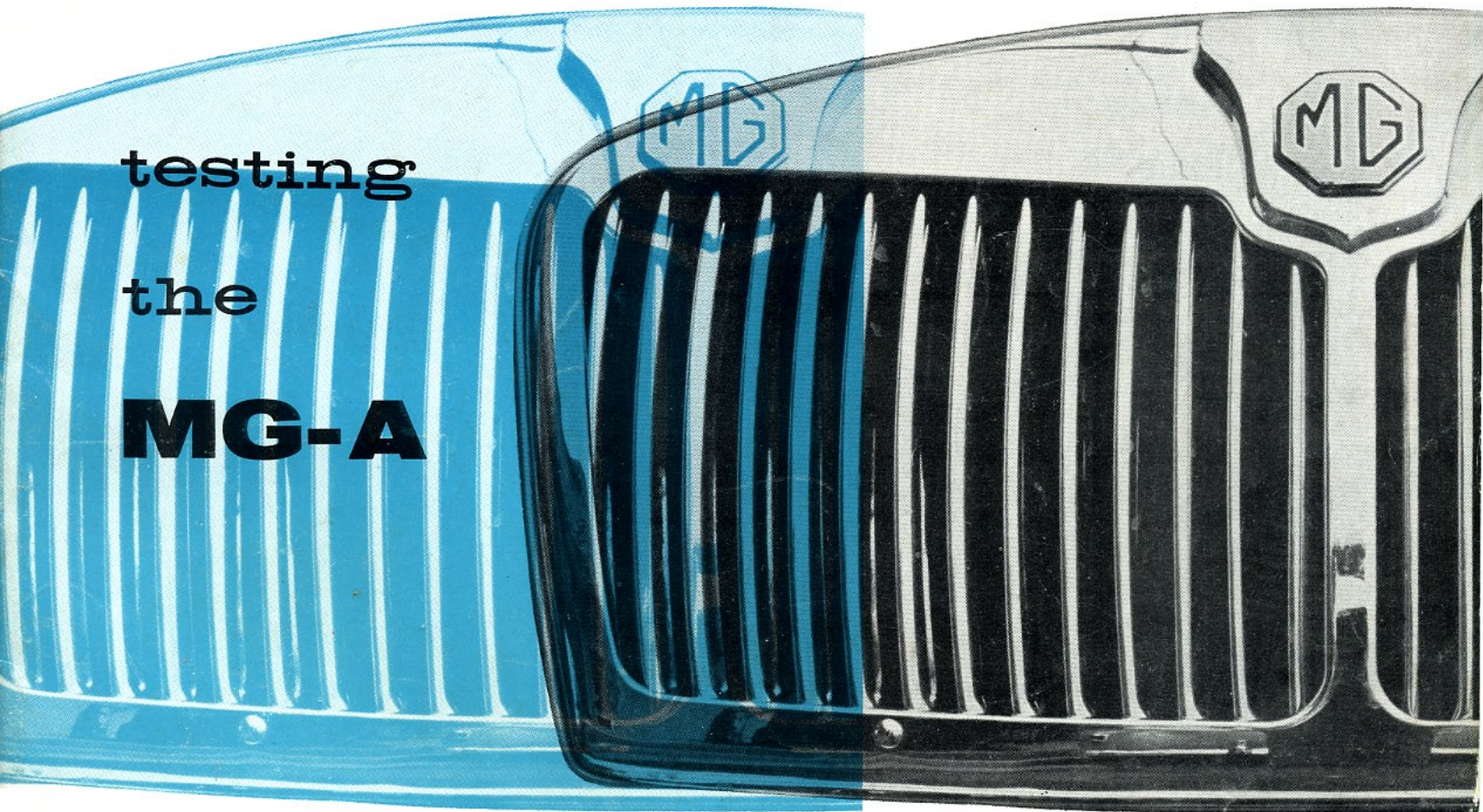
JOURNAL

OCTOBER '56

testing

the

MG-A



THIRTY FIVE CENTS

1st RUNNING PARAMOUNT ROAD RACES

The Family Sports Car!

combining big-car comfort and classic sports-car features



MG A



Austin-Healey

- Luxurious interior with English leather upholstery
- Roomy luggage compartment
- Famous MG anti-sway suspension
- Individually adjusting front seats
- Powerful oversize brakes
- Rack and pinion steering
- 4-speed synchro-mesh transmission
- 12-volt electrical system
- Mono-construction body



MAGNETTE 4-DOOR
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\$2495 — F.O.B. Los Angeles



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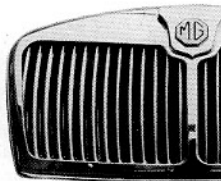
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THE COVER

WEST COAST
SPORTS CAR
JOURNAL

testing
the
MG-A



141 RUNNING PARAMOUNT ROAD RACES

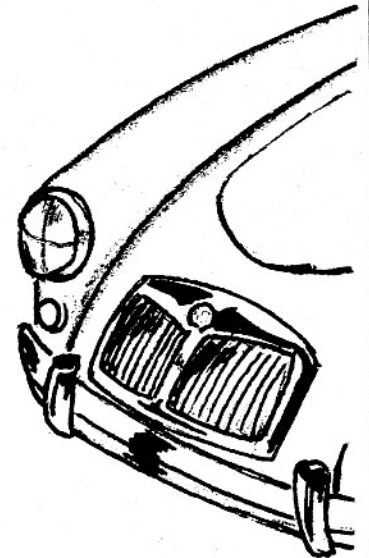
MG-A
*The bold new lines
of the latest innovation
of the MG manufacturers
graces this month's
cover designed by
Dick Sherwin*

Drop in at

BURBANK SPORTS CAR CENTER

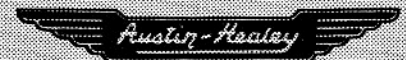
*"The Fastest Growing
Imported Car Dealer
in the West."*

the Exciting
new **MG-A**



NOW ON DISPLAY

**Complete Service
and Parts Facilities**



100

Now Two Locations

**507 S. San Fernando Rd.
Thornwall 2-4868**

**317 N. Victory Blvd.
Thornwall 2-2195
Burbank, Calif.**

Letters to the Editor

DEAR SIR:

My attention has been drawn by a reader of your Journal to the article on pages 12 and 13 of your Journal for July, 1956, by Bill Barrett relating to Ken Miles.

In this article, Sutton Coldfield, England, is referred to as "a town similar to our Eastern coal towns—dreary and poor." I should in the first place tell you that Sutton Coldfield is not and never has been a coal town, nor is it even an industrial town, but a beautiful residential area with long and ancient traditions — its first Charter being granted in the year 1528. It has wide open spaces and within its boundaries is the famous Sutton Park, with an area of approximately 2,400 acres, in which one can enjoy riding, golf, and on its pools, yachting, boating and fishing. In the Park there will be held next year the Jubilee Jamboree, which will be attended by Scouts from all over the world.

It seems rather unfortunate that the Town should have been so referred to in your Journal and for your better appreciation of its amenities I send you herewith a copy of the Brochure from which you will see that the Town is a Royal Town whose amenities are enjoyed by the whole of the Midlands. You may feel it worth while to correct the impression which may be gained by the less informed of your readers.

Yours faithfully,
R. WALSH
Town Clerk.

West Coast Sports Car Journal
4930 Venice Boulevard
Los Angeles 19, California

DEAR MR. SHERWIN:

I would like to express my appreciation for your wonderful cooperation in handling my advertising program. The results have been very gratifying.

It may also please you to know that your publication is very highly regarded by the Sports Car enthusiasts. Needless to say, this is very important to me as an advertiser.

Even though I may be entitled to complimentary copies of your Journal, please accept my three dollars to cover subscription for the ensuing year.

May your circulation increase at a rapid pace, it richly deserves it.

Feldmar Watch Co.
B. FELDMAR

GENTLEMEN:

I was really impressed by the "modern" cover design on your August issue. However, why didn't you reverse Bill Upton's Ferrari before you photographed it's rear render? It would have been easier than reversing the negative, and it would have made the Pirelli Tire Co. much happier.

Inquiringly yours,
JAY T. ROELOF

DEAR SIRs:

In answer to Aston Royce's question: Francois Crouzet is working very successfully on the East Coast as an engineer. He keeps in touch with racing with his Dyna Panhard Sedan, which has won in the Production Sedan Class regularly! I don't believe he still races the D-B Panhard that won the Torrey Pines six hour Index twice.

In your article on the new Moretti you call it the "undeniable King in its racing class." As an inveterate Dyna owner, I must take loud issue with this. You are certainly aware that D-B Panhard had 3 out of 14 finishers at Le Mans, beating a fabulous array of machinery. When Moretti compiles a record over a period of time even *half as good* as the D-B Panhard, (750cc or 850cc) that will be a time for tentative comparison.

Keep up the great work on your increasingly interesting magazine. The lay-out is particularly outstanding.

With regards,
JERRY BRREAU-
SAUSSINE
Hollywood

GENTLEMEN:

Could we again impose upon you to include in your calendar of events our Second Annual "Jag Jamboree."

To be held in Oakland, California on October 27th and 28th, and for Jaguars and their owners only. From the "SS-1" model to the latest "D" or 2.4. It is put on by the Jaguar Associate Group. Included will be a special event (surprise) on Saturday the 27th, a banquet at Jack London Square. Then on Sunday will be the Concours D'Elegance and gymkhana (still for Jaguars only!). Last year we had 85 Jags and a real ball. This year should be better. We'll make reservations in local motels (with garage) for contestants or observers.

Further information, application blanks and reservations can be obtained by writing:

JAG
116 Laurel Grove
Kentfield, Calif.

If all right with you we will give you pictures and story on the event for possible print in your magazine.

Thank you sincerely,
GENE BABOW

We would be most happy to receive pictures and an article and extend good luck to Jag on this forthcoming event.

GENTLEMEN:

A friend of mine brought your magazine to my attention recently and I have read it with great interest. Since I am a native of California I maintain a deep interest in sports car activities, not only in California, but throughout the West Coast. The enthusiasm for sports and imported cars seems to be growing all over the world. I know it is here.

I am enclosing \$4.00 which, I hope, will be sufficient to cover the cost of a foreign subscription for one year.

Sincerely,
RONALD E. THOMPSON
Sydney, Australia

I have been a subscriber to your magazine for over a year and have been watching your constantly improving style and manner. I was absolutely "tickled" to notice the SPORTS CAR JOURNAL sitting very conspicuously on the newsstand in one of our leading supermarkets here in Pomona.

Keep up the good work!

TOM WARREN

GENTLEMEN:

I notice that your "Driver of the Month" in the August issue was that of Bill Murphy. Without a doubt I feel that Bill is one of the top sports car drivers in the West. However I have certain reservations as to how "Great" a driver he really is.

It seems to me that since the absence of some of the really great drivers such as Hill, Shelby, Gregory, etc., and the complete lack of really "potent" machinery (what happened to Paravanno?) there seems to be very little actual competition for Bill.

Which brings up another question. What's wrong with the 'D' Jags?

Sincerely,
CHUCK MOSLEY
Los Angeles

What do our readers say about this?



Unfortunately, but true, this column sometimes dedicates itself more to the commercial aspects of journalism than it does to honest to goodness news reporting. Perhaps we should define the true character of this section of the Journal once and for all. In a sense some of the material used herein is strictly out-and-out commercialism and there's no two ways about it. But here also you will find latest bits of information that is genuinely helpful and constructive whether it be commercial or not.

And one of the most interesting and helpful bits of information that we can pass on actually originated in our office. In one of Buzz DeBardas' recent columns he mentioned that any club wishing to stop by Al Sherwin's office could pick up a set of numbers (1 to 200) for use in any event where such numbers are needed. The response was overwhelming. And since even we were surprised at the response invoked by our magazine we are once again using this media to mention that the numbers are still available. Al's office is located at 4930 Venice Blvd. in Los Angeles and, by the way, Al is responsible for some of the nicest looking dash plaques ever produced in this area.

Ranier Ale Co. also deserves honorable mention for its recent contributions to the sport car field. They have been donating generous amounts of awards to many of the sport car clubs and organizations and no finer gentlemen have we ever met.

Continued on

CALIFORNIA SPORTS CAR CLUB

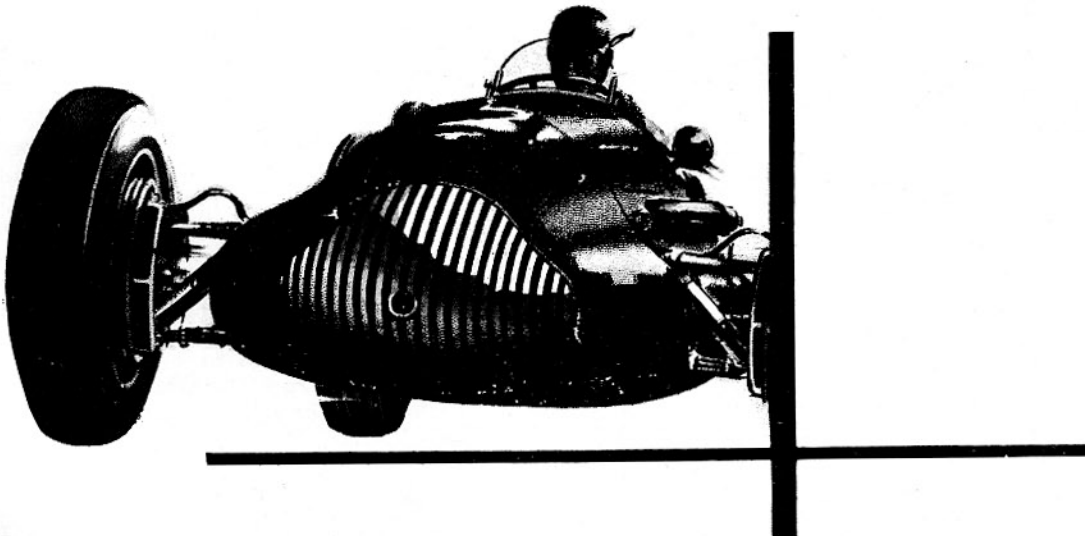
and THE ELKS LODGE NO. 789

ANNOUNCE the

2ND RUNNING

POMONA ROAD RACES

October 20, 21, 1956



COURSE IS LOCATED AT LOS ANGELES COUNTY FAIR GROUNDS

CALIFORNIA SPORTS CAR CLUB

1703 NORTH KENMORE

HOLLYWOOD 27' CALIFORNIA

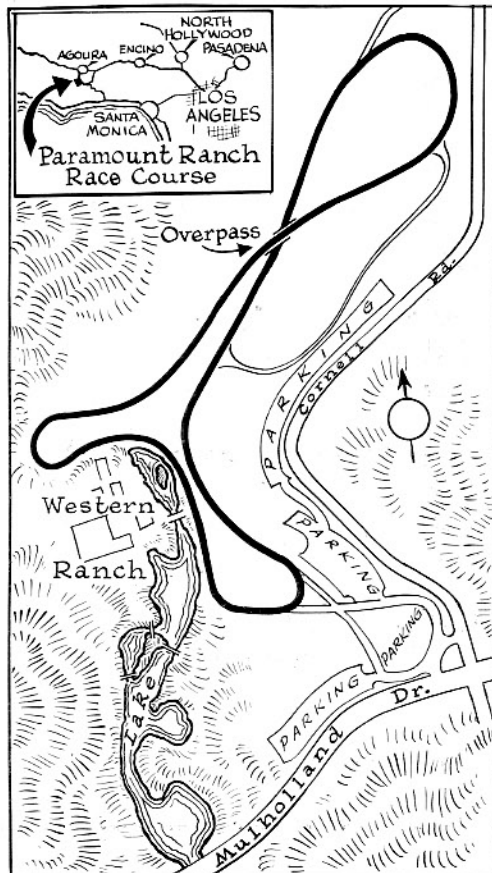
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NEXT RACE - Paramount Ranch November 17-18, 1956



sport cars go at

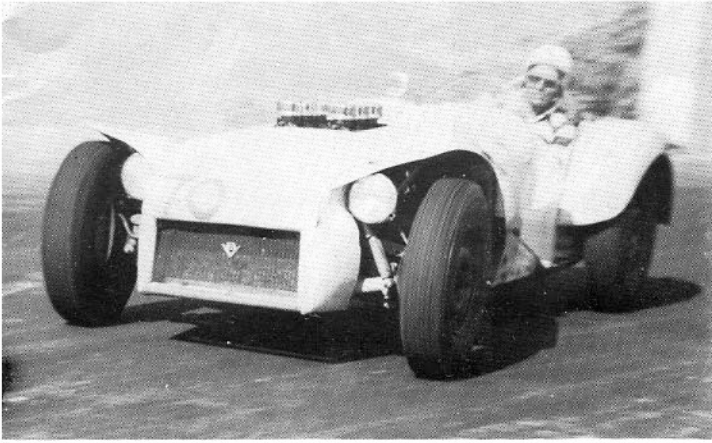
PARAMOUNT RANCH



Thousands of Southern California spectators witnessed Harrison Evans, in his Ferrari Monza, battle it out with Eric Hauser, Morgansen Special, Sunday, August 19, at the first sports car road race to be held at the Paramount Ranch in Agoura, California. Evans zoomed across the finish line just two seconds ahead of the home-built Special to chalk-up another victory for Ferrari banners. Richie Ginther, driving a Von Neumann Porsche, upset favorite Jack McAfee in Saturday's go by a close half-second proving that the young driver belongs with the top ranking drivers on the West Coast. Ginther sailed to an easy victory in the Sunday under 1500cc race also when the closely anticipated race between him and McAfee failed to materialize after McAfee's Porsche was forced out early in the race.

Some top drivers in the country participated making for some of the most exciting races of the season. Veteran driver Rudy Cleye won the production over 1500cc race by taking the checkered flag 27 seconds ahead of his nearest rival and averaged 66.9 mph during the 20 mile race. Bruce Kessler, driving a cooper Norton captured first place both Saturday and Sunday in the exciting Formula III races.

Paramount track is a great step toward the development of sports car road racing in this country. Take a look:

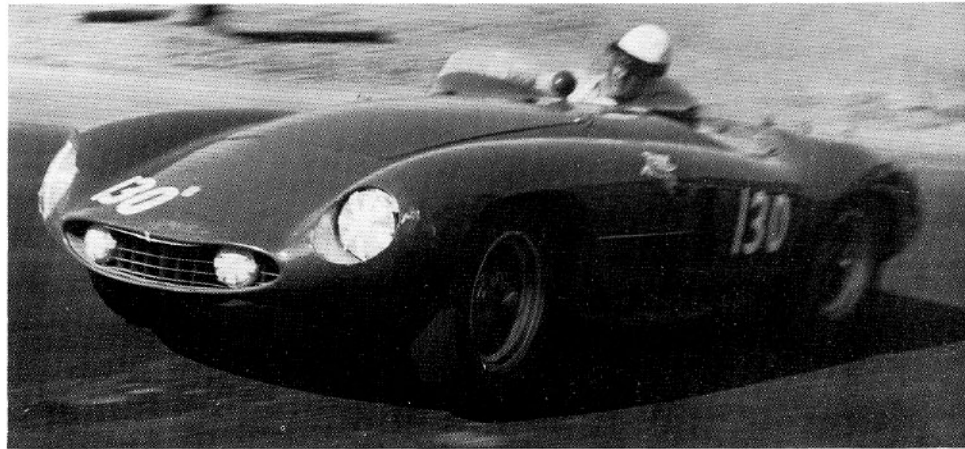


Harrison Evans, victorious in Saturday's main event at Paramount Ranch in the Morgensen Special.



Jack McAfee (foreground) and Richie Ginther seem quite calm at the outset of the under 1500cc event. Although a close race was anticipated Ginther won both days.

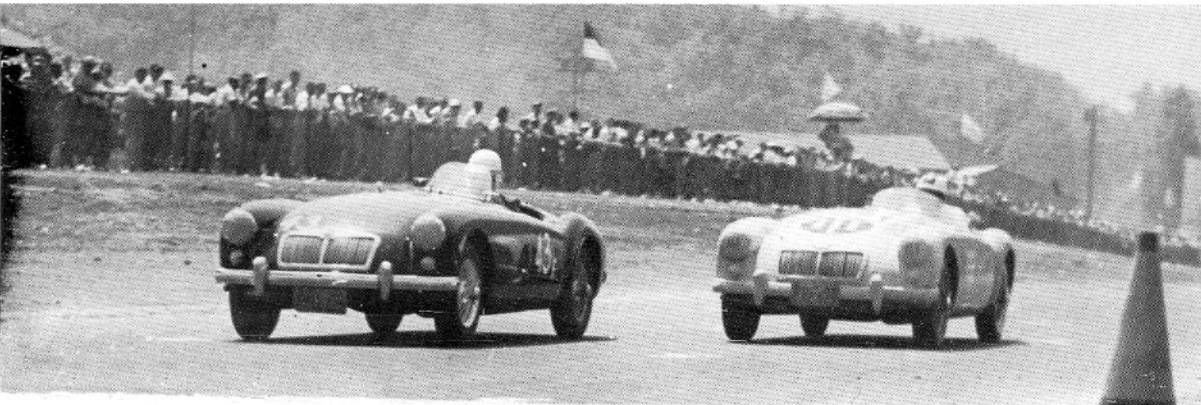
Harrison Evans, Ferrari Monza, took first overall in the Main after a close battle with Eric Hauser in the Morgensen Special.



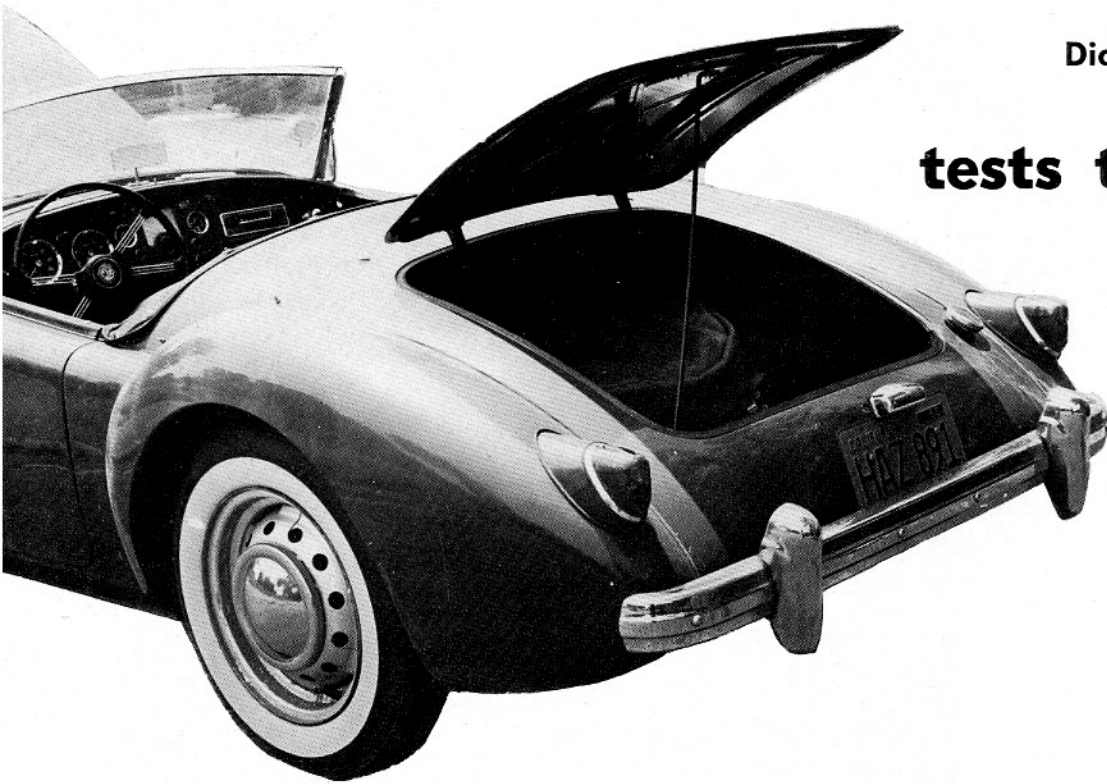
Ruth Levy drove her Porsche Super Speedster good enough to capture first overall in the ladies go.



0492



Ed Brandreth and Cam Cooper, both driving MG-A's had the crowds on their feet throughout the consolation under 1500cc race when they battled it out never being more than one or two seconds apart. Brandreth got the better deal by one second.



Dick Knell

tests the

MG-A

MG has been, perhaps, the most realistic approach to an actual "sports car" made by any manufacturing firm thus far. Its basic philosophy being: "Give them a car for their money." Perhaps this is why the growth of the "Morris" line of cars has been nothing short of phenomenal—its latest innovation being the fabulous MG-A.

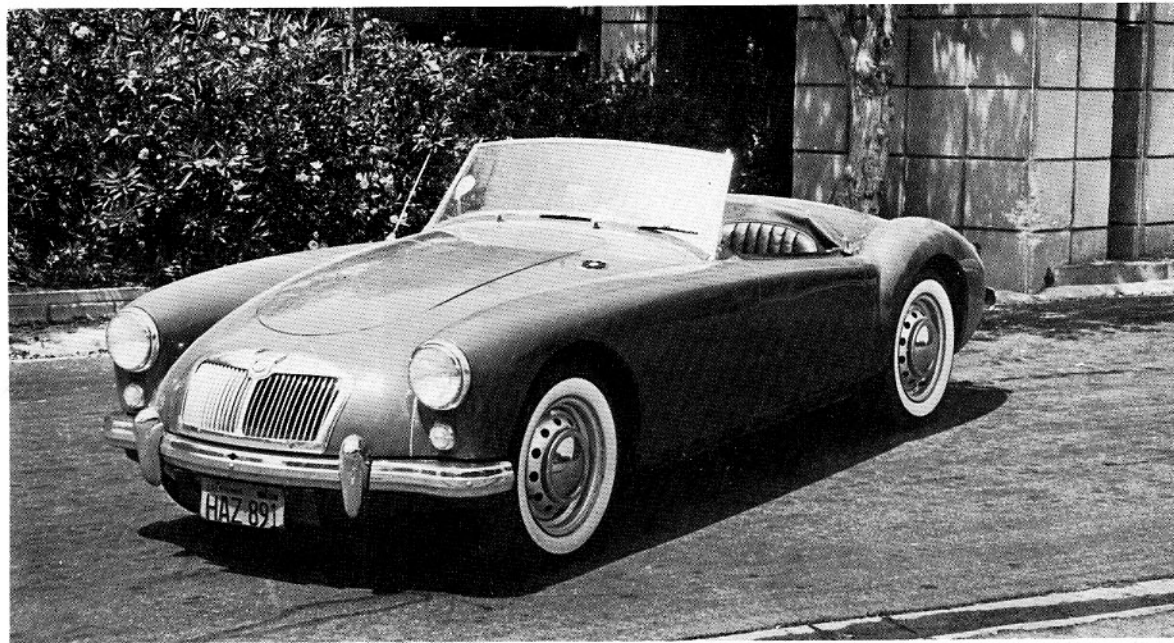
Let us examine closely the basic questions that arise when we discuss sport cars—for that matter cars in general. Unless you happen to be in the \$10,000 a year bracket you are like myself. An average individual with an average salary. And when it comes time to buy an automobile you want to make damn sure that you get every penny's worth of value out of it. As in any investment you want it protected. Should you want to resell your car in a year you expect a reasonable amount for it. Secondly, being natural, you are attracted by design, style, quality, workmanship and general performance. Positions vary as to how particular you are about lesser significant details of an automobile but we probably all agree that one puts quite a bit of thought into buying a new car.

Since the second world war there has been a large increase in production in both foreign and domestic automobiles with competition growing ever keener. The average American car buyer is beginning to look toward the European automobile manufacturer for higher quality, lower priced cars. In short, they are tired of having the same poor quality cars shoved down their throats.

MG, with its sleek new lines, increased power and noticeable economy brings sharply before the eyes of the American manufacturer their inefficiencies. The MG-A is of top quality throughout; workmanship is excellent. It lists in the U.S. for \$2195.

Through the courtesy of the importers, Gough Industries, we were given a model to test thoroughly and at our leisure. Looks of the MG-A are indisputable—resembling, closely, the lines of the Austin-Healey. Very little is left of the older and more familiar models except, possibly, the grill design. Interior is similar to previous models with the same top quality material used for both upholstery and trim. New instruments in the cockpit include: tach, speedo, gas, oil and water; direction blinkers and map light are at the extreme left and right. The horn is in center under radio speaker. The engine is BMC with a horsepower rating of 68bhp. Breather portholes and an air duct from grille to carburetors eliminate previous high temperature problems. Power and weight are unchanged and an increase of 10mph in the new model is due solely to the "streamlining" of the body and a slight change in the axle ratio.

When first sitting in the MG-A we found that the position of the steering wheel was placed fairly low, making it slightly difficult for a tall person with longer legs. Positioning of the pedals and gear shift is same as before with the seating arrangement also much the same. One of the qualities we encountered when first driving was the absolute ease of shifting the for-



MG-A SPECIFICATIONS

Price	.....	\$2195
Engine	.....	4 cy. O.H.V.
Bore and Stroke	.....	2.875 x 3.5
Displacement	.....	90.8
Compression Ratio	.....	8.30
Horsepower	.....	68 at 5500
Torque	.....	77.4 ft. lbs.
Gear Ratios:		
1st	.....	15.65
2nd	.....	9.52
3rd	.....	5.91
4th	.....	4.30

Wheelbase	.....	94"
Weight	.....	2030 lbs.

MAX. SPEED IN GEARS AT 6000 RPM

1st	.....	28
2nd	.....	47
3rd	.....	76

ACCELERATION

0-30	4.7 seconds
0-60	14.5 seconds

TOP SPEED

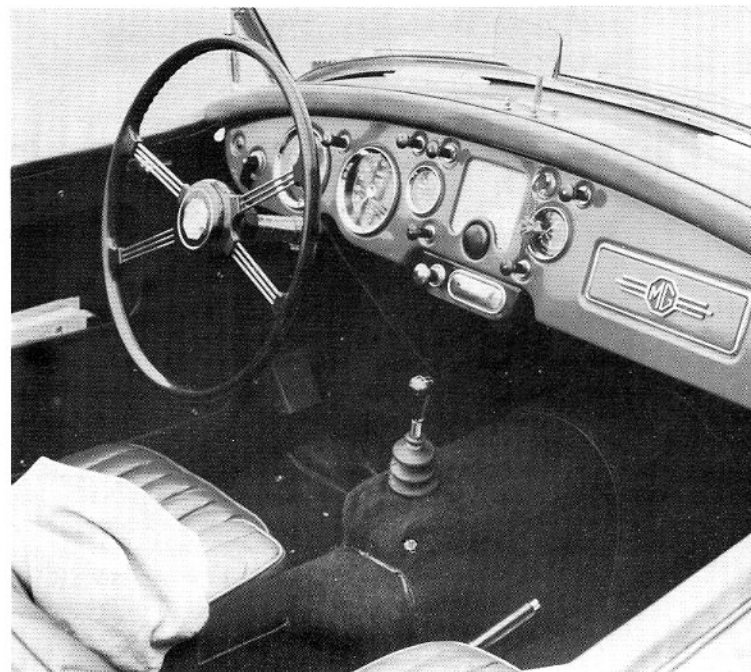
98.2-94.3. Average	96.3
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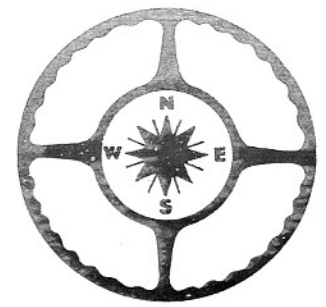
Photography by Brian Stevens

synchro-mesh gear box. Even at speed no detectable effort was needed for fast shifting and no clash or grinding was discernible. It holds the road faultlessly while traveling at excessive speeds and corners with equal ease. As in some larger cars you do not tire while driving, the only discomfort being there is no knee rest and a slight tiredness comes after driving long distances. The horn button would serve its purpose much better if situated on the wheel rather than the dash. Steering is very light and all of the controls are sensitive to the touch. The brakes yield exceptionally well to the foot with very light pressure needed for response.

Many features have been added to the new model. The old, hard to manage, canvas tops have been replaced with softer, more pliable plastic. Previously the MG had no trunk with very little storage space behind the driver's seat. A medium sized trunk has been added. Wind curtains are similar to those of a much higher priced car; functionally perfect and pleasingly improved upon from previous models.

It's not hard to see why the demand exceeds the supply of the low-slung British-made vehicle. All one has to do is sit at the controls, drive the car and no matter how convincing a road test this may be, the positive proof is in the driving.





How to Run a Rally

BY BUZZ DeBARDAS

In last month's issue we started a series on how to win a Rallye. Mention was even made of a bit of practice. Now, in this issue, let's cover what you should be practicing.

Let's start with the computer, often known as the GISMO that tells you where you should have been WHEN. If you are using the Blackwell Computer, you will find it very easy to work with in as much as it already has the necessary markings of "AVERAGE SPEED," "MINUTES," and "MILES," plus a red arrow to help matters along.

If the speed asked for in the Rallye instructions is 30.0 M.P.H. you just spin the movable dial till the red arrow points to 30.0 M.P.H. and then read the answer of so many miles in a certain amount of minutes by comparing the inner set of numbers, i.e., 10 minutes

will show 5.0 miles (at 30.0 M.P.H.); 20 minutes will indicate 10.0 miles, etc. This is a great little computer which I used for my first 8-10 Rallyes and I'm sure that you will like it.

Next on the list comes the Binary 8 inch, Circular Slide Rule and it is terrific for more advanced work. It doesn't have any easy-to-read markings, just millions of numbers (which you don't use).

A note in passing—it is not necessary for you to know how to operate a slide rule to use the Binary. The best proof I have to offer is one young son who can't add $2 + 2$ without getting 7, but he can work a Binary!

Well now, if you have just ran out and purchased one, let's get to work on it. Note that it has both a back and front, with numbers on both sides. You are only interested in the side with the two movable arms and only the outer set of numbers. May I suggest marking the arms in this manner: the Short arm as miles and the Long arm as minutes.

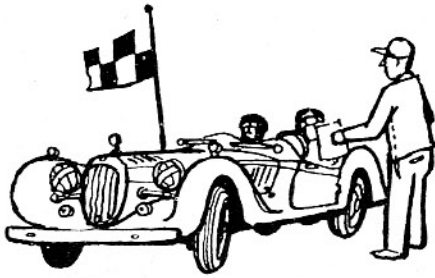
The next step would be to move the arms around to see that they actually move. Note that an angle now exists between the two arms. If you move L. (Long arm) the angle is maintained, but if you move S. (Short arm) this angle is destroyed. Now to start. We will put 30.0 M.P.H. into the Rule. Put S. (Short arm) on 3, which can also be 30, 300, 3000, etc., and place your thumb on S. and move L. (Long arm) to 6, which can be 60, 600, 6000, etc. You now have 30.0 M.P.H. in the Rule, or to say it another way, the Rule now indicates that you will go 30 miles in 60 minutes.

Now put 40.0 M.P.H. into the rule, S. on 4, thumb on S., L. on 6. Simple, isn't it! Try a few.

Now that you know how to put miles per hour into the rule, let's get to work. You see you have problems in starting on a Rallye. Aside from the messed up set of instructions often handed to you by the Rallye Master, you are also given a speed that must be maintained under any and all sets of miserable conditions, such as traffic, traffic lights, train crossings (often full of trains). You need three instruments to help with this job: 1—An odometer, 2—Stop watch, 3—Computer (either Blackwell or Binary).

Now for the work. Here is one way to practice: write down the necessary directions for your navigator to direct you over an area made up of four legs, each leg can be a mile or two long. Start at home and plan on finishing there—directions could look similar to this:

1. Drive east on Wilshire Blvd. Speed 30.0 M.P.H.
2. R. on Western Ave.
3. R. on Pico Blvd.
4. R. on Indian School Road.



Now as you are about to start the practice run, hand the instructions to the navigator, also see that he has remembered about starting with a zeroed odometer and that the stop watch is ready to run and is clean.

Now as you start, check the following: 1—That the odometer stem is either down or out and is recording mileage; 2—That you can maintain 30.0 M.P.H. with ease; if not, stop immediately and decide on a new speed of about half or 15.0 M.P.H.; 3—That the navigator has started the watch and not dropped it out of the car.

Now the conversation between driver and navigator may go something like this (with a speed of 30.0 M.P.H.):

Navigator

To Himself: "Next minute is 07, should go 3.5 miles."

To Driver: "Let me know when you hit 3.5 miles."

Driver:

"3.0, 3.3, Gee, LOOK at that beautiful doll; SORRY, missed 3.5."

Navigator

Under breath: "X?/fHx%5Qu! Next minute is :08. Should go 4.0."

To Driver: "Please let me know when you hit 4.0."

Driver: "NOW!"

Navigator

Checking watch: "Fantastic! He said NOW at :08.03."

To Driver: "You are 3 seconds late; hold it steady."

This conversation can continue for the complete practice session and also for a complete Rallye.

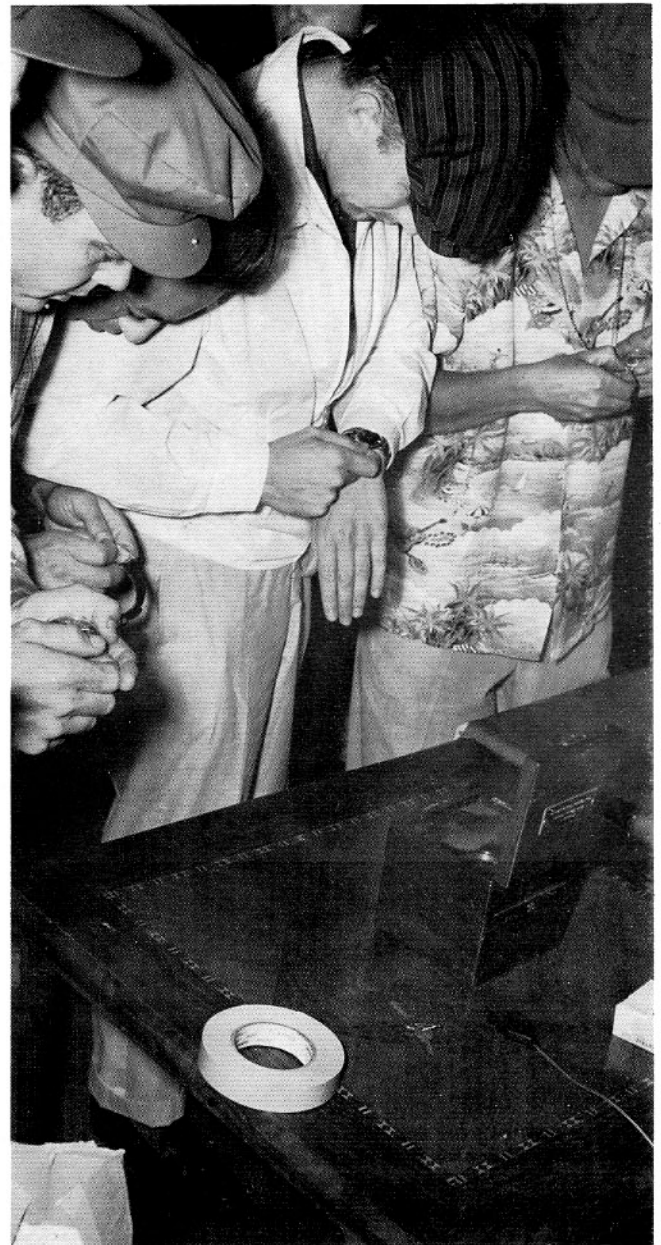
Both the Blackwell or the Binary will work well if you use the minute check rather than the more advanced system that follows.

There is one big problem in using the even minute check. For example: if your speed is 30.5 and the next full minute is :06 (six minutes) you would have to ask the driver to let you know when he hit 3.05 miles (three miles and five one hundredths). Now you can't very well read that on an odometer, although it is only the distance between 3.0 and 3.1 miles, it is rather hard to read. Now with the Binary and a stop watch marked off in hundredths, I follow this procedure. (Speed 30.0 M.P.H.)

Navigator: Driver, what is coming up?

Driver: (sees odometer is at 3.4 miles).

"3.7 miles."



Navigator: Moves L. (Long arm) so that S. (Short arm) is on 3.7 and reads time under L. which is 7 40/100 (seven minutes and forty-one hundredths). (Author's note: Being a simple soul and having a stop watch with the hundredths marked off in RED, I find it real easy to refer to the answer as 7 minutes and 40 red ones.) If I have any simple readers, you might like this idea.

Navigator: Awaits the word "NOW" from the driver, which he should hear at 7-40/100. Watches watch while waiting.

Driver: "Now!"

Navigator: "Time is 7-41/100s. We are one red one late. You are doing just fine; hold 30.0 M.P.H."

NEXT ISSUE: MORE ON RALLYES

MASERATI 1500S



Hans Tanner takes the Nurburgring 500 km-winning Maserati through one of Modena Autodrome's fast curves.

EVER since the formation of the Maserati company in 1926 by Alfieri Maserati and his brothers it has been famous for its 1500-cc cars. This reputation started with the very first Maserati which won its class in its first race—the 1926 Targa Florio—and that success was followed by the world record-breaking 1500 of Furmanik, and then the six-cylinder cars which held supremacy in Europe in the 1936-37 period and the 4CLs of 1939.

In 1948 the remaining Maserati brothers left Alfieri Maserati S.p.A., which was then taken over by Commendatore Adolfo Orsi and his son Omer Orsi. After a period of limited racing activity Omer Orsi took over the racing, in fact the entire car department of the large factory, which incidentally is engaged in large-scale manufacture of machine tools, plugs and a variety of other articles. Under his guidance an ambitious programme of racing, and small-scale production of sports and racing cars was initiated. Included in this programme were plans for a 1500-cc car to continue the traditions of the company.

Early in 1953 engine experiments started, and despite the success of the then current six-cylinder two-litre, which had been developed from a 1500-cc engine, it was decided to concentrate on a four-cylinder engine. With this in view the preliminary experiments were made with a four-cylinder taken from one of the 4CLT/48 Maserati single-seaters, with the twin superchargers removed. With the experience gained from this engine a completely new one was constructed, and tested in the chassis of a two-litre car with a live rear axle. In the design stage was a completely new chassis incorporating a De Dion rear axle, which was completed in early 1954 and that season was spent conducting numerous experiments with the new car. The company's policy was to withhold the car from customers until they considered they had the best 1500-cc car in the world. This was proved very convincingly on one of the world's most difficult racing circuits, the Nurburgring.

The car made its debut in this year's 500 kilometre race at the Nurburgring driven by French ace Jean Behra. During practice he caused a great upset when he lapped in 10 minutes 28 seconds, an incredible time for a 1500-cc car. It was all the more interesting because the previous year when an East German EMW lapped in 10 minutes 37 seconds the time was disallowed on grounds of a timekeeper's error since it was thought a 1500-cc car could not lap very much under 11 minutes. But Behra confounded the

experts. Behra won the race in grand style at an average speed of 77 mph for the 500 kilometres, faster than the winning times of Nuvolari (70.48 mph), Brauchitsch (76.12 mph), Caracciola (72.98 mph) and Rosemeyer (72.76 mph), during the pre-war period in the much shorter Eifelrennen.

Immediately after the car's return from the Nurburgring, Omer Orsi followed me to test the car, which was in exactly the same condition as it had been after its 500 kilometres race and earlier practice. During this test period the car was also driven by the chief works tester, Guerrino Bertocchi, the Brazilian Chico Landi, De Tommaso from Argentina, Luigi Musso and the American Isabell Haskell. The car covered a total of another 500 miles during the afternoon without giving the slightest hint of trouble, and lapping the Modena circuit in times between 1 minute 4 seconds and 1 minute 6 seconds, times which until then had been achieved only by grand prix cars and three-litre sports cars.

"OVERSQUARE" ENGINE

The engine has a bore and stroke 81 mm by 72 mm, giving a total cubic capacity of 1484 cc, the compression ratio is 8.75 to 1. Behra's car gave 138 hp at 8000 rpm. Light alloy figures largely in the engine and the crankshaft has five main bearings. Twin overhead camshafts, driven by a train of gears from the front of the crankshaft, actuate adjustable roller tappets. Ignition is by two sparking plugs per cylinder, and magnetos take the place of the earlier coil distributors. The gearbox, in unit with the engine, has Porsche's patent system of synchronisation on all four forward speeds and reverse. The clutch is of the dry plate type.

This car has brakes very similar to those of the Grand Prix Maserati with radial fins and an aluminium shield to force-feed the radial intersections, thus achieving the same excellent cooling characteristics as on the larger GP and three-litre sports cars.

Rear suspension is by means of a very light, yet robust, De Dion-type axle, different from that on GP and the three-litre sports cars in that the transverse leaf spring passes under the differential assembly and not in unit with the gearbox. The spring has four lightweight leaves.

Front suspension is made up of double wishbones and coil springs. The chassis is extremely robust and rigid with two main longitudinal tubes having equal dimension tubes outrigged to prevent chassis twisting,

this is joined by tubular rigging to carry body panels and rear suspension units. 4.00 by 16 wheels are fitted to take 5.25 by 16 tyres at the front and 550 by 16 tyres at the rear.

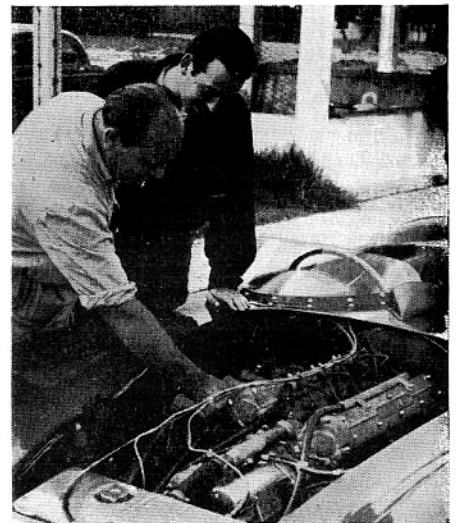
Tank capacity is 25 gallons and the car runs on 90 octane fuel. Wheelbase is 2150 mm, front track 1250 mm, rear track 1200 mm and ground clearance 120 mm.

Several engines of this type have been produced for running on an alcohol mixture for racing motor-boats one of which incidentally holds the World's record for the 1500 cc class. Those engines are tuned to give 150 hp.

Behra's car with the 8/38 (4.75 to 1) rear axle gave 131 mph at 8000 rpm and with the 9/38 (4.2 to 1) the car should be capable of over 140 mph. The car, as previously mentioned, was tested at Modena Autodrome, with the now standard metal cover fitted over the co-driver's seat and a windscreen for the driver only. In this car the passenger's seat was removed and its place was taken by a seat-shaped supplementary fuel-tank which was then permitted by the FIA regulations.

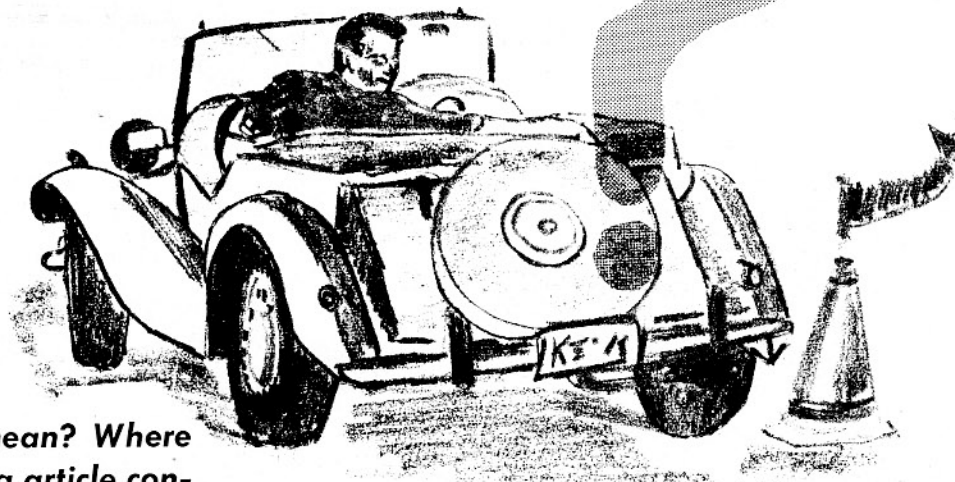
The deep-throated roar as the car started off on this test run was quite unlike the noise of any Maserati I had previously experienced, but the effortless gear changing was what immediately overjoyed me. After two laps of getting settled down in the car the foot went down, and the response was immediate. Although lacking the smooth acceleration of the six-cylinder two-litre, the four-cylinder was considerably quicker off the mark, clearly demonstrating its wonderful acceleration at the lower rpm range.

Through the tight "S" bend the car showed remarkable stability. There was a noticeable lack of rocking and swaying coupled with an absence of that all too frequent and unpleasant sensation of being nearly ejected from the car as it goes quickly through a corner. Round the long curve and down the straight, 7000 rpm in fourth was there quickly, and 7500 rpm was indicated before the braking point for the left-hand corner which came up at slightly under 130 mph. Through the right-hand bend and the left-hand corner before the pits the car went up rapidly to 7700 rpm in third gear and on the pit straight up again to 7500 rpm in fourth. The third time round the car achieved its 8000 rpm on the main straight thus reading 131 mph with the 8/38 rear axle. On coming into the pit's straight the corner was taken a little too fast, but with a slight tail twitch and correction the Maserati was taken through without a hair being turned.



Maserati chief mechanic Guerrino Bertocchi makes an adjustment to the Weber carburetors prior to Hans Tanner's test run.

facts you should know about gymkhana



Gymkhana—What does it mean? Where did it originate? The following article contains some interesting facts about the fascinating “Game on Wheels.”

by DICK SHERWIN

There are generally two things that are dear to the heart of an enthusiast—his wife and his sports car. Then, again, we have a few dogmatists, among the group, who can even narrow it down further but we won't go into that right now. We are primarily concerned here with that great sport acquired from our European constituents—motoring for fun. As most of you readers know there is more than one activity that you can participate in in your sport car. And I know this is going to shock a few of you but, yes, there is something more you can do in sports cars besides run a rally!

Among the more popular activities performed in a sports car include: road racing, concours, hill climbs, trials, gymkhanas, smooching and other related activities. And since you have already read the caption of this article you know (you're not stupid!) that this article is concerned with gymkhanas and none of the other, less important, activities mentioned above.

The term “gymkhana” did not originate from the sports car crowd, surprisingly enough, but from the Indians. Yes, people were entering gymkhanas long before anyone ever heard of “speed shifting,” “nerfing” or “cornering.” It first referred to playing games on horseback, very similar to the present day practice of playing games in cars (and by the way, gymkhanas on horseback is still very popular).

Generally, all that is needed to run a gymkhana is a large flat area (parking lots, school grounds, etc., are ideal). Pylons, rubber-type, and stop watches complete the list of necessities. The rubber pylons are situated so that they form an obstacle course, i.e., they are laid out in various formations as to form courses

in which the driver must drive through as fast as possible without knocking down one of the pylons—simple enough! Now let's try it once.

As you approach the starting line you are completely calm and unshaken. Don't let the starter make you nervous when he screams at you yelling: “Get the hell off my toes you idiot, and turn your car around, you're going the wrong way.” This is a deliberate plot upon the starter's part to get you riled. After you have turned your car around and are in proper condition to start keep your eyes on the starter. The checkered flag goes down and he yells “Go!” errrr, errrrr, screech . . . bam! Calm! calm!, keep calm! You take it out of reverse and put it in low gear, jump out and untangle the bumpers (you accidentally bumped into the guy's Carrera behind you) jump back into the cockpit, fasten the safety belt and you're off! Up through the first two pylons turn left . . . or is it right? Well, you turned right, your guess was right. Now through the figure eight twice, around the outside pylon, headfirst into the parking area, now back-out through the figure-eight again and down to the end of the parking lot through the pylons doing a “thread the needle.” Drop it into low gear, wind it up to 5500 rpm, speed-shift it into second, race down to the opposite end of the course, hit the brakes hard! (you must straddle the pylons perfectly), reverse it . . . clank! So you drop a gear or two, so what. Around the next two pylons, park it . . . flip . . . another pylon down (ten second penalty) back out, put it into low and race for the finish line!

What fun! You are now initiated. You did it in 2.2 minutes! Great! Oh, oh, six minute penalty. Oh well, it was fun!

Driver of the Month



Jack McAfee

"I intend to continue specializing in the under 1500 c.c. sports cars because I feel that the larger bore machinery will eventually be replaced by the smaller displacement engines. Not only that, but the smaller car is a lot more fun to race," said Jack McAfee. "I carry blisters for days after pushing 'the Black Horse' around a course."

Jack McAfee was born December 22, 1922, in San Francisco of French-German descent. His mother and father still reside there. His dad is the general sales manager of Interstate Engineering. One sister, Mara, is a model in New York. Jack now lives in Manhattan Beach with his wife Pat and one daughter, Laurel, age one. Mrs. McAfee is president of the Women's Sports Car Club, enabling her to participate to a greater degree in Jack's Number One hobby.

Jack's hitch in the Navy from 1942 through 1946 as a machinist's mate really whetted his appetite for the go-fast machinery. His introduction to speed was in 1940, racing roadsters on the dry lakes with the Southern California Timing Association, later turning professional to race sprint cars at the old Carrol Speedway and various other tracks. During this period he worked at the G.M. Truck and Coach Division as a diesel mechanic.

"My flamboyant youth was spent as a newsboy, working in a service station and attending John Marshall High School," Jack related, "and my first owner-driver car was a model T Ford! I stopped racing sprint cars in the late '40's, entering the first road race to be held in the southland at the old Santa Ana Air Base in a super-charged Cadillac. Anything and everything ran in those 'pioneer' days. I drove the same 'Cad' for Tony Paravano in the first Mexican Road Race, placing 10th overall driving solo. Tony then acquired an XK Jaguar which I believe was my first overall win at Buchanan Field, Oakland."

Jack had difficulty recalling the exact dates of some races since he participated everywhere and anywhere a sports car race was carded! Again in Mexico, in 1951, Jack tooled Paravano's Cad from 87th position to 16th when the engine blew up! He also got a first overall in one of the early Golden Gate races, lead footing a 4.5 Ferrari owned by Tony Paravano. The majority of Jack's sports car racing has been with John Edgar and Paravano machinery. 1953 saw Jack adding to his tremendous Scuderia of hardware at Palm Springs with a 4.1 Ferrari of John Edgar's.

"I believe it was in '53, Tony and I went to and picked up a 2 Litre Maserati at the f-

at Nurburgring, Germany, co-driving with Hans Hermann and running 2nd 'til an oil line broke."

Back again to the Mexican Classic in 1953, Jack wheeled a 4.1 Ferrari Coupe to 5th overall. Nothing but his sheer love of the sport and a great deal of courage kept Jack McAfee's name in the racing programs after his very dark year of 1954. Three incidents, any one of which had all the potentials of ending his career, occurred. One at Sebring when a 4.5 Ferrari with a gas leak caught fire and burned. Jack escaped with no injuries. Then at Bakersfield in another Ferrari, he lost it on a wet and slippery track, hit a hay bale and the car flipped; again no injuries. Culmination was Mexico co-driving with Ford Robinson in John Edgar's 4.9 Ferrari, the transmission froze, the car went end over end. Jack escaped with minor cuts, but it was his co-driver Ford Robinson's last ride.

A few of the great races were Sebring, driving a Porsche Spyder, getting a 2nd in class and 2nd in index of performance. Torrey Pines—again a Porsche 1st in class, first in the 1500 c.c. event and 3rd overall with a 3.5 Ferrari. Palm Springs, second with a 3.5 Ferrari. Stockton, 1st, a 3.5 Ferrari; Cumberland, Maryland, a Porsche, 1st in class, 1st in 1500 c.c., same car. Then in the main event, showing his Porsche exhaust to Ferraris and D Jags getting a 2nd overall!

Texas gave his "flying Spyder" a first in class. Elkhart Lake a first in the 1500 modified and 2 litre race. Beverly, Mass., 2nd in class with the Porsche. National Hill Climb, Wilkesbarre, Pennsylvania; 1st in class F. modified, Brynfan Tyddn. 1st in class, 2nd overall, the Porsche, and before Nassau rolls around Jack will have the all new Space frame Porsche Spyder with 145 H.P.!

"Musicwise I prefer Dixieland. Pat and I have a closet full of Dixie records. Our pets are limited to cats. My favorite dish is spaghetti." Jack does carry a German good luck doll in his Spyder, and a letter from Dr. Porsche written in German wishing him good luck. His greatest thrill was the Cumberland race. "I preferred Caracciola of the old school of drivers," said Jack, "and at the present in the professional, Sam Hanks and in the amateur status, Phil Hill." I asked Jack what he recalled as his roughest ride and he said: "At Palm Springs I lost my brakes in a 4.5 Ferrari early in the race but continued on for the balance of the race with clutch and compression."

We salute Jack McAfee, one of California's great sports car drivers.



by Bill Barrett



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MG-A*



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**TO SOLVE AN OLD
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Vince Pape, of the Pit Stop Garage, in Burbank, recently solved the family man's problem to owning a sports car. A little imagination and the proper facilities enableed Vince to construct a 'Rumble Seat' capable of holding two to three of the younger members of the household.

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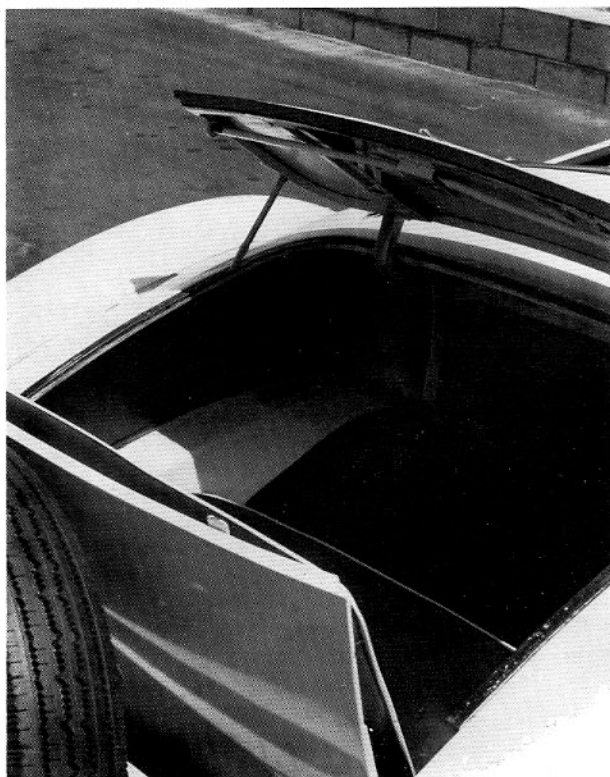
★ HILLMAN

★ SUNBEAM RAPIER

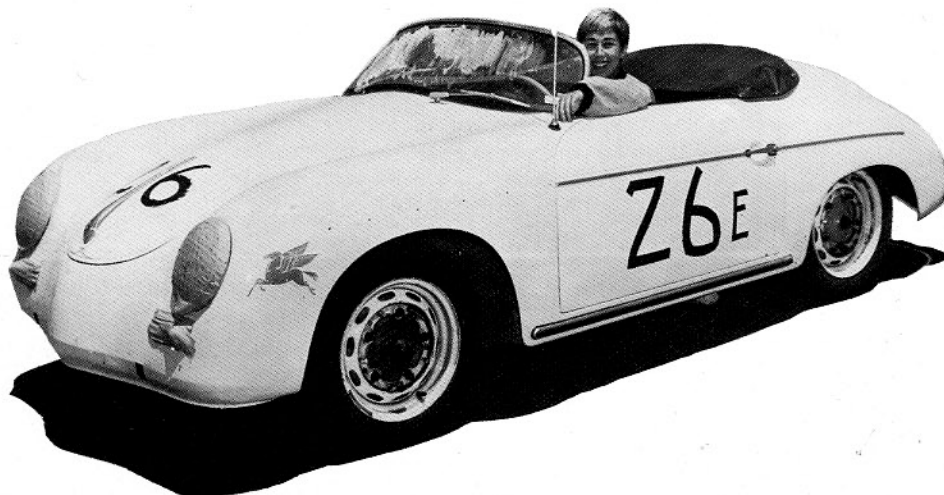
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SPORT OF QUEENS



RUTH LEVY

"I don't believe anyone anywhere in the States drives as hard, or as fast, as our own California Sports Car Club 'pilots,'" and I quote Ruth Levy, a new feminine star in the racing orbit. Born in New York City in 1930 Ruth readily admits that she is superstitious. Just spill some salt in her presence! Ruth is divorced. She has two lovely daughters, Jacqueline, age four, and Pamela, two and one-half years young. The family moved from Minnesota to Brentwood, California this spring. "If it hadn't been for the warmth and friendliness of the sports car enthusiasts I met out here it would have been difficult to remain," said Ruth. "This city can have a cold, cold atmosphere!"

"I started racing with hot rods and stock cars when I was 16 but retired for a wedding band. I re-entered the speed for trophy scene in January, 1955 when the Land O' Lakes region of SCCA staged a race on frozen Lake Phalen. They marked the course out with sand—we lost two sand trucks which dropped thru the ice! The temperature was 10° above with a balmy 30 mi. breeze from the North. The drivers meeting was held on the ice and instead of 'Gentlemen, start your engines' the starter yelled 'crash,'" Ruth garnered a first in the ladies race with an MG Mark II owned by Cris Tanida. Ruth's

entry into sports car ice racing was via a dare with Tanida contributing the motivation. Her second race saw Ruth getting the red flag during the race. Since they were racing on an airport track she immediately visioned a plane landing. Jumping out of the car she started pushing it off the course. Her hands slipped down onto the hot exhaust pipes and as a result two balloon sized blisters appeared. Her friend Tanida covered her hands with vaseline, then slipped gloves over them. Taking her hands in his he snapped both shut, breaking the blisters! Ruth continued the race with a pair of very sore mittens.

Ruth graduated University High School back home then enrolled in MacAlester College. After nearly running over the Dean, MacAlester and Levy parted company with an assist from the Dean!

May, 1955, Ruth really started lead footing it. Another SCCA race and another first in the ladies go pushing a modified Jaguar. "I then bought my first car," Ruth related, "a Porsche bombo." She entered the Porsche in the Milwaukee Grand Prix at the Milwaukee Fair Grounds getting a third overall in Class F. This was her first go with the men! Sept. of '55 saw Ruth lead-footing it to a fifth overall, class F, at Elkhart Lake!

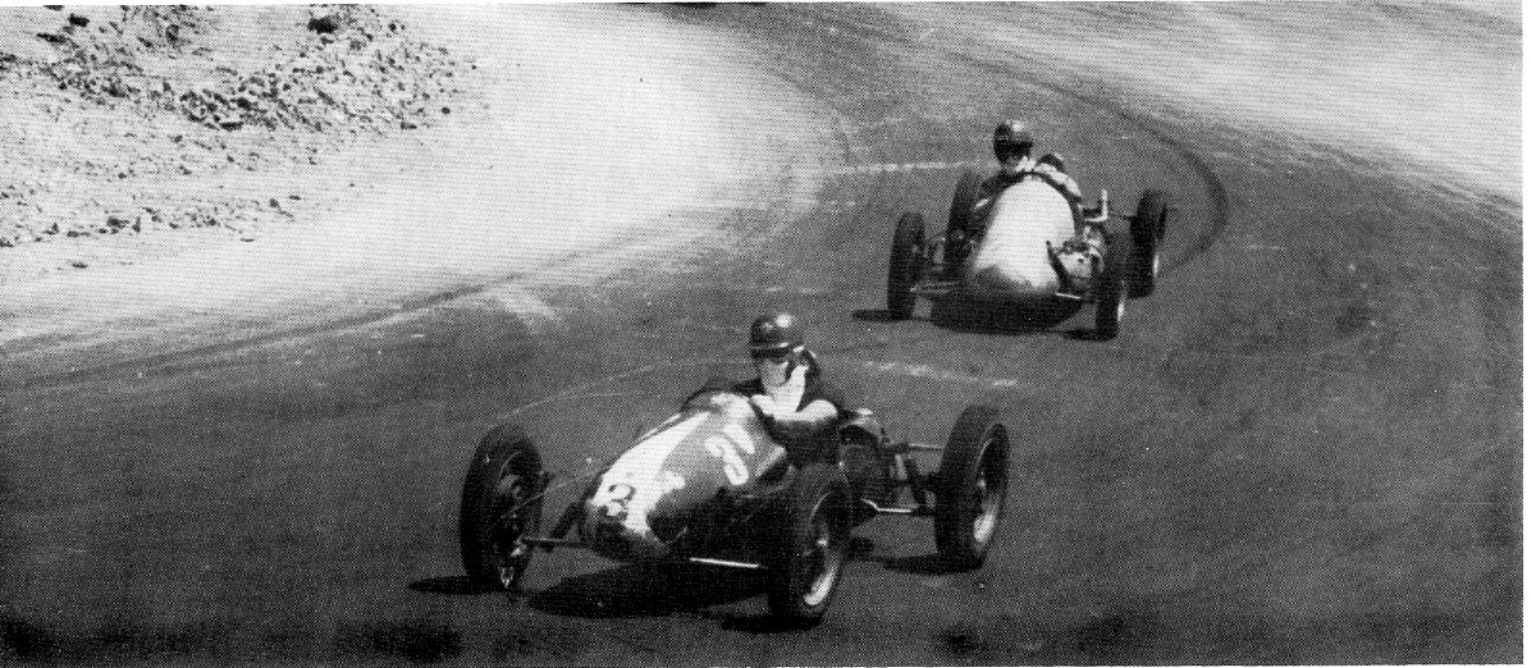
Her first California race was in May this year with her new Porsche

super speedster coming in second behind a Mercedes 300SL in the ladies go then taking a fourth in class with the men! Pomona, a repetition, second behind a 300SL again in the ladies race and a third in class in the over 1500 production. Santa Maria, second overall, behind ace woman pilot Josie Von Neumann. San Diego saw her get a first in the ladies race—and a repeat of this at Paramount Ranch. Culmination of her brilliant driving, in her own 85 H.P. Porsche, was a first in class E, the main event, and 11th overall! Ruth being the only woman in the race!

"I love to race," Ruth stated, "no cops, no stop signs, just stand on it!" Ruth likes the new Paramount Ranch course where "it makes racers out of drivers, drivers of novices and chickens of the spectators," she stated.

Continued on page 26





George Robitschek

Bruce Kessler

Formula III racing has been gathering impetus throughout the United States. One of those responsible for its ever-widening popularity is a young man who has won practically every race he has entered since he began Formula racing less than a year ago. His name is Bruce Kessler. Bill Barrett, an expert at interviewing prominent racing personalities, records Bruce's interesting background almost on the eve before Bruce must take a year's leave of absence from west coast racing.

"The only time that I've ever raced without my I.D. bracelet (inscribed: Property of Little Lead Foot) was at Torrey Pines in 1954. Going into turn one behind Cy Yedor the steering arm broke and the Siata Spyder that I was driving flipped. I wasn't injured but I sure wear that bracelet now!" quoted Bruce Kessler, one of America's youngest and hottest 500cc drivers. With his Mark 9 Cooper, a one-cylinder, double overhead cam Norton engine, putting out 50 horsepower, Bruce has overtaken and passed some of the very large racing machines such as Jaguar and other Specials. With the tiny 540 pound Cooper it becomes apparent why Bruce says "it's a 'ball' to drive and the least expensive way to get into racing.

"500cc club members are very helpful and friendly, even to the extent of lending a fellow member their engine. The club is primarily composed of racing members including our president, Harry Morrow."

Bruce was born in Seattle, Washington, March 23rd, 1936. The family moved to Beverly Hills in 1946. He has two brothers; Ricky, age seventeen, Stevie, nine, and one sister, Mimi, age fourteen.

"My first car was a chopped and channeled '36 Ford coupe with a full-house Merc. flat head engine. I entered it in a few drag races then sold it for a '50 Olds. coupe. In 1951 at Saugus drag strip the Olds. turned 96 mph in the quarter mile. In 1953 I apprehended my mother's black and turquoise Jaguar roadster and entered it in the Pismo Beach Hill Climb in Oct. '53, getting a first in the over 1500 production class and a first overall." Thus began a brilliant racing career that was to be climaxed by his unbelievable first overall at the recent Santa Barbara races in the big car consolation race. Some of Bruce's victories over the three-year period of racing included smashing victories at some of California's top courses.

Bruce is 6'1", weighs 185 lbs., has reddish brown hair and mischievous brown eyes. He became interested in sports cars hanging around the late Pappy Pedigo's garage. Bruce was still attending Beverly Hills High and in many of the first races that he participated in his school books were right beside him in the cockpit!

After graduation Bruce went to work for Warren Olson's sports car service chasing parts. The great Cal Niday was also working for Olson and a lot of Niday's tremendous racing know-how rubbed off on Bruce. Niday advised Bruce that no driver is a super human on the race course. Bruce received advice from other top West Coast pilots also. Bill Pollack told him to leave a car when it gets into trouble. Cal, the flying Texan, told Bruce that a driver

be beat and that you should expect a certain number of accidents to happen.

Bruce's family allowed him to race with one proviso—that he buy and maintain his own cars. His early car was known as the "fastest dent in Beverly Hills." Metal work was expensive! "My only injury was not in a race," Bruce related, "but returning from Mexico in Porfirio Ruberosa's Coupe Deville I ran into the rear end of an unlighted truck, totaling the Cadillac and banging me around quite a bit."

When asked why he raced, Bruce replied, "It's a challenge. I have no fear of injury. I'm always thinking of the car yet aware of what can happen."

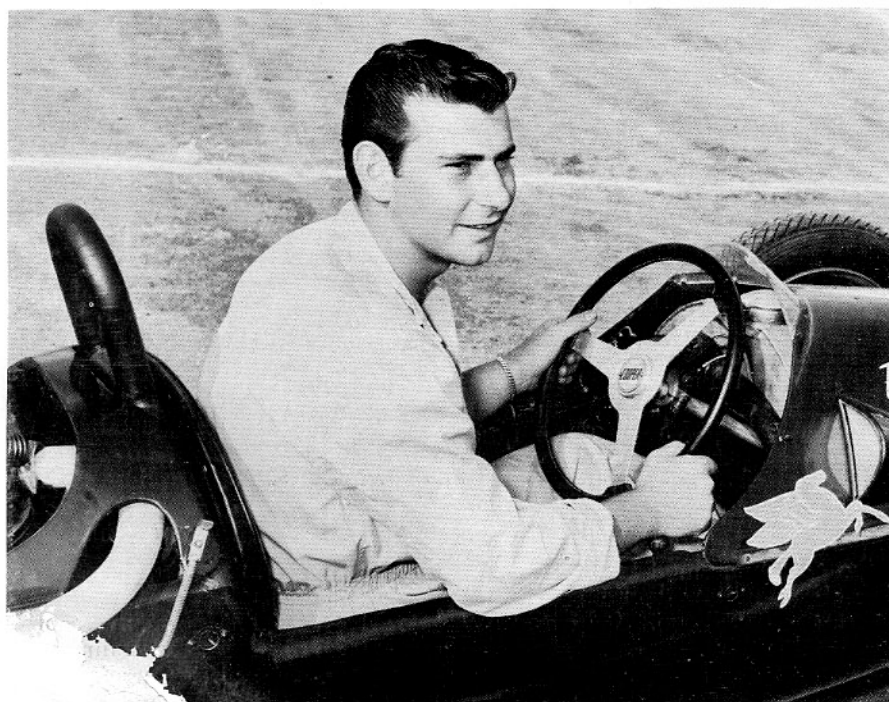
Bruce met his racing companion, Lance Reventlow, while both were at school in Arizona. Lance was captain of Southern Arizona's polo team and Bruce was captain of Brandes football team. Difference of opinion as to Reventlow's Jag, sedan and Bruce's American coupe and the pros and cons of American vs. European automobiles made them fast friends. Lance joined Kessler's pit crew later on.

Quite a bit of Bruce's racing has been for others, such as a very quiet period with Tony Paravano's stable. He also drove Reventlow's Mercedes 300SL and Joe Lubin's Aston Martin DB3S.

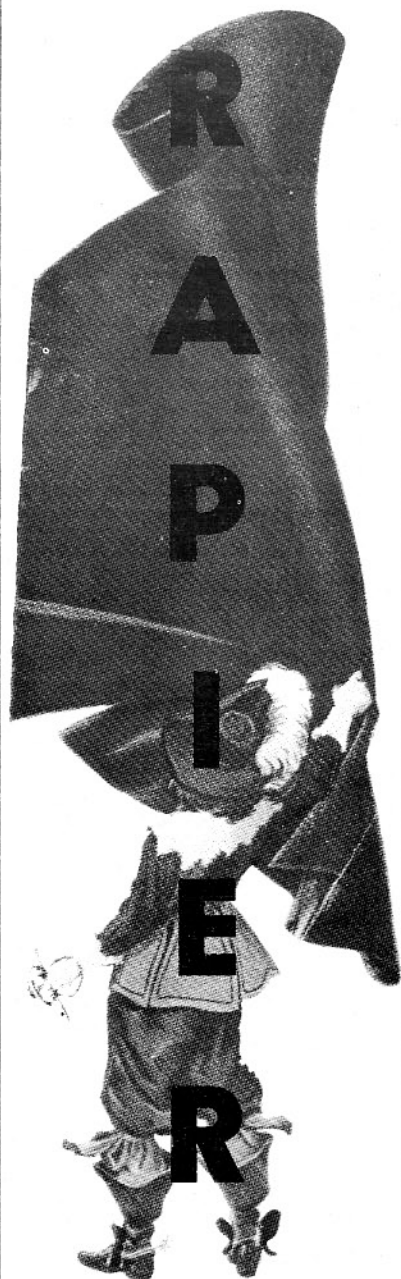
Bruce is the playboy's playboy. He likes to travel but will spend the next year in New York in the sales division of his parents' Rose Marie Reid Corp.

Two of Bruce's favorite drivers are Carroll Shelby and Bill Pollack. He is a member of the Beverly Wilshire Health Club, the 500cc Club of America and the California Sports Car Club. His favorite pit stop is the Coach and Horses restaurant in Hollywood. Bruce doesn't like to wear a tie. "I'm basically lazy, I like animals and have a poodle that answers to 'Shortcake'." Bruce is engaged to charming Brandy Zito but they haven't yet set a date.

Bruce may go to Europe next year, buy a Cooper and race on the Continent. And if "little leadfoot" goes there like he goes here—look out you Continentals!



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That fabulous Lloyd

When we first approached the Lloyd it left us with mixed emotions. The car itself is not at all breath-taking to look at, being quite small and giving the impression that the neighborhood newsboy could give it a good race on his bicycle. Such was not the case.

On the optimistic side the car has many excellent mechanical features that you would normally expect to find only on cars of a higher price. The excellent rack and pinion steering was the first of these, it being very light and positive, its only fault being that which is characteristic of all front wheel drive cars, that being, under hard acceleration in low gear the wheel pulled slightly to the right and would vibrate a bit.

The pedals are very far to the right due to the wheel hump. Take caution, at first, to avoid stepping on the clutch pedal rather than the brake pedal. However, the pedals are adequate in size and once you get used to their positioning they work well, particularly the brakes which are amazing in their ability to stop the car and stop fast!

The transmission, although non-synchromesh, can be shifted as fast as you can move the lever from gear to gear—without any clash.

The interior of the car is very functional with attractive and strong plaid material covering the seats. The dash panel is limited to the speedometer and warning lights. There is no outside trunk lid, access being gained by folding the rear seat which exposes the spare and sufficient room to carry ample luggage for four people for at least a week.

The best method of driving this car is to get into top gear as soon as possible and then carry on to your heart's desire. First gear is decidedly noisy and second is not much better but in third the car is quiet.

The performance of the car is amazing when you consider the size of the engine. The acceleration is modest up to 30 but after that it accelerates quite well. Proof of this shown by its 0-60 time of 27 sec. The Lloyd climbs hills much faster than would be suspected but we wonder what would happen if

we had to stop at the bottom of a steep hill.

The car can be cruised indefinitely at top speed with no damage to the engine. Williamson Motors, the distributors, informed us that the engine should be good for 60 to 70,000 miles before major work need be done and at that time the engine is taken out and for \$57.50 a factory rebuilt engine complete with guarantee is installed. Rather economical overhaul to say the least!

The car has no vices in the handling department other than the fact that it is very light in the rear and under hard cornering you get the feeling that you are on ice although the swing axle keeps the wheels firmly on the ground.

One major criticism is the lack of ventilation in the passenger compartment — two sliding windows having to suffice, however this has been remedied in the next shipment of cars. They will have roll-down windows in the front and sliding windows in the rear.

There is a definite market in the United States for an economical and functional car. We believe that the Lloyd comes closest to fulfilling this than any other car. For years manufacturers have been attempting to build a car that was not only useful but that suited the average man's pocketbook. A car that the wife could take back and forth to the market or a student could take to and from school—in short a practical second car. The Lloyd fits the bill admirably.

Specifications of the LLOYD "600"

Price	..... \$1395
Engine	.... Two-cylinder, 4-stroke, air-cooled, transversely mounted
Bore	..... 77mm
Stroke	..... 64mm
Displacement	..... 596cc
Compression Ratio	..... 6.6:1
Horsepower	..... 19 at 4500 rpm
Transmission	..... Three forward
Brake size	..... 7.9" dia.

ACCELERATION

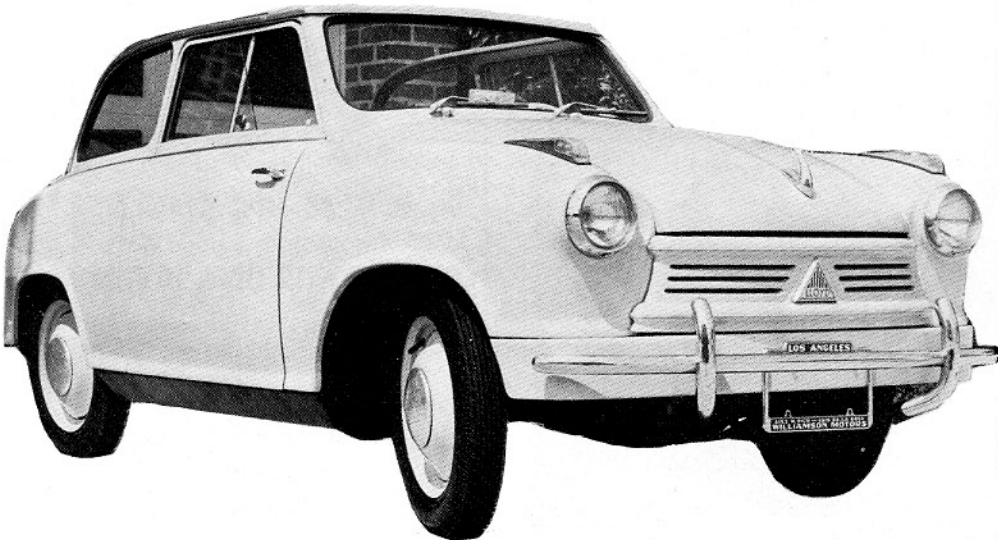
0-30 mph	..... 11 sec.
0-60 mph	..... 27 sec.
Top speed	..... 65-68; average 66.5
Mileage	..... 38-44

MAX. SPEED IN GEARS

1st	..... 14 mph
2nd	..... 45 mph
Tires	..... 4.25 x 15
Tank capacity	..... 6.6 gal.

DIMENSIONS

Wheelbase	..... 7
Overall length	..... 7
Weight	..... 7



Stevens

BOLTS & NUTS

By JACK BRUMBY



Your Spark Plugs have to stand up to sudden changes in pressure and temperature which occur inside the engine cylinders. They must be sufficiently well insulated to support high voltage. The material they are made of has to withstand corrosion by combustion gases which is increasingly strong with the use of anti-knock fuels.

Spark plugs must therefore possess special thermal, electric and mechanical properties, while at the same time, they must be absolutely gas tight.

Specifically they must have: (a) good heat conductivity to allow quick heat dissipation; (b) high resistance to jumps in temperature, within a very wide range. (c) excellent insulation and dielectric rigidity even when hot, so as to allow dispersion of current and perforating discharges; (d) good mechanical strength, and gas tightness.



Most spark plugs manufactured today possess these qualities. You more or less pick your brand, pay your money, and enjoy a few thousand miles of miss-free performance. Please note that I have said, (a few thousand miles). It is my personal opinion that the best plugs made are not near good enough for the present day high performance engines.

Careful analysis by some of the leading testing laboratories have proved beyond a shadow of doubt that several of the leading European manufacturers' products are far superior to the domestic brands in workmanship and material. This might be caused by the ever increasing lack of competition among manufacturers in this country. There was a time when a list of spark plug manufacturers in this country would fill a page of this size, today we have less than the British Isles.

Almost every year another American automobile maker tosses in the towel, and we are rapidly approaching the era of complete monopoly by the big companies. This sad situation is bringing about the deterioration of American products, and American skilled labor. There are those that will not agree with me on the above subject, but I will rest my case with this fact. We have two automobile brake manufacturers in this country. THEY ARE GIVING THE AMERICAN PUBLIC THE SAME BRAKES TODAY ON 200 (and more) HORSEPOWER CARS, THAT THEY INSTALLED ON CARS TWENTY YEARS AGO. Oh yes, and if you ask 'what about power brakes,' attention to the 1935 Lin-

Getting back to spark plugs—Spark plug thermal properties are manifestly the primary consideration for their use. In each type of engine the spark plug has to work between two decidedly different heat limits—self cleaning temperature and self igniting temperature. The spark plugs behavior under certain conditions is determined by the heat grade, which is a number established in proportion to the number of seconds which the spark plug takes to provoke self-ignition on a specimen engine. Spark plugs with a high heat grade are called cold, and vice-versa are called hot.

For high speed engines, where compression and RPMs are high, a cold or high heat grade spark plug should be used. For low speed engines and low compression engines, a hot, or low heat grade plug should be used.

If the spark plug is given to pre-ignition or self ignition, it should be replaced with a colder plug. If the spark plug shows carbon soot and oil it should be replaced with a hotter plug.

For racing it is always advisable to warm up on a hot plug, and then change to a colder one for the event.

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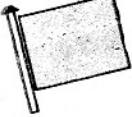




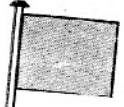
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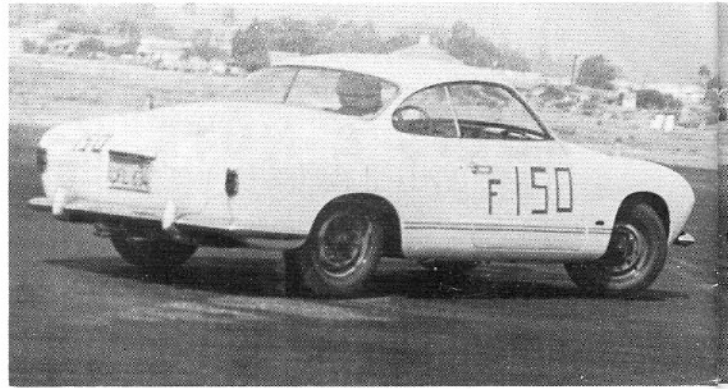
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THE VICTOR, Ken Miles after winning the semi-main at Santa Barbara, in a Porsche Spyder, against a tough field of competitors.



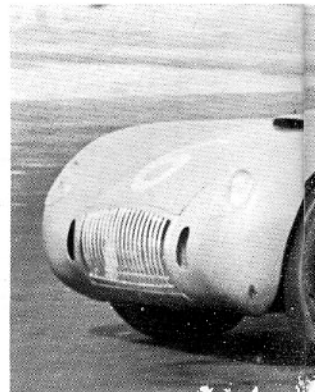
A little body work was needed after Miles lightly smashed his spyder into a spinning Ghia-Porsche.

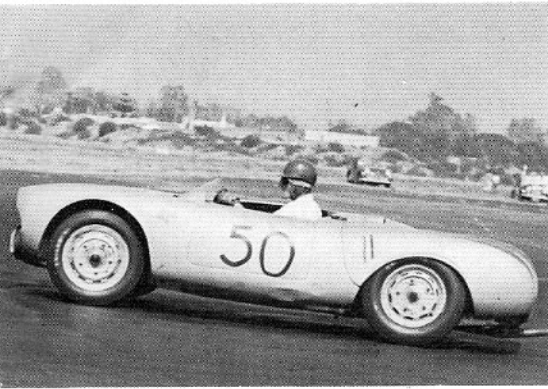
Sports Car

Pictorial

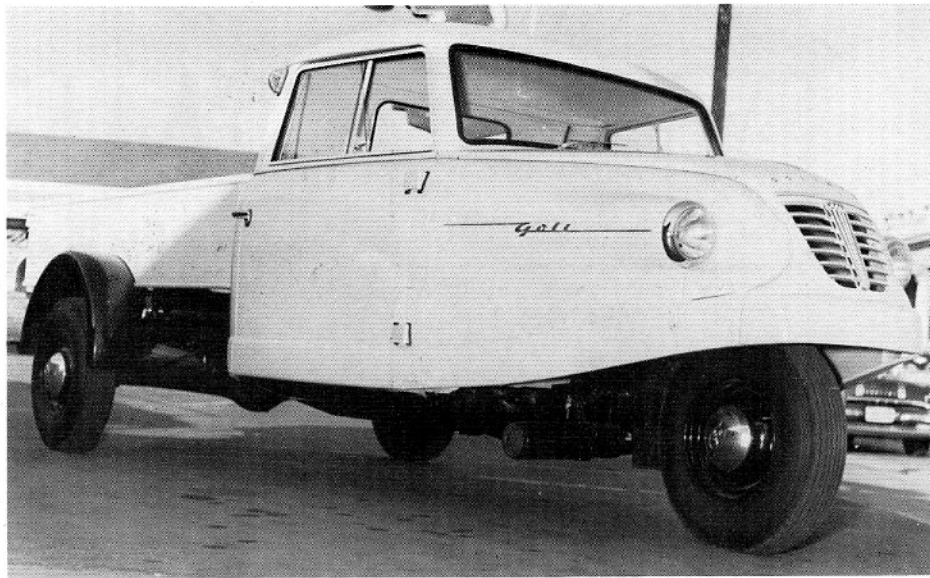


The 1956 stable of Lotus'.

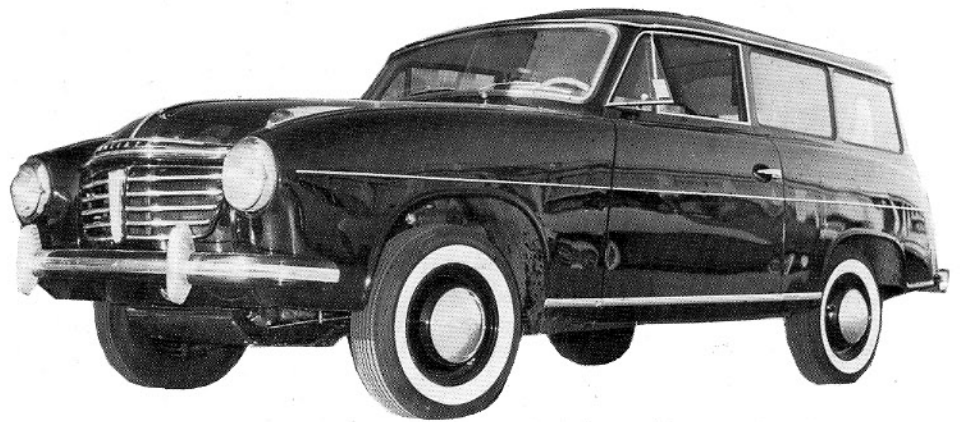




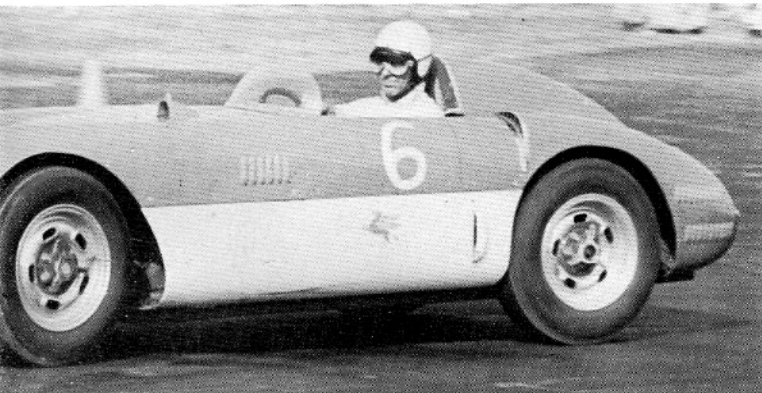
The Goli, utility addition to the German made Goliath



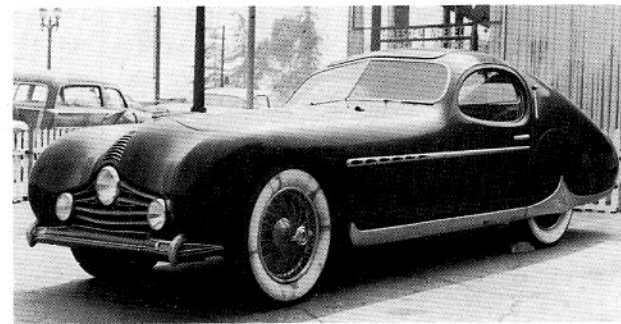
Harrison Evans, winner of the over 1500cc main event at Paramount Ranch, receives the Rheingold trophy from, not one, but six, gorgeous gals - all nominees for the 'Miss Rheingold of 1957' title.



A new addition to the Goliath line is this sleek all purpose station wagon.



Bill Murphy calmly driving the fuel-injection Buick-Kurtis to a first overall at the Santa Barbara main go.



1952 Talbot Lago coupe, classic Paris show car is now on display at McAfee Engineering and, from what we understand, could be had very reasonably.

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Behind the snowfence

by *Simone Warren*

Five years ago a friend invited me to my first road race. En route he talked of visiting his friends in the "pits" and I anxiously anticipated an excursion via mine shaft down to a mysterious labyrinth of tunnels, lighting our way by small headlamps fastened to our berets, to a dimly lit pit occupied by an underworld of mechanics and grease. The inaccuracy of my imagination serves as a reminder that those behind the snow fence often have remarkably refreshing ideas as to what this road racing is all about.

All of you who have towed or driven your entry to the races, or enjoyed a brief escape from the pits to the world behind the snow fence have, I am sure, encountered fabulous misinterpretations, misconceptions, misrepresentations and just plain mistakes. This column will be devoted to you and the incidents you have experienced with that strange group of creatures on the other side of the snow fence. Submit them to me and if your incident is published a one year subscription to this magazine will be yours. Names will be withheld upon request.

While towing Randy MacDougall's 2 litre Ferrari to the last running of the Reno Road Races two local boys gathered around the car during a coffee stop in a small town 200 miles from nowhere. Bobby Coogan, always a fast man on the draw, was asked what kind of a car it was. In those days the Ferrari factory graciously inscribed in chrome the name of the buyer on the side of each car, and Coogan, looking the eager young novices straight in the eye said "It's a MacDougall." "Where do they make 'em?" said the young men quickly. "Czechoslovakia" said Coogan casually. "Oh yeh, that's right," said the young men in unison, who, of course, knew it all the time.

Stopping for the inevitable coffee break en route to Seafair three older visitors of a small cafe just outside of a small town in Oregon became quite excited when they spotted the 1100 Cooper sitting on its trailer outside the window. After much excited discussion of the matter they made their decision: "It's too little to be anything but a soap box derby car."

And then there was the guy on this side of the snow fence at Santa Maria who informed drivers they could run with their "TONTON" covers.
 Hi ho Maseratti

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Sports News (Continued)

For many years several sport car enthusiasts and drivers of sprint and racing cars have requested a light weight form fitting glove that is extremely thin to allow them the feel of the machine. There is now available a light weight ariated racing glove that has three elastic snug-ging strips around the back of the hand to insure tight fit no matter how many times the hand is flexed or moved. It has small air holes the complete length of the fingers to insure breathing, to prevent sweating. They are finished in a glossy black and sell for \$7.00 list. Available in all sizes at Webco, Inc., 19 E. Valley Blvd., in Alhambra—CU. 3-6366.



One of the easiest rally indicators on the market today is the Stevens Indicator. It was designed specifically for sports car rally use and will be appreciated equally by the expert ralliest as well as the rank novice. It has many time-saving features and is made of top quality material. For information write the Stevens Engineering Co., 2421 Military Ave., Los Angeles 64.

Another outfit to keep in mind for rally equipment is the Feldmar Watch Co. on Pico blvd. in Los Angeles. They are fastly becoming the southland's best stocked rally headquarters. They specialize in precision-made stop-watches and time pieces. Look for their ad in the Journal.

The new Speed-O-Motive high dome pistons are another interesting new item for the automotive minded enthusiast. They feature an engineered "power-dome" which extends up into the cylinder head to provide added "power packed" high-compression. This unique power-dome is designed so that combustion is improved and greater fuel economy results. Tests show increases of from ten to twenty per cent in power, mileage and speed. They are available for all engines as well as foreign cars. Complete balanced sets of HY-DOME PISTONS for most popular cars are only \$43.00 with custom fitted wrist pins included free. Write: Speed-O-Motive Piston Manufacturing Co., Engineering Dept., 9714 E. Garvey Ave., El Monte, California.



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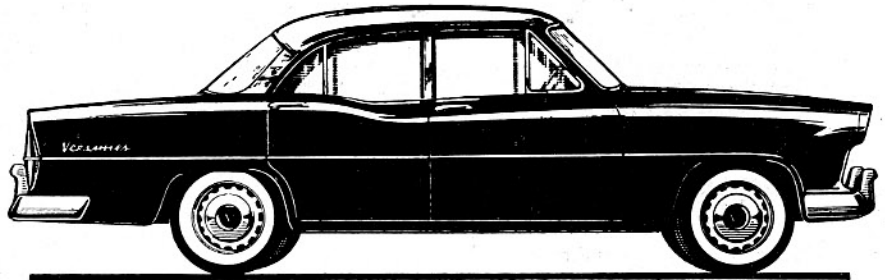


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RUTH LEVY— Continued

Linda Scott is one of her favorite drivers. "It's hard to be a woman and stay in a man's sport," Ruth said. She also believes that you can't drive by yourself any more than you can live by yourself. She's had a lot of advice and aid from friends such as Warren Olson and Rolf Wuetherich, the late Jimmie Dean's mechanic. Her favorite color is powder blue; she is five feet four inches of racing dynamite and wears her sun streaked blondish hair cut very short. Ruth wears a size 12 dress and loves to dress for a party. She drives her Porsche to the courses, races it, then drives it home. Her pet restaurant is the Coach and Horses in Hollywood, (the sports car drivers haven).

Ruth Levy, in a few short months, has made a tremendous impact on the Western racing scene and as they say, it's only the beginning boys, only the beginning!

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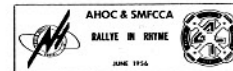
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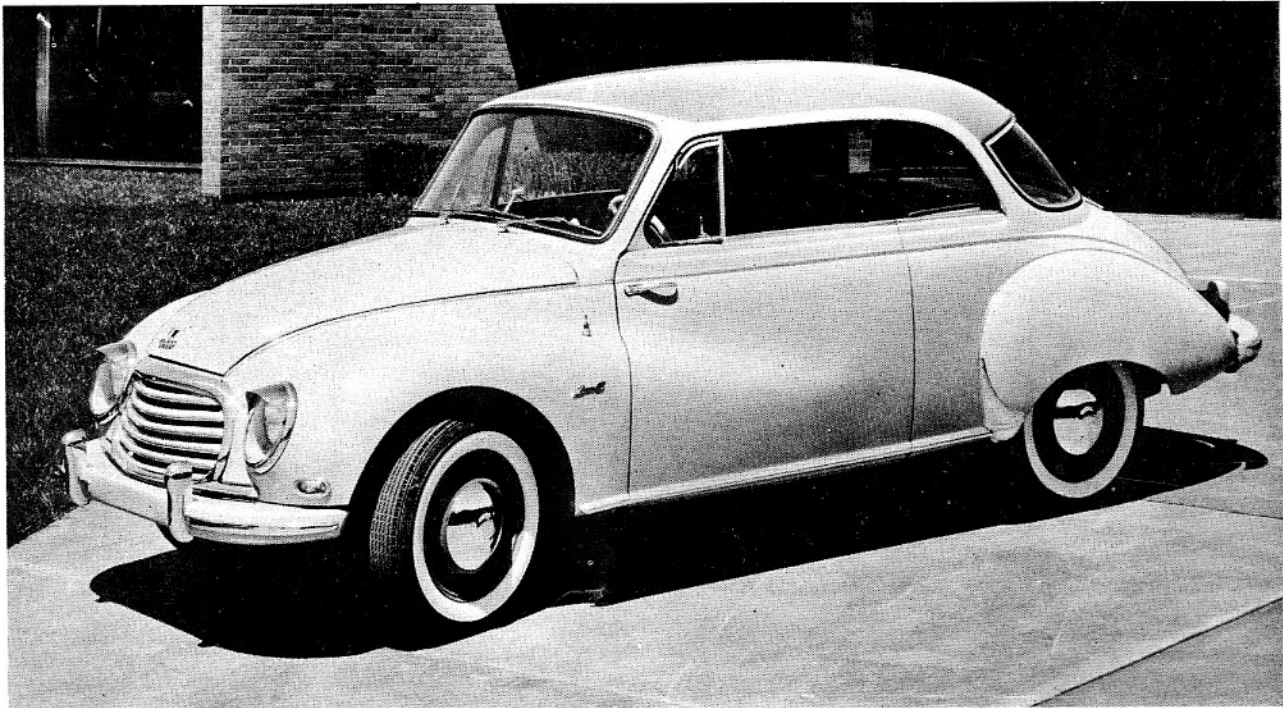
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