

THE OFFICIAL MAGAZINE OF THE CALIFORNIA SPORTS CAR CLUB

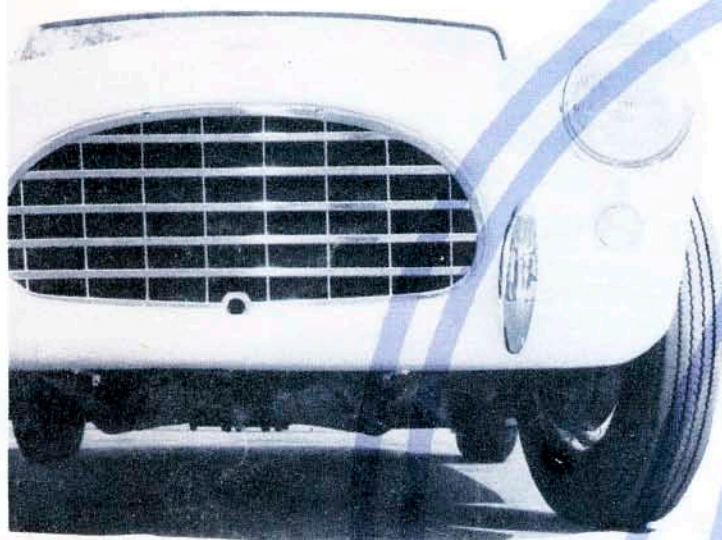


WEST COAST

SPORTS

CAR

JOURNAL

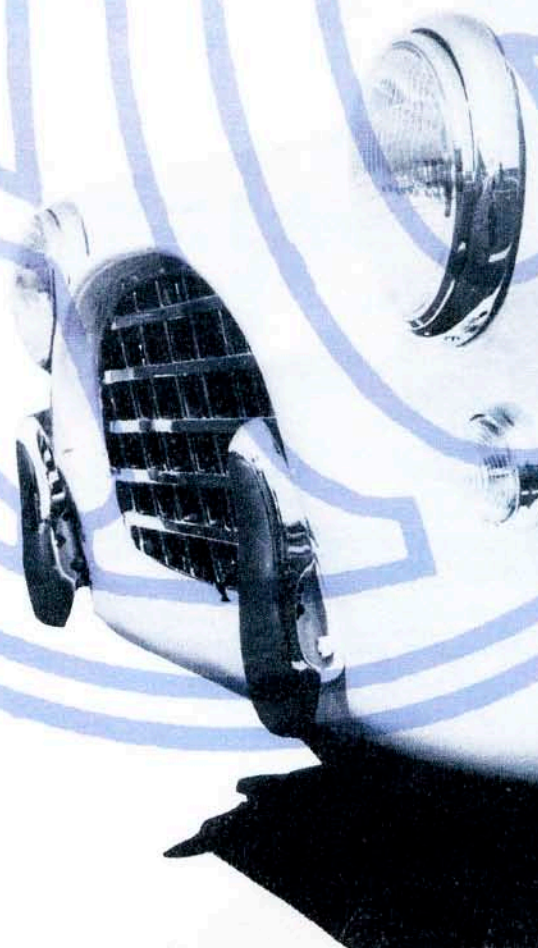


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EDITORIAL

Beginning with this issue (Nov., 1956) the West Coast Sports Car Journal will be the official magazine of the California Sports Car Club. This association was formed, not only in the interest of the Journal but as a mutual agreement between CSCC, perhaps the largest and most active sports car organization West of the Mississippi, and this magazine, as a coordinated effort beneficial to both parties.

The California Sports Car Club is comprised of over 1500 active sports car enthusiasts throughout the West Coast. They have sponsored more successful sports car road races and allied events than perhaps any single sports car organization within the United States. They have pioneered the sport of motor racing within this State—building and developing permanent race courses throughout Southern California. They are partially responsible for the phenomenal growth of interest in road racing—which is rapidly becoming one of the largest spectator sports in the country.

One of the major concerns of the club was the lack of an effective means of communication with its members. Although it was the largest and most active racing organization in the State there was no permanent club publication, aside from a monthly newsletter produced on a mimeograph machine.

We feel that the association between the California Sports Car Club and the West Coast Sports Car Journal will be long and successful.

WEST COAST SPORTS CAR JOURNAL

THE OFFICIAL MAGAZINE OF THE CALIFORNIA SPORTS CAR CLUB

EDITOR

Richard Sherwin

ASSISTANT EDITORS

Bill Barrett

Art Evans

STAFF

Buzz DeBardas

Jack Brumby

Doug Baney

Brian Stevens

Simone Olson

Aston Royce

ROAD TEST EDITOR

Dick Knell

CSCC EDITOR

Mary Hefly



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THE COVER

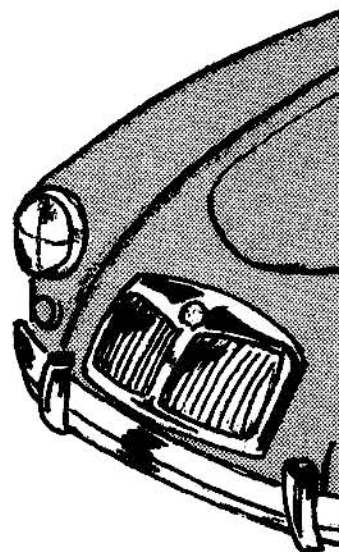
The AC Ace two-seater, an outstanding car in its field, dons this month's cover. The owner, Harvey Simon, was so pleased, after purchasing the car in England, that he prevailed upon us to do a road test so that we might see for ourselves its outstanding qualities. This we did and the results can be found on page 14.

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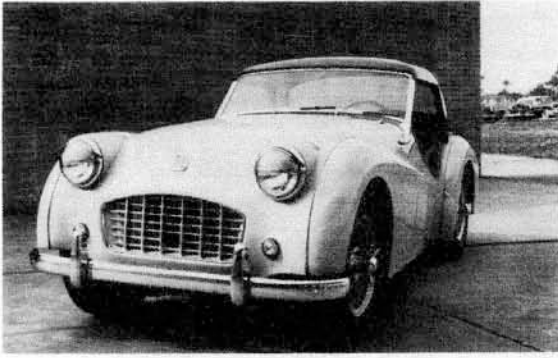


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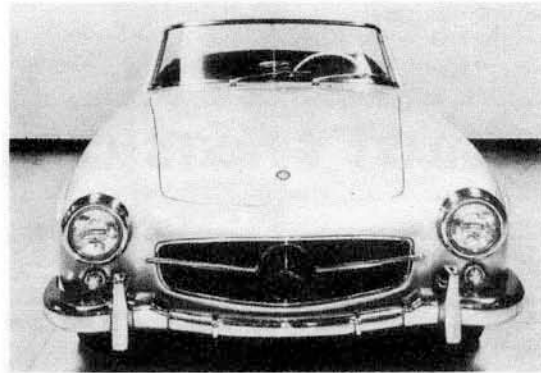
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CSCC Notes

New members this month were mostly in the drivers' category. Altogether 12 new ones joined the helmet brigade.

The Pomona Victory Banquet, held at the Carolina Pines, was a real going affair. Trophies were the order of the evening. Joe Weissman, with the assistance of Lew Kaplan, presented them to the sturdy survivors of a rugged week-end. Ed Barker, trophy collector for the Pacific Sports Car Club, made so many trips to the trophy table and did it so well he has been asked by several to become their permanent trophy collector. The sportsmanship attitude of the Pacific Sports Car Club has not been unnoticed. Mr. Donor of the Jordanell Continental Cafe presented the Club with a Sportsmanship award. As you know the Pacific Club has, after each race, given a "Hard Luck" trophy to some poor soul who shoulda stood in bed.

Don't forget, if you have a Jaguar Convertible you are needed to carry a star in the "Starlet in Hollywood Christmas Parade" call NO. 3-7691 after noon for details.

The Paramount Ranch Victory Dance and Banquet will be Grand Finale for 1956. Music by Don Ricardo, scenery by Glen-Aire. Reservations would be appreciated. Call the Club office or SY 8-1764 and OR. 4-6469.

CALENDAR OF EVENTS

November		
11	Hill-N-Dale Rallye	Victorvalley S.C.C.
17-18	2nd Running Paramount Ranch Road Races	California Sports Car Club
24-25	Nutz & Boltz Rallye	Convair Sports Car Club
December		
1	Paramount Ranch Victory Dance and Banquet	California Sports Car Club

1957—CALENDAR OF EVENTS

January 19-20	July 20-21
March 23-24	August 31 - September 1
May 18-19	October 19-20
June 15-16	November 23-24

Press-On-Regardless Rallye—
April 20-21

Locations to be announced.

NEW MEMBERS

- Jerome Bryant, Pasadena, California; American Airlines; Jaguar.
- Clifford Bundy, Rolling Hills, California; Aircraft Master Planner; '48 Jaguar, Austin Dorset, MG-TD, Crosley.
- Rod Carveth, San Mateo, California; Salesman, Aston Martin DB35.
- Carmen Considine, Los Angeles, California; Housewife; Alfa Romeo.
- Tim Considine, Los Angeles, California; Actor; Alfa Romeo.
- J. T. Crossley, Jr., Tujunga, California; Photoengraving salesman; Austin Healey, Mark XII Jaguar.
- Donald S. Doner, Los Angeles, California; Public Relations Director; Cadillac.
- Jack H. Gray, Pasadena, California; Stock Broker; V.W.
- Eugene Levin, Van Nuys, California; Plumber; Triumph TR-3.
- A. Ellsworth McKusick, Los Angeles, California; Architect; Jaguar, Renault.
- Colleen Rose Wilbanks, La Mirada, California; Car Hop; Porsche Coupe.
- Bob Winkelmann, Mill Valley, California; Mechanic.



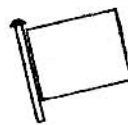
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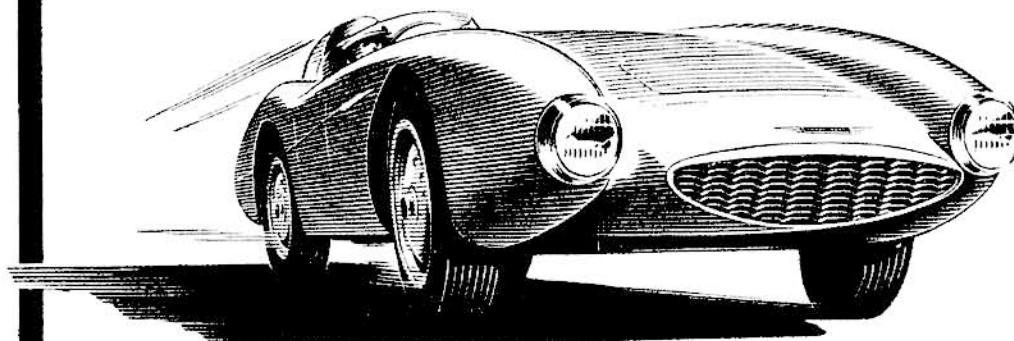
CALIFORNIA SPORTS CAR CLUB



2nd RUNNING

paramount ranch road races

NOVEMBER 17 - 18, 1956



CALIFORNIA SPORTS CAR CLUB, INC.

1703 North Kenmore Avenue
Hollywood 27, California

CALIFORNIA SPORTS CAR CLUB



POMONA

ROAD RACES

by Art Evans



Bob Drake takes turn 9 in Joe Lubin's Aston Martin.

The second running of the Pomona Road Races, held on October 20th and 21st by the California Sports Car Club, presented some of the finest racing that California has seen since Pebble Beach.

Lined up on the grid for the start of the over 1500cc main event, Sunday, was some very potent machinery indeed. Favored were Bill Murphy in his fuel injection Buick-Kurtis and Maston Gregory in Temple Buell's Ferrari Monza. But likely to threaten the confidence of the favorites were Ken Miles in a new 1600cc Porsche-Cooper, Eric Hauser in the Morganson Special, Harrison Evans in his Ferrari Monza and John Von Neumann in the beautiful Ferrari Testa Rosa.

At the drop of the flag, Bill Murphy was first through turn one, something he has perfected through the years. But right on his tail was Evans, Gregory, Hauser, Bob Drake in Joe Lubin's DB3S Aston Martin, Miles, in that order. Following at a more leisurely pace was the rest of the pack led by Mike Kingsley in the Sparks and Bonney Special and Fred Woodward in his Jaguar Special.

The pace was fast and furious with the leaders all bunched together and trading positions. By the eighth lap, the first six cars had begun to lap the slower ones. Positions then were: Murphy, Hauser, Miles, Gregory, Drake and Evans, with only feet to spare between any two of them.

On the tenth lap, Murphy, race favorite and darling of the American machinery lovers, retired permanently to the pits with engine trouble. This put Hauser in the lead by a few inches. Miles, in his tiny Cooper, was breathing hotly on the Special's tail. Meanwhile Von Neumann was threading his way up and rode in sixth spot followed closely by Bob Path in Alen LeMay's Monza Ferrari.

Miles passed Hauser on the thirteenth lap with Gregory pushing very hard in third position. In fact, Gregory pushed so hard that he spun out and dropped back behind Path to seventh. This put Drake's DB3S third.

On lap sixteen the first three cars were running tail and nose, still at an incredible pace. They were lapping three and four seconds faster than the under 1500cc cars had; and this short twisting course is more suitable for small machinery!

Drake passed Miles and began challenging Hauser on lap sixteen. Drake rode in Hauser's slip stream for five laps when he finally passed into the lead on the 21st lap.

Meanwhile, Path developed troubles and dropped out; Gregory retired for a long rest in the pits with a cracked head. This left Drake leading, followed by Hauser, Miles, Evans and Von Neumann.

By the 32nd lap Drake had built up about a fifteen second lead and Miles was really beginning to press Hauser. Toward the end of the next lap while going under the bridge, Hauser apparently decided that the strain was not worth it and waved Miles by. From then on there was no position change among the six front-runners and so it ended: Drake, Miles, Hauser, Evans and Von Neumann. This race, although there was some brilliant driving, particularly on the parts of Drake and Miles, was more surprising for those who dropped out than for those who didn't. Also, this was undoubtedly the best performance here to date of a DB3S Aston.

The under 1500cc main event, too, saw the pre-race favorites watch the winner take the checkered flag from the pits, this time in a somewhat dented condition. This was also the last time out for a true sportsman and a great competitor, Dr. Troy McHenry. Troy lost control of his fibreglassed Porsche Special—careened out of turn four and crashed head on into a tree between turns four and five. He was killed instantly by the impact. This was his first time out in this machine, and, until the crash the car looked very good.

Dr. William Eschrich in his Porsche-Cooper was first away closely followed by Howard Wheeler in the OSCA and McHenry. These three skittered around the course for three laps when McHenry retired. This left Harvey Mayer in a Lotus Mark IX third followed by Charles Willis in another Lotus, Jean Oddous, Lotus, and Dusty Miller in an MG Special.

By the fifth lap Richie Ginther in a Von Neumann Porsche Spyder appeared behind Miller moving up very fast. After a short pause under the yellow flag, while the McHenry ambulance was on the course, Ginther started moving up again and by the twelfth lap he was riding second, seven seconds behind Eschrich.



Parkinson smiles after edging out local ace Rudy Cleye.



Jim Parkinson passes Rudy Cleye to win class in a surprising upset.

Ginther and Eschrich started a furious two car dual which finally ended on the 20th lap when Eschrich spun out on turn two, and Ginther, who was following very closely, crashed into him. This little tiff put both machines out of commission and left Howard Wheeler leading. Howard was followed by Miller, Oddous and Walt Turner in a Porsche Spyder.

The race ended much this way except that Wheeler and Oddous were followed by Robby Robinson in a stock MGA, Ed Barder in a stock Porsche Super Speedster and Bill Pollack in a stock Alfa Romeo.

A consolation race for all modified cars was run in conjunction with the Formula III and Formula Libre race. Only two Formula Libre cars were entered and Frank Livingstone in the Eliminator hot rod was eliminated due to mechanical difficulties. This left Gordon Cooper in the Alfa Romeo Nardi, the winner by default. Actually Cooper was tenth overall with nine under 1500cc cars ahead of him, two of which were in class H.

First away of the modified sports cars was Alex Burduran's ex-Murphy Buick-Kurtis, followed closely by Lance Reventlow in his Cooper Climax. The Kurtis lasted eight laps with Reventlow nudging it all the way. Finally the veteran car could take it no more and crawled around with engine trouble to finish dead last.

Reventlow sailed on to an undisputed and well deserved win followed by Bill Scott's stock bodied MG Special. Bud Hand in an MG Special, Chuck Schroeder in a Lotus and Dick Seifried in the Seifried Special rounded out the procession of leaders.

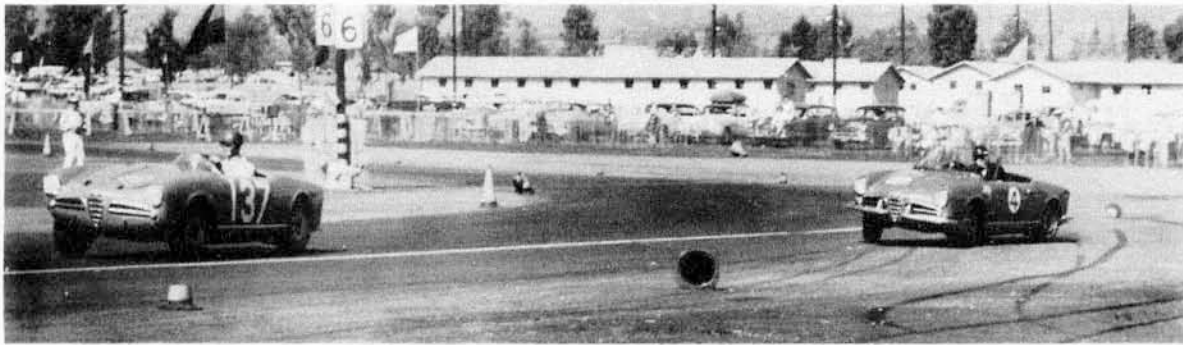
A spirited Formula III race saw Jean Geslin, Cooper, and Harry Morrow, Cooper lead all the way and finish in that order, followed by Stuart Dane. Amazingly enough, six cars finished out of the eight starters.

An eight lap combination Ladies and Sedan race saw two ladies, Ruth Levy (see the October Journal) and Linda Scott show some of the men a thing or two about racing. Ruth, in her Porsche, and Linda, in Bill's MG Special, ran a furious race and finished in that order followed at a distance by Betty Schutes in another Porsche.

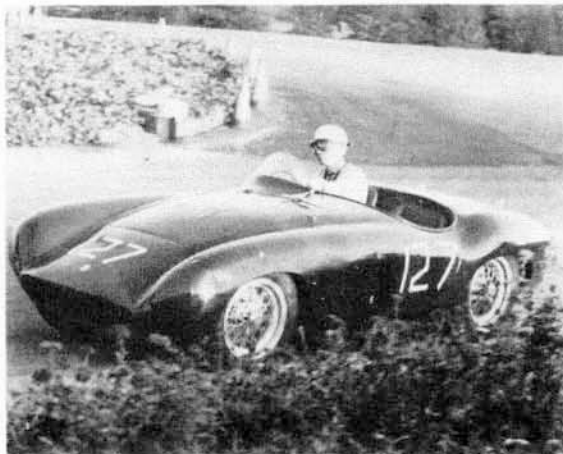
Fred Woodward led the sedan contingent home in his Alfa followed by Ron Pearson (Volvo) and Marv Patchen (Simca).

Gil Blomendaal in a 100S Healey scored a narrow two second win over James Hall's Corvette in the over 1500cc consolation-production race. Jack Breskovich was third in another Healey followed by Gerald Aarons (Jaguar) and Ronald Bucknum (Porsche 1600).

A hoard of MGA's were subdued (but with only two seconds to spare) by Jim Moore's Porsche in the under 1500cc consolation-production race. Dan Hogan followed in an "A" with Walt Garlick (Alfa) running third.



Bill Pollack takes turn six wide while Frank Aldous goes into lead.



Masten Gregory

SATURDAY'S RESULTS

Saturday's racing proved to be as exciting, if not more so, than the Sunday go. In the Under 1500cc sedan race Ron Pearson drove his Volvo to a win after Fred Woodward's Alfa was forced to retire while leading. When the checkered flag dropped it was a short two seconds after the winner had passed when Marvin Patchen drove a Simca across for second place.

The second race on Saturday proved to be one of the most exciting of the whole week end. Not only was it an outstanding success for Alfa Romeo but a close grueling battle between two of the southland's top drivers, Frank Aldous and Bill Pollack, both driving Alfa's, with Frank edging out Bill by a close 1.5 seconds. Alfa Romeo's captured first seven positions in the ten lap event.

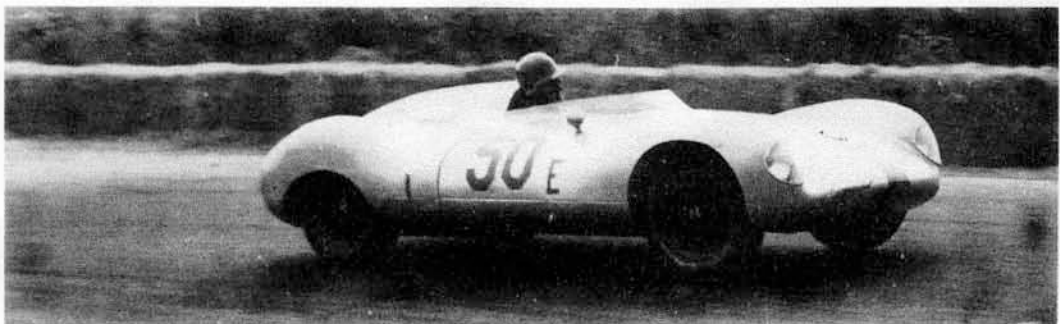
Race three, production, 1300cc to 1500cc, saw a close race between the two leading contenders—Ed Barker, in a Porsche Super Speedster, and E. Forbes Robinson in and MG-A. Barker's Porsche proved superior to Robbies MG-A after a cat and mouse battle over the fast two mile course.

Bob Oker, driving Ed Savin's AC Ace Bristol, won the production 1500cc to 2000cc race proving it's difficult to beat a good driver-car combination. George Dillaway showed good, however, in a Siata V8 but, at best, could only come in 14 seconds behind Oker followed by Lew Bracker in third spot driving a Porsche Super Speedster.

Race five saw a surprising upset when Jim Parkinson edged by Rudy Cleye winning production over 2000cc. Jim, driving an Austin Healey 100S, passed Cleye's 300SL about half way through the race. Class C racing saw some good driving by Jag drivers. Bob Weller, driving an XK140C, turned in a good performance winning first in class. J. Greslin drove his Cooper to a first spot in the formula three race with F. Livingstone taking a first in the Formula Libre category in the Eliminator.

In the big car category Bill Murphy averaged 81.4 mph to take first in the Modified over 1500 race, driving his fuel injected Kurtis Buick past the finish line seven seconds ahead of second place winner Eric Hauser. Bob Drake took third overall and first in class D, handing in a very consistent job of driving. He was followed by Harrison Evans, Ferrari Monza, and Harold Dolden in the Sparks and Bonney Special. John Von Neumann captured first in class E driving a Ferrari Testa Rosa.

Modified under 1500cc race was a very close battle between Bill Eschrich, Lotus Porsche, and Richie Ginther driving a Porsche Spyder. Race ended with Eschrich ½ second ahead of Ginther followed by Howard Wheeler, OSCA, for third place.



Ken Miles driving his new 1600 Porsche Special.

SPORTS CAR CLUB OF AMERICA



Another first for Phil Hill. Shown here talking with ass't editor Bill Barrett.

miramar concours



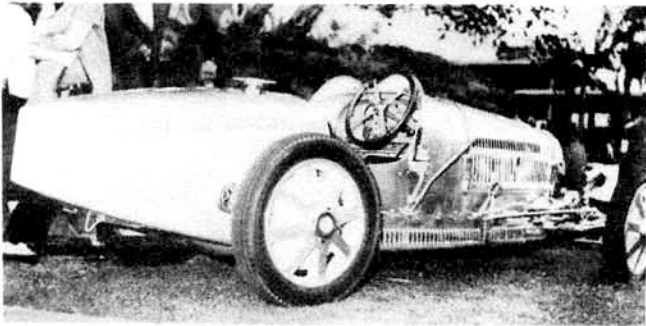
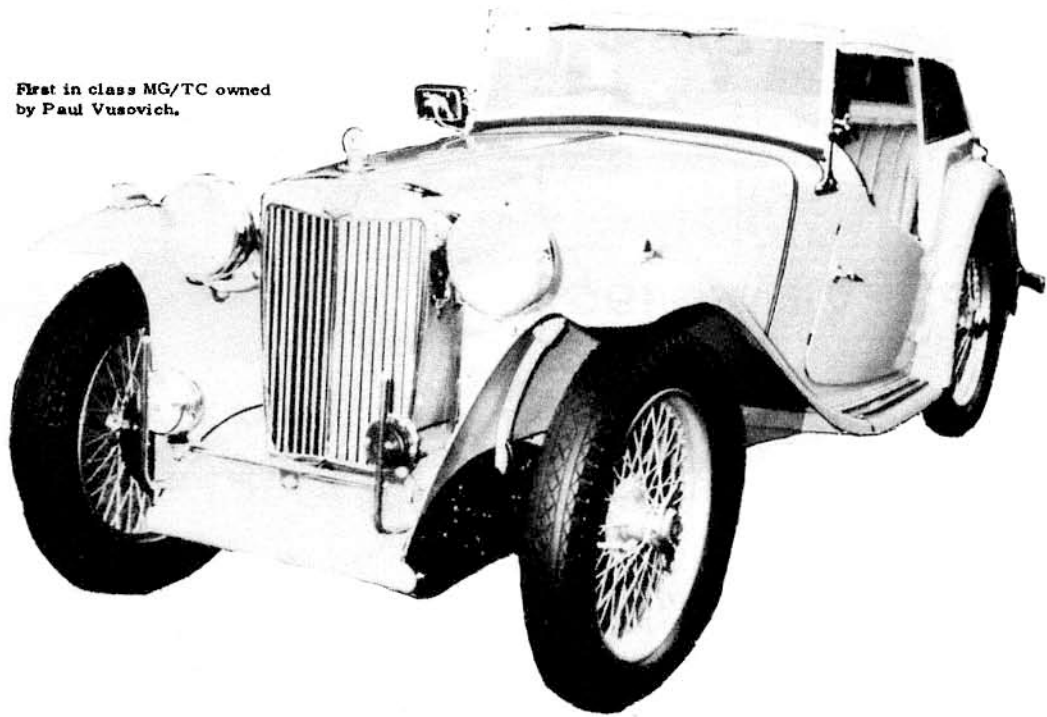
Don Schoenert's Fabulous
Aston Martin.

Top California race driver Phil Hill took a different kind of first place, October 28, when his highly polished classic Pierce Arrow took Best of Show in the Second Annual Concours d'Elegance at the Miramar Hotel in Santa Monica, California. The successful event staged by the Los Angeles region of the SCCA featured some of California's outstanding concours cars of all makes, models and years including the outstanding Lancia Spyder, owned by Marion Weber, Don Schoenert's fabulous Aston Martin and a very well-restored Bugatti 57C owned by Bob Estes and Otto Zipper.

Perhaps the most outstanding feature of the day was the crisp, clear California air giving the event an exciting atmosphere. An estimated 10,000 spectators roamed the beautiful Miramar grounds throughout the day.

SCCA departed from recent judging practices in the annual event placing emphasis on a point system whereby the quality of the conception and refinement of the original design could be evaluated, along with the condition of its preservation and the addition of individual improvements. Class one, for sports cars, included all makes and types that have at one time or another competed in sanctioned road races. Class two, Touring Cars, included production cars designed for owner-driver excellence of operation in both short and long distance travel with regard for comfort, convenience, control and safety. All cars with a production chassis possessing a body originally constructed or modified by a bona-fide coach builder for use other than racing comprised class three, Prestige Cars. Classes four, five, and six included antique cars (Pre-1925), competition cars and exhibition cars, respectively.

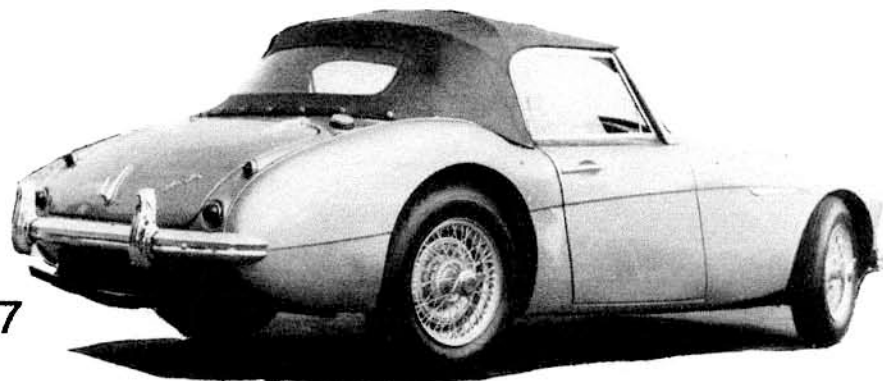
First in class MG/TC owned
by Paul Vusovich.



This Bugatti, owned by
Otto Zipper and Bob Estes
held continuous crowds.



Jay Chamberlain, left, shown chatting with
SCCA President Jim Kimberly in front of the
new Mark XI Lotus.



PREVIEW 1957

Austin Healey

The Austin Healey 100 Six, making its debut in the U.S. soon, will not only feature improved looks but will boast some major changes both internally and externally. Main change, of course, is the inclusion of a B.M.C. "C" series six-cylinder, 2,639 c.c. engine, tuned to the same degree as that fitted in the Austin A 105. Thus it has high compression pistons to give it a ratio of 8.25 to 1, and power output of 102 b.h.p., at the relatively low crankshaft speed of 4,600 r.p.m., representing an 11 per cent increase over the previous model in standard trim.

The car, with its modified nose and grille structure and the inclusion of rear seats, at first, gives a slight impression of resembling an Aston Martin. Actually, little change is noticeable in appearance except that of the grille and the extended length of the top. New also for 1957 is the external fuel filler cap, outside door handles and faired-in reflectors. The windshield is no longer removable but is now a fixture. There is a change in the side curtains both in construction and looks. They are fitted with sliding plexiglass panels and encased in a rigid aluminum frame.

The same four speed gear box, as appeared in later four-cylinder models, is the same. Centre-lock wire wheels, Dunlop Road Speed tyres, heater and Laycock-de Normanville electrically controlled overdrive are listed as optional extras. When the overdrive is fitted, the rear axle ratio is raised from 3.91 to 1, to 4.1 to 1. Thus the overdrive version reaches approximately 107 m.p.h. at the peak of the engine power curve.

Two upholstered, horseshoe-shaped cushions and a common backrest provide comfortable positions for additional members of the family. There is a large rear window of flexible plastic in the efficient, weather-proof top.

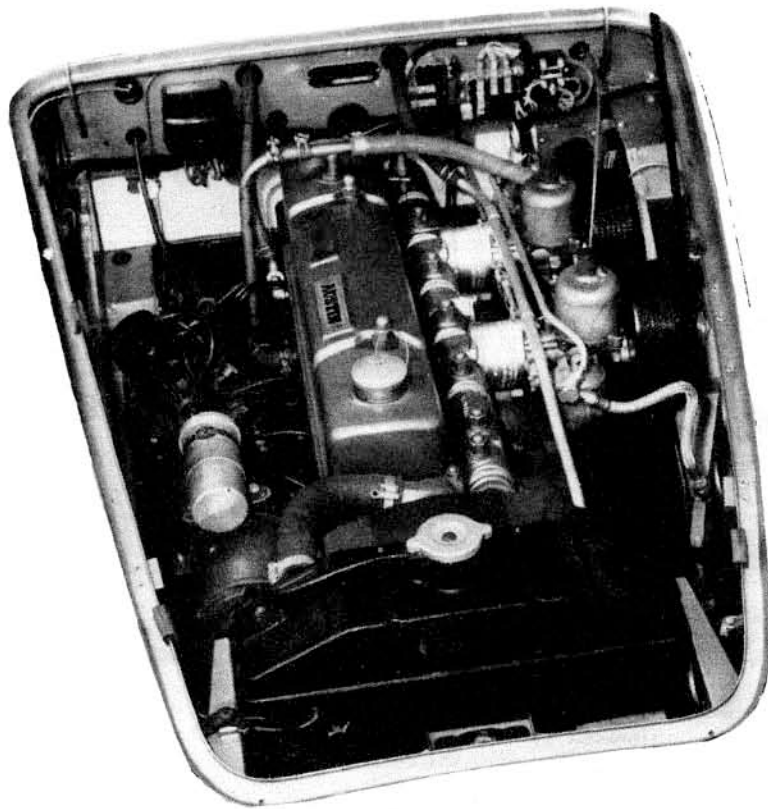
Formerly two six-volt batteries were supplied and mounted rather inaccessibly behind the seats. There is now a single 12-volt battery in the luggage compartment behind the right rear wheel arches. The advantages of this location include making it easier to service or remove the battery. There is also a master switch beside it for use in emergency or when laying the car up.

On the road the performance of the Austin six cylinder engine is outstanding. Handling qualities are excellent including ease of handling of the gear-box and efficient steering and brakes.

Our guess is that this automobile will make a definite impression on those looking for sports car benefits and true economy.



By H. DOUGLAS BANEY



SPECIFICATION

ENGINE

No. of cylinders and arrangement	...	6—in line
Bore and stroke	...	79.4 x 89 mm (3.125 x 3.5in)
Displacement	...	2,639 c.c. (161 cu in)
Valve position	...	Push rod o.h.v.
Compression ratio	...	8.25 to 1
Max. b.h.p.	...	102 at 4,600 r.p.m.
Max. b.m.e.p.	...	141 lb sq in at 2,400 r.p.m.
Max. torque	...	142 lb ft at 2,400 r.p.m.
Carburetors	...	Two S.U. horizontal, 1.4
Fuel pump	...	S.U. electric, type H.P.
Tank capacity	...	12 Imp. gals (54.55 litres)
Sump capacity	...	12 pints (6.82 litres)
Oil filter	...	Full flow
Cooling system	...	Fan and water pump
Battery	...	12 volt, 51 amp. hr

TRANSMISSION

Clutch	...	Single dry plate, 9in dia
Gear box	...	4 forward speeds; 1 reverse Central change
Overall gear ratios	...	Top 3.91, 3rd 5.21, 2nd 7.48, 1st 12.03, Rev. 16.33
Overall gear ratios, with overdrive	...	O top 3.19; top 4.1; O.D. 3rd 4.25; 3rd 5.47; 2nd 7.84; 1st 12.61; Rev. 17.12
Final drive, normal	...	Hypoid (3.91 to 1)
Overdrive	...	Hypoid (4.1 to 1)

CHASSIS

Brakes	...	Garling hydraulic, F: 2 L.S.; R: L. and T.
Drum size	...	11in dia x 2½in wide
Suspension	...	F: Independent, coil springs and wishbones, stabilizer bar. R: Live axle, half-elliptic springs, Panhard rod
Dampers	...	Lever type, hydraulic
Wheels	...	Ventilated steel disc, 5 studs
Tyre size	...	5.90 x 15, tubeless
Steering	...	Cam and peg.
Steering wheel	...	3 spring spokes, 16½in dia. 2½ turns lock to lock

DIMENSIONS

Wheelbase	...	7ft 8in (2.336m)
Track	...	F: 4ft 0½in (1.238m), R: 4ft 2in (1.27m)
Overall length	...	13ft 1½in (4m)
Overall width	...	5ft 0½in (1.536m)
Overall height (hood up)	...	4ft 1in (1.244m)
(hood down)	...	3ft 10in (1.168m)
Ground clearance	...	5½in (0.14m)
Turning circle	...	35ft (10.668m)
Kerb weight	...	21½ cwt (1,105 kg)

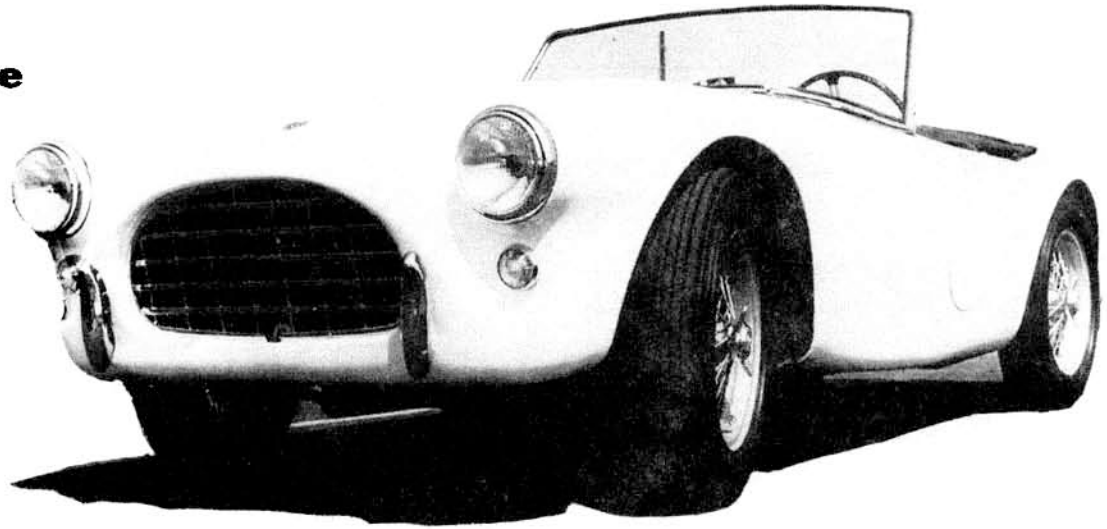
PERFORMANCE DATA

Top gear m.p.h. at 1,000 r.p.m. (3.91 axle)	...	18.9 m.p.h.
Top gear m.p.h. at 1,000 r.p.m. (4.1 axle)	...	18 m.p.h.
O.D. top gear m.p.h. at 1,000 r.p.m. (4.1 axle)	...	23.2 m.p.h.
Torque, lb ft per cu in engine capacity	...	0.882
Brake surface area swept by linings	...	312 sq in



Testing the

A C



With the emphasis placed, here in America, on speedy production and assembly-line methods one finds it exceedingly easy to appreciate the meticulous and tender-loving care that goes into a "limited-production" automobile of the English variety. Such is the case with the all independent suspension, eye pleasing, A.C. Ace two seater.

The A.C. Ace is, by far, one of the most advanced cars, both in design and style, yet to come out of Britain. Its sleek low lines are reminiscent of some of the finer Italian machinery. This combined with English hand-built craftsmanship makes the automobile outstanding in its field.

Seating is, perhaps, the most versatile of all imported cars. The individually adjustable seats and telescopic steering column provide ease of driving and comfort necessary for long journeys. Immediate impression is made by the workmanship of the interior leather upholstery and carpet floor covering, which, we understand, is available in a wide choice of colors.

Through the courtesy of Harvey Simon, Los Angeles, and the distributors, Mitchell & Pauli, we had the opportunity to test an A.C. thoroughly—even to the extent of taking it through the timed quarter-mile in San Fernando.

Upon entering the automobile we found that it started relatively quickly and easily, it was obvious that the automatic choke worked in perfect unison. Idling, after warm-up, was very smooth at 800 rpm with very little vibration or noise. Visibility is excellent through the one-piece windshield. The hand brake is situated between the two bucket seats easily accessible to the driver's right hand.

The A.C. has many excellent handling and driving qualities—mainly quick response to pressure on the throttle and ease of shifting and handling through the gears. The Berman "D" type gear box shifts with little effort and no gear chatter is noticeable. At reasonably fast speeds the engine did not over-rev—in fact, throughout the test there was little worry as to dangerous rpm factor.

At 30 mph	tach read	1500 rpm
At 40 "	" "	1800 rpm
At 50 "	" "	2300 rpm
At 60 "	" "	2700 rpm
At 70 "	" "	3100 rpm

During normal operation, and even in fairly hot weather, there is no necessity for using a fan belt.

To test the braking capabilities of the Ace we accel-





SPECIFICATIONS OF THE AC ACE TWO SEATER

Price f.o.b. Los Angeles, \$4495.00

ENGINE:

Cylinders 6
 Bore and stroke 65 x 100 mm.
 Brake horse power 90 at 4500 rpm
 Capacity 1991 cc
 Valves Single O.H. cam
 Compression ratio 8:1
 Carburetors 3 horizontal 5.U.

GEARBOX:

4-speed central lever. Synchromesh on 2nd, 3rd, and top gears.

DIMENSIONS:

Wheelbase 7 ft. 6 ins.
 Overall Length 12 ft. 8 ins.
 Width 4 ft. 11 ins.
 Height 4 ft. 1 in.

SPEEDOMETER ERROR:

True 30 mph reads 33 mph
 True 60 mph reads 66 mph
 True 90 mph reads 94 mph

MAXIMUM SPEEDS:

103.8, 104.0, 103.8, 104.4 with top down)

ACCELERATION TIMES:

0-30 mph 3.3 sec.
 0-40 mph 5.4 sec.
 0-60 mph 11.0 sec.
 0-80 mph 19.7 sec.
 0-100 mph 28.9 sec.

STANDING QUARTER MILE:

17.8 sec.

FUEL CONSUMPTION:

36.5 mpg at constant 30 mph
 35.5 mpg at constant 40 mph
 33.0 mpg at constant 50 mph
 31.0 mpg at constant 60 mph
 28.0 mpg at constant 70 mph
 24.5 mpg at constant 80 mph
 21.0 mpg at constant 90 mph
 Overall fuel consumption for 1,050 miles
 —41 gallons—25.2 mpg.

Fuel tank capacity 13 gallons

erated to 60 mph, then hit the brakes with everything. After several attempts at this grueling test there was still no noticeable pulling one way or another. Steady, even braking was maintained throughout this period.

Acceleration also proved very satisfying. Not only did the car break 80 mph in the standing quarter mile but it came home with a trophy as the fastest car in its class for the day! Rapid acceleration is made easier with the use of independent rear-wheel springing which eliminates the transfer of weight from one rear wheel to another while accelerating.

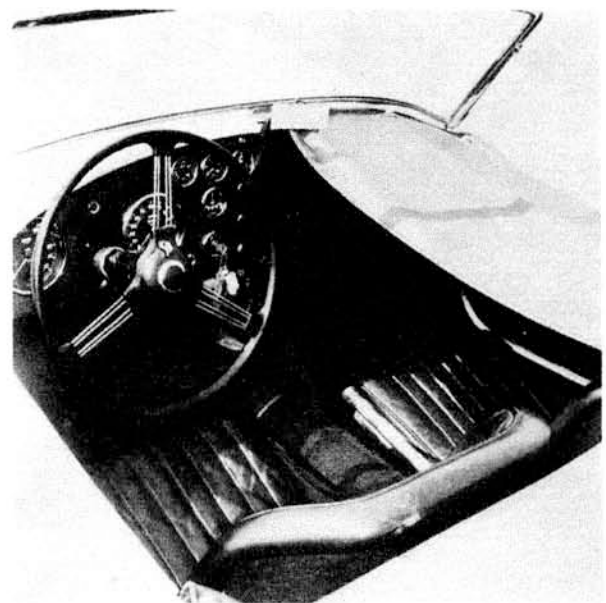
Well situated and placed directly over the gear box the central gear lever has an unusually short travel. The synchro-mesh mechanism on the top three gears allows rapid push through gear changes at low speeds and greatly assists in rapid changes in the higher speeds.

Brakes of 11-inch internal diameter are used on the Ace, with Al-fin lined light alloy drums behind center-lock wire wheels, through which cooling air can pass. Because the relation between brake dimensions to car weight is so generous there should be no concern about brake fade or wear.

Pushed to the limit of cornering speeds on either wet or dry surfaces, the car does not show any sudden tendency to skid, but goes into a controllable drift of front or rear wheels, or both, according to how the throttle is used. This is partially due to the worthiness of the "metallic" type Michelin X tires.

The car comes equipped with wire wheels, a useful size rear luggage compartment and directional signal indicators.

The A.C. Ace is not a cheap car, but it cannot be denied that there are few, if any, cars that can meet the quality of a "hand made" model such as the Ace at comparable prices.



DRIVER OF THE MONTH

Phil Hill



by Bill Barrett

Philip T. Hill, Jr., wanders all over the world racing sports cars at breakneck speed but his roots are firmly planted by the sea in the tranquil city of Santa Monica, California. Phil's father brought the family West from Miami in 1928. The elder Hill was postmaster of the Bay city from 1935 to 1951. Phil's mother and father both passed away in 1951. Phil now lives with his aunt, Mrs. Helen Grasseli and Fred and Julia Grant, who have acted as maid and butler for the Hills since 1916. "The Grants are really part of the family now!" said Phil. Phil has one sister, Helen, and a brother, Jerry.

Phil was born April 20, 1927. Four years later he recalls trying to peer under the hood of the family car! His first motorized trial came about one Sunday afternoon when a friend, visiting the Hills, jokingly suggested that Phil drive his car—a 1935 Oldsmobile. Phil, nine years young, jumped at the chance. He mastered the intricate mechanism of the huge car within a few minutes, astounding his chagrined instructor, albeit, striking a few curbs in the process! Phil recounts his first motivation was a model T Ford.

"I graduated Santa Monica High, then went on to SC majoring in business administration tho' I did not finish," stated Phil. "I was much more interested in automobiles." Phil taught himself how to tune and repair engines while working for several auto repair shops throughout Los Angeles. Evidence of his mechanical know-how is the antiquated Pierce Arrow that he completely dismembered to the last nut and bolt, rebuilding it newer than new. The car has taken first prize in every show that Phil has entered it in! Rebuilding this car was just another challenge to the quiet man from Santa Monica.

"My first competitive dash was driving our 1918 Packard Twin 6," Phil recalled, "With a Le Mans start and a total distance of 300 yards, I was able to outrun a Hupmobile Mobilette! I bought my first sports car in 1947. It was an MG-TC" Phil stated. At Palos Verdes in January of 1948 Phil came in second behind Louis Van Dyke in another MG. This whetted Phil's appetite for a checkered flag for the trophy room. It wasn't until fall, 1950, that he really began his ascension to macadamized stardom. With his Jaguar XK-120, purchased while in England, Phil got his first overall win on the torturous Pebble beach course, finishing minus brakes and clutch!

Phil received his indoctrination of midget racing with the pit crew of Hollywood Spring and Axle who were sponsoring two Offenhausers. One rain slick evening, at the San Bernardino Orange Show track, Phil was asked to take the midget around the track to try and qualify the car for starting money. Their regular driver did not appear due to a prior accident. The field was loaded with luminaries such as Vukovich, Faulkner, Ruttman, Bryan, Hanks, Taylor, and others. In a field of 40 "little bombs" Phil was able to qualify for one of the 12 positions open! This was Phil's first trip around an oval track! After a short time with the midgets Phil returned to his first love, sports cars, racing throughout America and Europe. He related that one of his most terrifying experiences was in 1953 at the grueling Pan American road races. "With Richie Ginther as my co-pilot in a 4.1 Ferrari, I lost the car and we flipped end over end. Neither of us were hurt, but we were certainly shook!"



"I am usually quite calm sitting on the starting grid prior to the start. My only problem after the race starts is occasionally finding myself balking through a particular turn and invariably this turn will give me trouble throughout the race. I find myself shutting off too early or too late regardless of how I line up for it."

Phil isn't concerned over the shortness of American road courses—his only possible exception to them being the lack of high speeds obtainable, such as is possible on his favorite course—the Nurburgring in Germany. Phil returned to the continent in 1956 to become the second American ever to win a world championship Grand Prix. This was the Grand Prix of Sweden. 1956 also saw Phil getting a second in the Grand Prix at Oporto Portugal, a fifth in the 500 kilometer, Rouen France, and a first overall in sports cars at Messina, Italy. Phil related that participation in these races usually brings the driver 50% of the starting money and 50% of the purse. Phil drove ten races in 13 weeks and all but three of them was as a member of the Ferrari racing team. "When racing on the continent I like to spend as much time as possible in Italy," Phil stated, "It's a beautiful country."

I asked Phil if he had any racing superstitions. "Certainly not," he replied, "in fact I defy superstitions!" Phil's hobby is Hi Fi. Filling his room is a stereophonic system that would draw the admiration of any Hi Fi addict in town. He corresponds with friends in Europe via tape recordings.

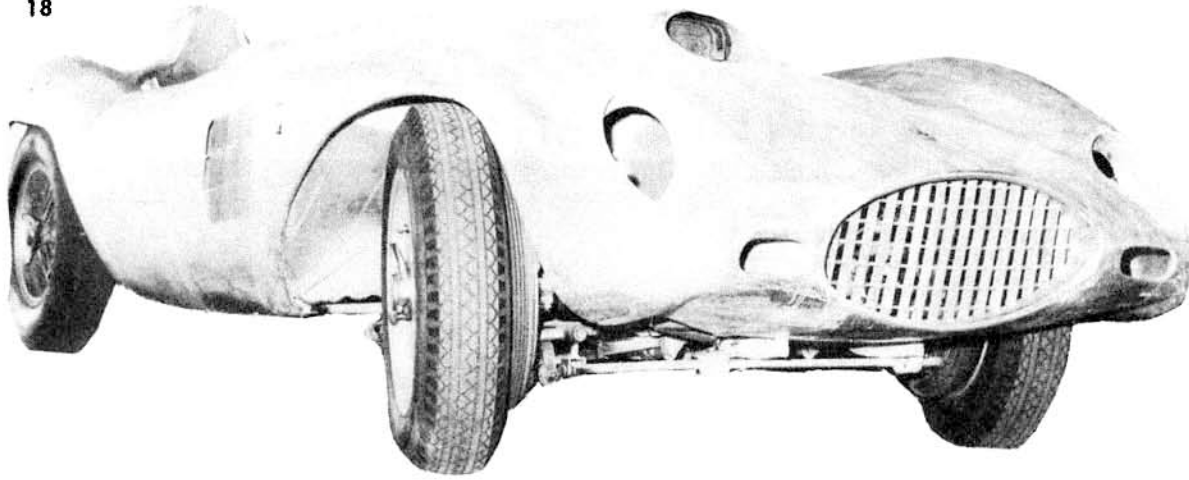
Bachelor Phil Hill has brown wavy hair and warm brown eyes. His 5'10" is set in a steely frame containing 150 lbs of racing dynamite. His only plans for the future is racing and his advice to novice drivers is simple. Don't drive over your heads."



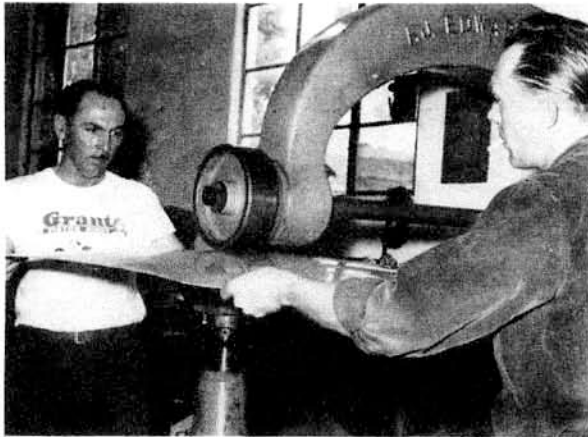
Davis



Nehamkin



Facelifting a **4.9**

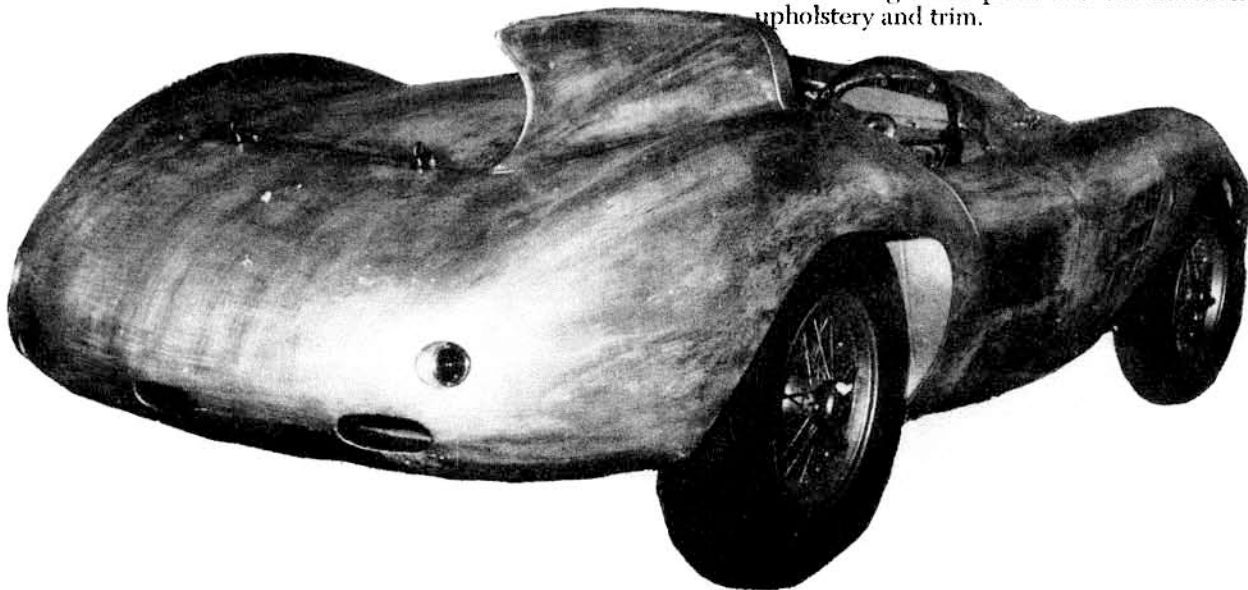


A once completely wrecked 4.9 Ferrari Scaglietti, owned by Tony Paravano is now one of the sleekest racing machines to come out of the United States—thanks to two of this Nation's finest body designers, Jack "Willie" Sutton and his capable assistant, Art Varney.

With nothing more than a photograph to work with, Jack began by cutting the frame down from its original 102 inches to 97 inches. With skill that can only be acquired by many years of experience, Jack began the large task of producing a light-weight, pleasing to look at, functional body capable of traveling well in excess of 170 mph. Many hours went into carefully forming sections, both by hand and by the huge forming machine, then fitting and welding them firmly into place. The air scoop was lowered three inches and redesigned for greater functional ability and contributing to the ultimate beauty.

Jack and Art both feel that the Ferrari has been "cleaned up" and is a great step toward serious international competition of an American formed machine. "We feel that we have the ability, technical knowledge, and experience to produce an American made car that will give the European manufactured automobiles a serious threat in competition," stated Jack when asked whether a car could be manufactured in the U.S. that could win Grand Prix races.

The 4.9 Scaglietti took a total of nine weeks to complete with only two men working on it! All that remains to be done is the addition of Paravano's familiar bright red paint and the addition of upholstery and trim.



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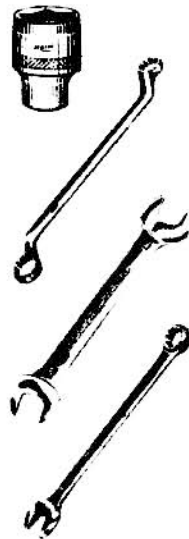
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BEHIND THE SNOWFENCE

by Simone Olson

The postman brought a few amusing stories this past month and he'll be carrying back several free one-year subscriptions to the West Coast Sports Car Journal. Search your own memory and see if you can't remember the incident that happened to you or a conversation you may have overheard. If you already subscribe, send along the name and address of a friend to whom you would like to give a gift subscription.

"I overheard this one in a Mercedes-Benz agency: Two fellows were looking over the 300SL model and one said to the other: 'What kind of a motor does it have?' His friend replied, 'It doesn't have a motor—it's got a fuel injector!'"

PHIL MARCUS
Pasadena, California

"I had an MG in the days when there weren't many of them around. In a big hurry one morning, I pulled into a gas station and quickly called to the attendant, 'A dollar's worth of regular and put a little water in it, too.' After the gas was put in, imagine my amazement when I caught him just in time as he was about to top off the GAS TANK with water!"

ADRIAN FAHEY
Palo Alto, California

"Quite some time ago, before fiberglass tops for sports cars had been developed, a friend of mine built one for his Jaguar XK-120, which later proved to be the pattern for the others that followed. Just after he fixed it to his car he drove to Long Beach for a business appointment. On the way he was stopped for a red light and a somewhat antiquated American car with an equally antiquated driver pulled up alongside. The old duffer in the Detroit iron surveyed the car and asked, 'Build it yourself?' Thinking the question was directed at the fiberglass top, my friend answered, 'Why, yes, I did.' Whereupon this old fellow said, 'Well, next time you build a car it will come out a lot better and only take you half the time.'"

LOUIS YATES, JR.
Los Angeles, California

"At Elkhart Lake recently, at about the three-quarter point in the six-hour race, a driver pulled into the pits waving his arms excitedly and jumped out of the car, surrounded by eager members of his pit crew, obviously in some sort of mechanical difficulty. I overheard a somewhat prim elderly lady remark to the gentleman next to her: 'From the looks of that little car he's driving I never thought he would come in first.'"

MARTHA DAVIDSON
Milwaukee, Wisconsin

Have you heard about the new Ivy League safety belts—with the buckle in the back . . .

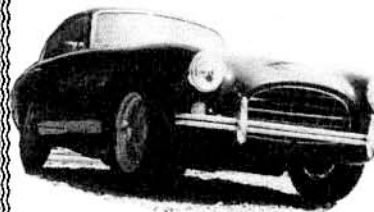
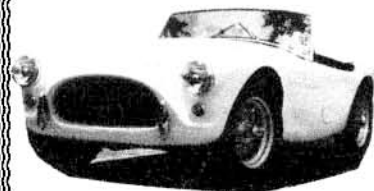
JAGUAR XK 140 MC Coupe—1955. White with red upholstery. McCullough Supercharged. Three S.U. Carbs. Spec. manifold, overdrive, close ratio gears limited slip rear-end, near new Michelin Tires, 650/16. Almac radio, broadcast band and 4 band shortwave. \$3200. No trade. S. W. Safat. Hollywood 4-7463, 9:00-4:30 . . .

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How to Run a Rally

BY BUZZ DeBARDAS

An interesting sidelight in writing for this magazine is odd and different equipment sent to us for our comments.

Several months ago, it was a supersonic device that could be installed in moments and you had to win every Rallye, that is if you were one of the lucky few who had the price.

The editor and I spent several minutes insisting that neither of us wanted the D - M thing in our car. I lost, we loaded the thing in my trunk (or is it bustle, hood or deck, my car is British you know) anyway off to my mechanic. Two tired hours later he gave up. The last we saw of it was at the post office along with a nice note which explained we just didn't know what to do with it.

The other day I received a nice note from Bob Stevens of the Stevens Engineering Co., L.A., Calif., who wrote, "Being too old to race and too young to quit, we became Rallyists."

Bob also sent along a "Rallye Indicator" for my frank opinion, and giving an opinion on this Rallye Computer is easy—I like it. It has a 6-inch white face with black arms which are marked "T" (for time), "M" (for minutes), and the third arm which rides on the minute arm is marked "E" (for error), and is used for making a correction at the odometer check. The computer arms are held in place by small, well finished knurled locking nuts. Best of all, they hold.

Well, back to Rallyes again. There is no doubt about where the old masters beat the new boys, and that is at the speed changes. A few years ago the Lockheed Sports Car Club, during the running of their annual king sized event, came up with a system to divide the men from the boys. As I understand it the last fourteen miles had a speed change each .2 of a mile and I think you had to reduce speed one-half of one percent at each speed change. This even confused some of the men, and I heard (although I didn't believe it) that after reducing to 00.0 mph, a few started off in reverse, still making correct speed changes. (I wonder.)

Since then the Southern California Council of Sport Car Clubs has ruled that this is not legal on an open event. So all you have to worry about are easy little speed changes that might still drive you crazy.

Originally, I used several means of correcting for early or late arrivals at a speed change. Then in the middle of the night, being pooped, I would forget all my systems and there was some more errors, and I would finish in 46th place rather than 19th.

What I needed (and I'll bet you might too) is a simple, simple, form to complete, the answer indicating early or late arrival at the speed change. (Note the sample.) By the way, if you like this form, Feldmar Watch Co. printed about fifty-two million of them. Go in and ask for a pad, free of course.

At the speed change, we always do the following things: 1. Stop one watch. 2. Immediately start another. 3. Stop the car. 4. Get a careful reading of the odometer.

5. Place the mileage in the mileage box. 6. Minutes off the stopped watch in the Minutes box. 7. Re-zero the odometer. 8. Give the driver the next two instructions and speed and he drives off (I remain in the car with him of course). 9. Note the correct time that it should have taken on the computer and put this into the correct minute box.

Now let's work out an example speed of 30.0 mph. (Let's ignore any correction at the 10.0 mile odometer check during this example). Speed 30.0 mph, distance traveled is 10.5 miles. (Place in the miles box.) Time on stopped watch is 20:00. (Place in minutes box.) Correct time taken off of computer is 21:00. (Place in corrected minutes box.) Now invert or convert or do something and you will come up with an answer of 1:00 (one minute).

Now notice my secret symbol in the upper left hand corner. This is to remind me that if the time figures are (as they are in this example) in numerical order the answer of one minute is a fast or early minute and I must subtract this amount of time from the new running clock.

Subtracting from a stop watch is real simple. Just stop the watch for one complete minute (use the other stop watch to watch for the passing of one minute). You now have projected your error from the last leg into the new watch on the present leg.

If you arrived late at the speed change and the answer indicated that you were a minute late, then you would have to project a minute into the new running stop watch, this is not possible, may I suggest that next to the instruction stating that you should change speed you mark +1:00 which should mean add one minute to the time on the stop watch.

Another possibility is arriving :45 (forty-five seconds) late at the speed change, stop the new watch for :15 (fifteen seconds) and again mark the +1:00 next to the speed change on the instructions.

Now, if you have read this far into the article, you must be real eager about rallyes and wonder how you become skilled in making speed changes. Do this: Sit at the kitchen table and practice and practice till you can do it in your sleep.

There are several good reasons for becoming very fast in computing speed changes. 1. They often come up before we have completed the last one. 2. It is the usual practice to run Rallyes on winding mountain roads and the slow navigator with his head down more than a minute or two must get sick. 3. Last but not least, a navigator with his nose in the computer often forgets to read the next instruction and find himself in the middle of the ocean. (This often happens if you are going north on Pacific Coast Hwy., and you turn left at Malibu Canyon Road).

By the way, it should be mentioned that developing this high degree of skill is responsible for the large successful events that are being run today in the Southern California area. I have seen more than one club vote to throw out the navigational type Rallye and go off on a poker run or some other silly thing and the first thing you know, there are all of three cars running on the club events.

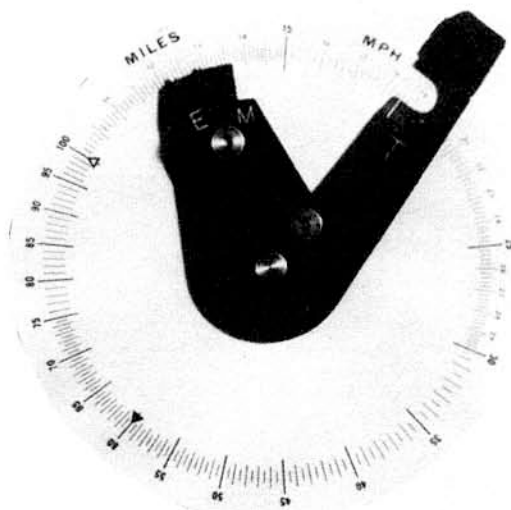
If your attendance on your club events have been lagging, its rather simple to pep things up, run a good honest Navigational type Rallye, try and keep things simple so no one gets lost, have a check point every 20 miles or less, keep the speed changes down by two or three per leg, have enough coffee breaks and select your check point personnel with care—then stay up for 24 hours and get the results out in the mail just as fast as you can.

I believe the proof of the above statement was proved by the far sighted folks at the Santa Monica F.C.C.A. who once had turnouts of 10 to 15 cars which were fun even if no one was there, then got on the old ball and started running better and bigger events, and today still holds the record for the largest Rallye ever held in the United States.

One last thought is that probably less than 25% of the sports car owners belong to a club or have ever run on an event. Invite them, run a good short event and they will be back again and again.

Next issue: Odds and ends and the last of this series.

1/2 = FAST = SUB	MILES	MIN.
AT SPEED CHANGE		
CORRECT	X	



BOLTS & NUTS

By JACK BRUMBY

An analysis of the Alfa Romeo Giulietta reveals many interesting facts, foremost of which is the construction of the jewel-like engine. A perfect example of sound engineering, coupled with simplicity of design. It is one of the very few small displacement engines that gives out with some muscles on the low range of the RPM scale. It is not a slow speed engine, and is quite capable of reaching "high C," and the point of no-return in the upper brackets. This wide scope of torque makes for some very pleasant driving in city traffic, and gear shifting is not as prevalent as one would expect on an engine of this size.

The engine boasts nothing new or radical in design, but it is the perfect blending of tried and proven methods of construction that makes it one of the most outstanding small displacement engines to come out of Europe.

Many of the parts in the Alfa are not of their manufacture, and in part it can be considered an assembled engine. The timing chains are of English origin, "Reynolds." The pistons and cylinders are made in Germany. The bearings are English "Vanderwall." Electrical system is "Lucas," except on the Veloce models which have "Marelli." All of the above manufacturers are considered tops in their field. This blending of tried and proven components adds to the reliability, and makes for easy servicing.

A breakdown of the engine reveals the following facts, five main bearing crankshaft, with insert type bearings on main, and rods, all alloy cylinder block, with wet liner sleeves that are held in the block by the pressure of the cylinder head. Water sealing of the sleeves is effected by "O" rings at the bottom, and the cylinder head gasket at the top. The cylinder head is of all alloy construction, and is of the Double Overhead Cam type. The cams operate directly on cups that slip over the valve springs and are adjusted by shim cups that come in varying thickness. The coring design of the cylinder head and block makes it virtually impossible for any hot spot trouble, and overheating is not known.

The very design of the engine lends itself to "Hopping Up," and speed kits should become quite prevalent, some of which will be available from the factory very soon. An example of what can be expected of this little engine with some mild tuning is the "Veloce" model.

Over 90 horsepower has been obtained by Weber carbs, different camshaft, and higher compression (8½ to 1). This is not the limit by any means, and this again proves the extra reliability that has been built into the Alfa. So get busy, you special builders.



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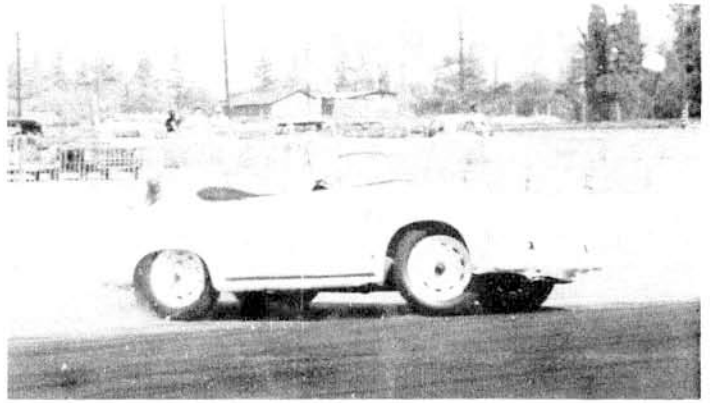


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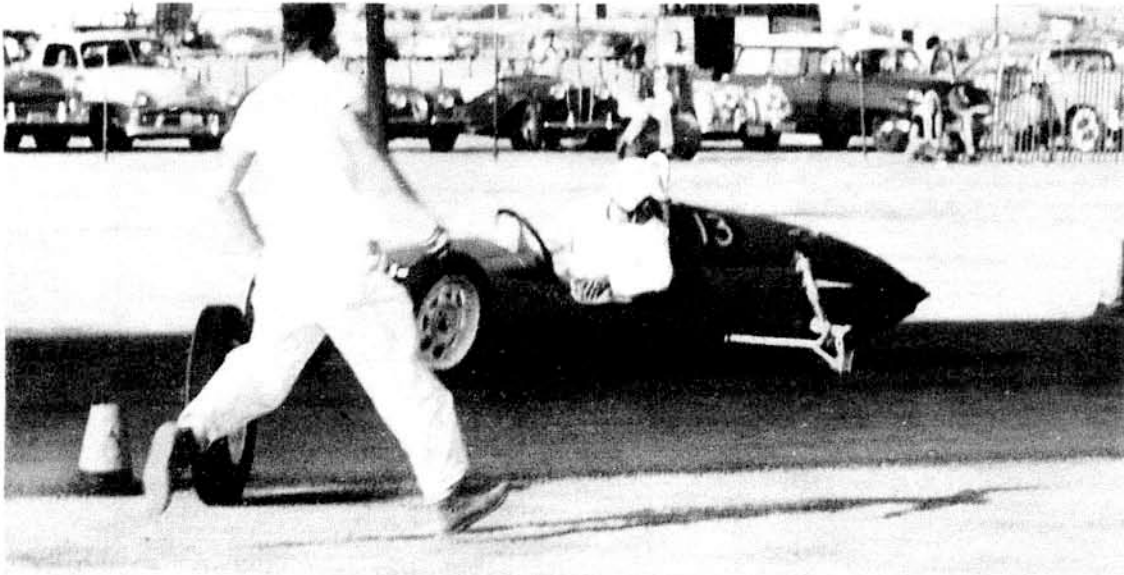
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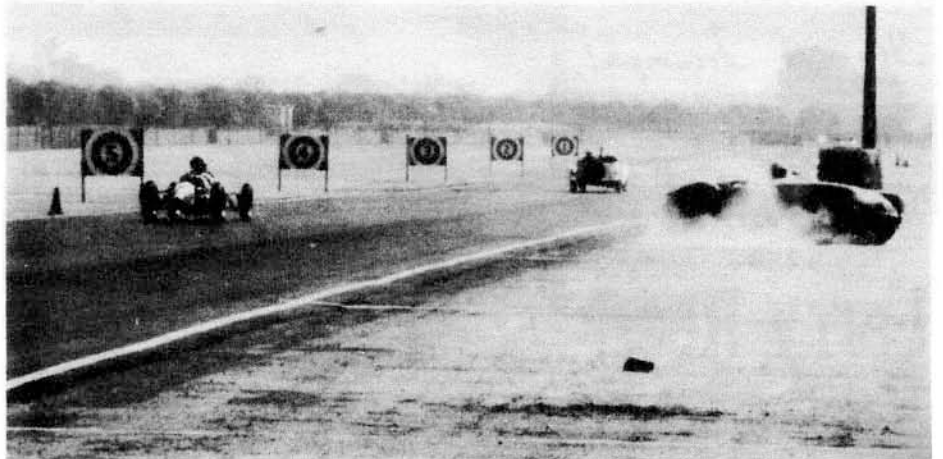
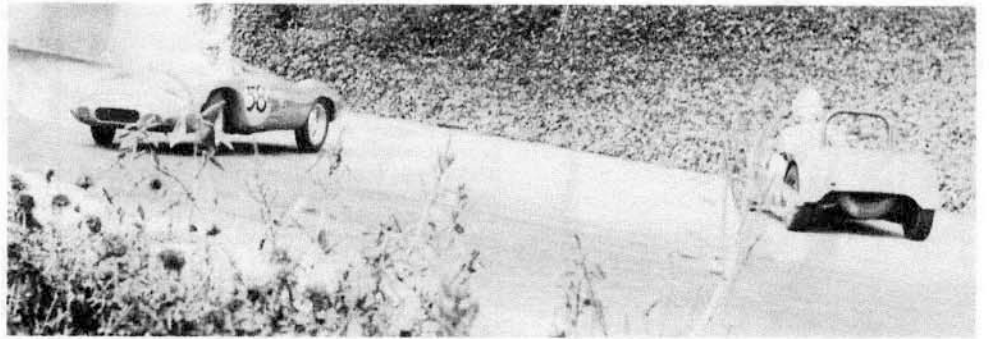
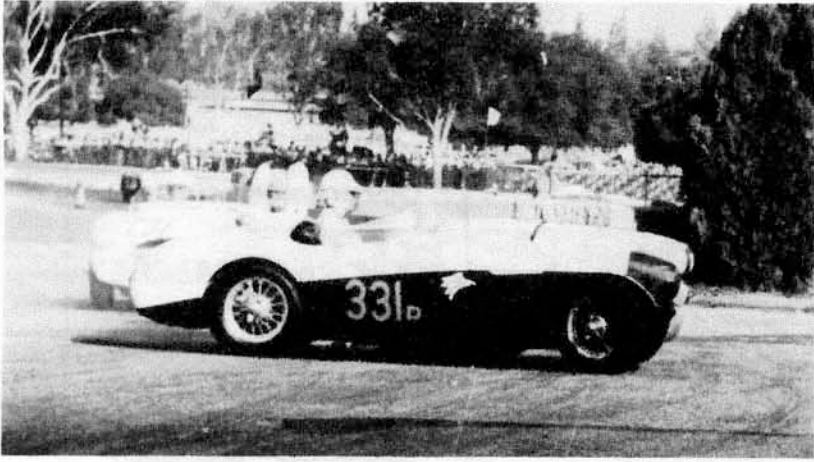
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BILL BARRETT

UNNOTED CELEB—

Among the mob of celebs gathered at the Chinese Theatre to rave about "Giant" and give a final "Hail" to Jimmy Dean, few recognized the slender, sandy haired lad who looked a little peaked around the gills seeing Jimmy up there on the screen, bigger than life and twice as boisterous. He was Rolf Wennerich, Dean's mechanic, who was riding with him on that last mile that snapped a wonderful career off short. Few that did kept photogs away, cause of Dean Foundation, don't you know. Bunk!

ATOP THE FERRIS WHEEL AT POMONA

I interviewed Dr. McHenry on the grid prior to his ill fated drive. He said his car was behaving a bit badly. It had the feeling of floating at speed. In order to compensate weight distribution, moved spare wheel from front end to cockpit. The Dr. built the frame, using a V.W. front end, a fibreglass body, molded from his original spyder. He kept very quiet concerning this new car. Little doubt that structural failure was motivating cause and squealing rumor, no part of Dean frame on his car. Pomona go was furiously fast through every race. Race No. 9—Jim Moore, a Porsche Su. Sp. first. Art White of the "Mirror" having a ball, 17th! Our hill-sider Doc Bonney, engine failure, but never fails delivering the infants! Race 10—Terry Hall back from the ice show waiting for his new Talbot, dicing a Jag. Gil Bloemendall the winner. Jim Mourning top sport car writer—a pranged front end on his Morgan! Race 11—Lance Reventlow a well earned first. Cartoonist Howard Swift, "Man, this is fun!" Race No. 11—Jean Geslin—1st in a Cooper with Harry Morrow of "Autobooks" 2nd. Race 12—Howard Wheeler in his O.S.C.A. first win for this Marque since Ernie McAfee. A great performance. Bill "Sports Cars Illustrated" Pollack, making the "Alfa" really go. Ageless Jim Orr—a 1st in class. Race 13—Ruth Levy in front as usual but Linda Scott 1 second behind! A beautiful duel. Bob Drake making owner Joe Lubin beam—the 1st Aston Martin win in So. Cal. Ken Miles, beyond any doubt one of country's greatest drivers—a fantastic 2nd in a new Porsche Cooper. Concensus of opinion, Pomona one of finest road courses anywhere. Problem—drivers tend to underestimate it.

OVERHEARD BUT UNDERPLAYED

One V.W. dealer, 800 orders backlogged. Jag convert owners can enter Hollywood's Santa Claus parade, 1st time held in daylight and nationally televised. Call NO.37691.

"American Race Drivers Club"—Murphy leading points for Nat. Champ.—'57 Chrysler—no American car ever handled as well. Steering is quick. Plymouth should sales clobber the other 2 biggies in '57! Brands for hub caps soon—Police commission O.K.'s Influential S.C.C.A. board member hints club no longer will golden line pockets of pro promoters in 1957—thus no races by S.C.C.A. in L.A. but loads of other activity! Will be a real membership club hill climbs, etc. S.C.C.A. staged a fine Concourse at the Miramar in Santa Monica Sunday, Kimberly condescending to judge Sports Cars.

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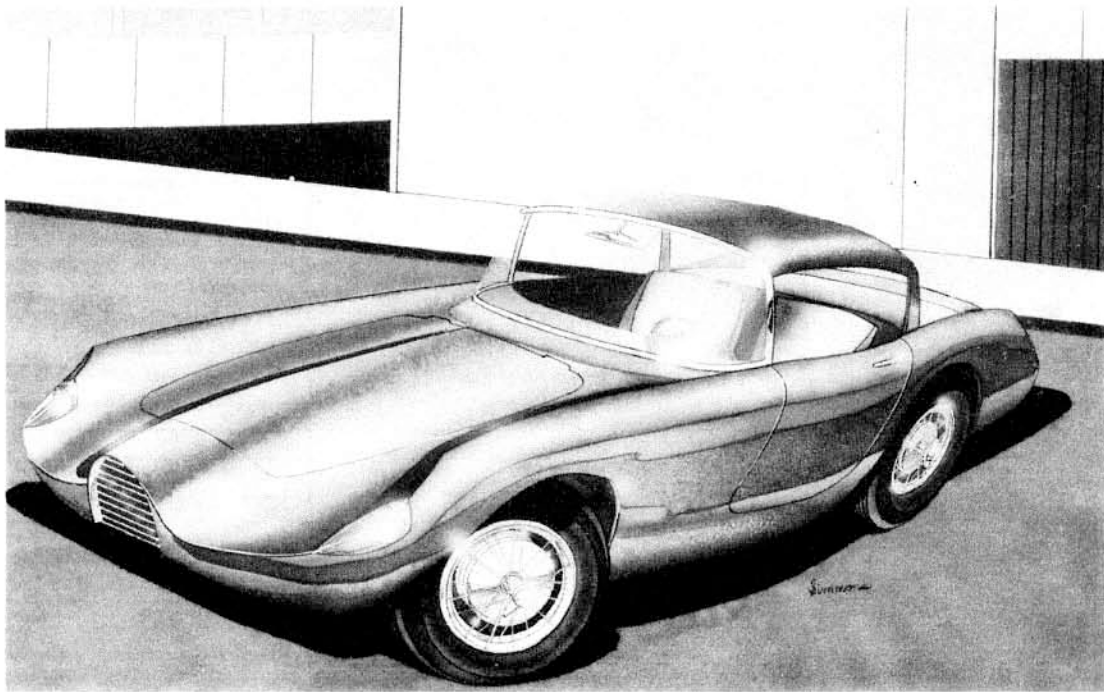
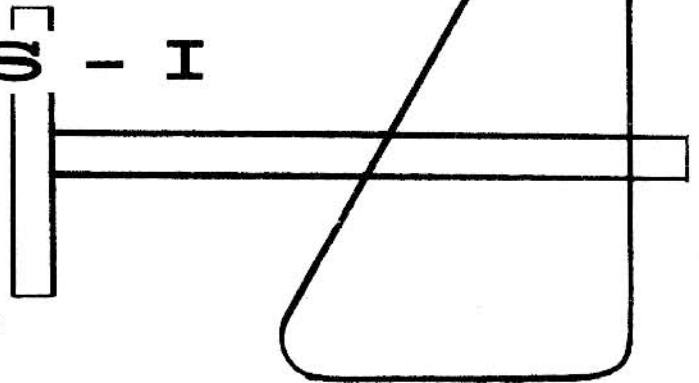
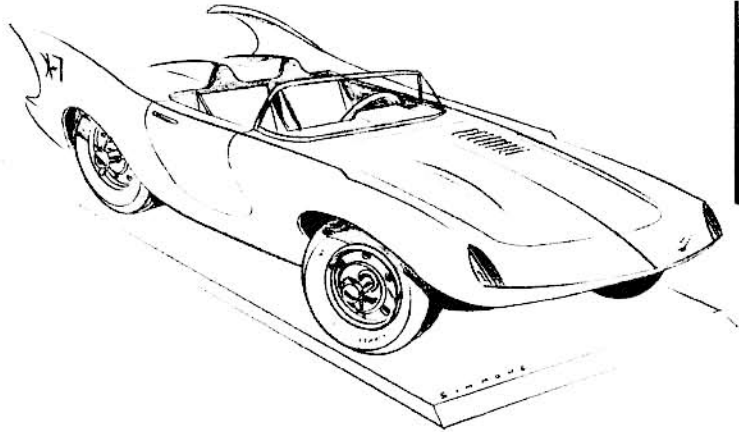
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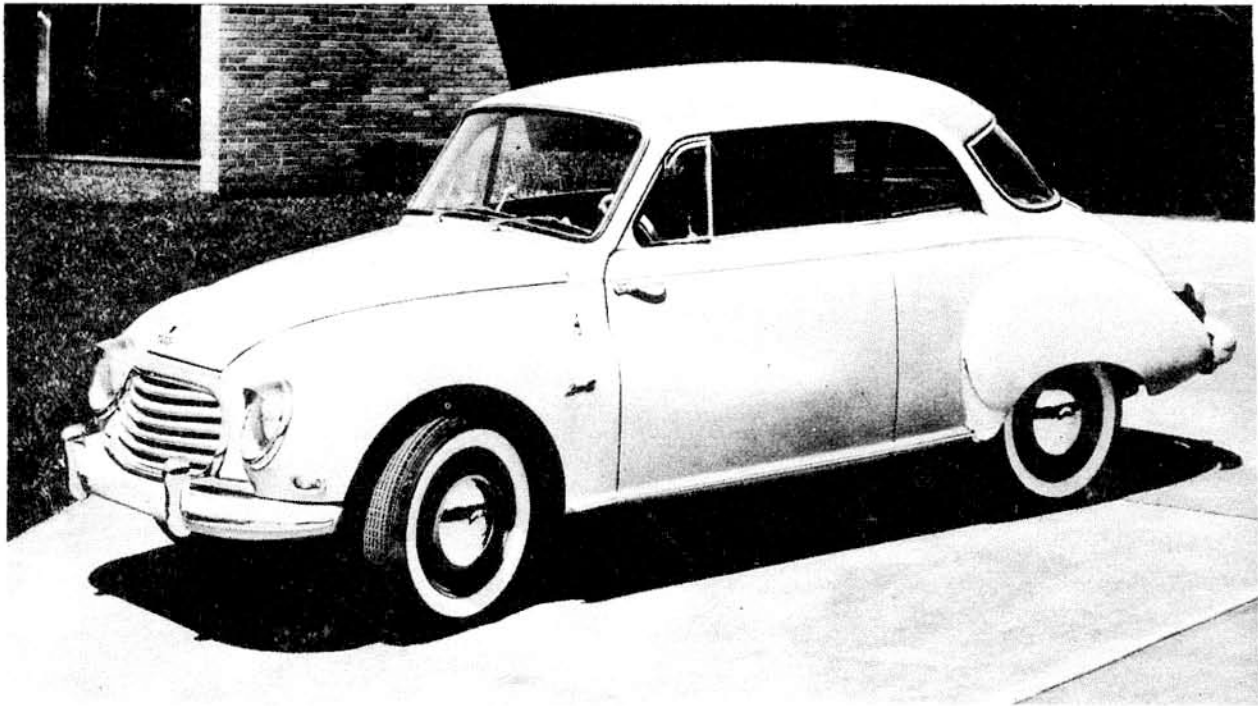
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