

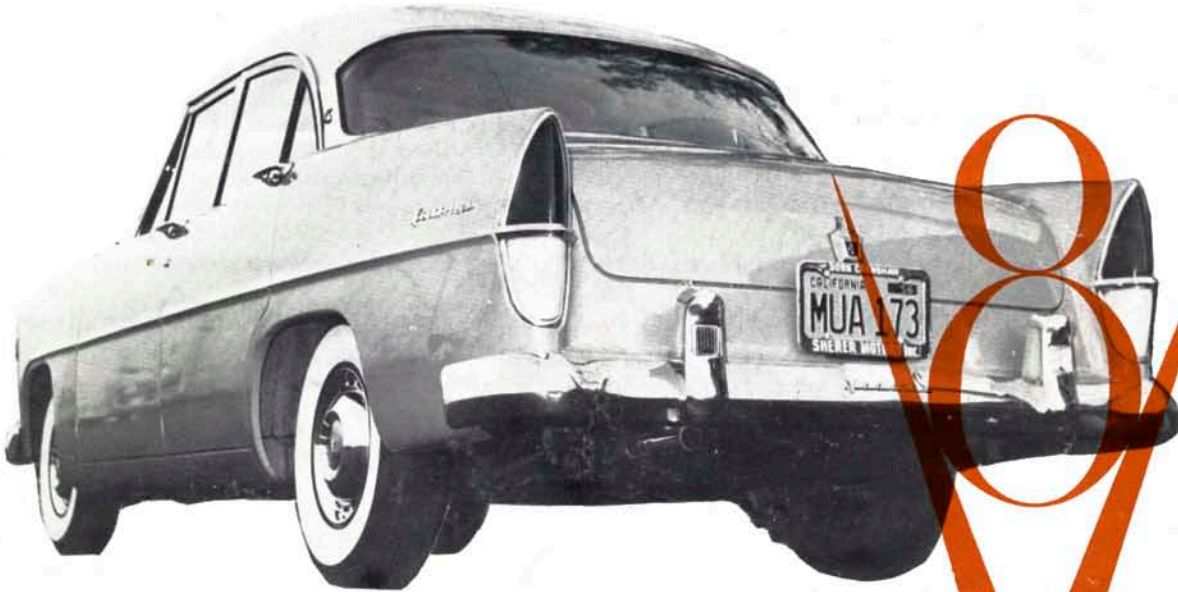


**WEST COAST**

**SPORTS**

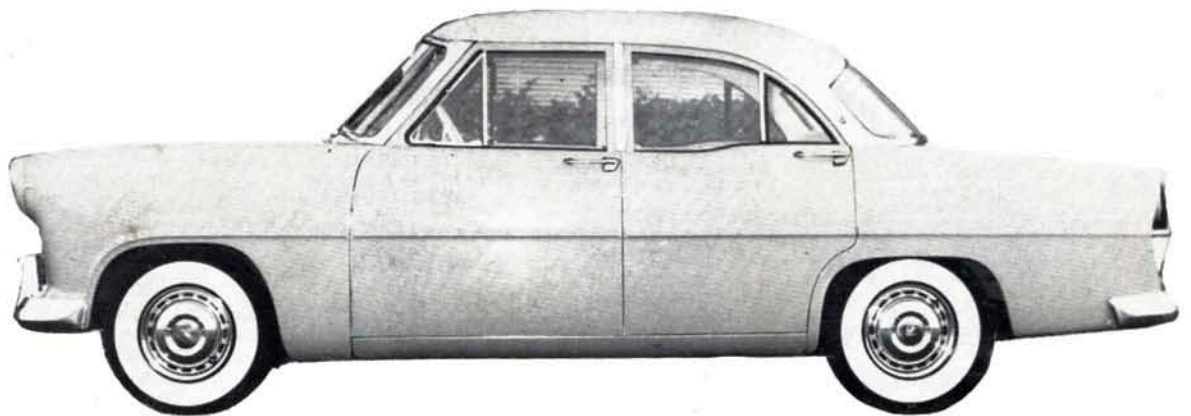
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**JOURNAL**



**TESTING THE SIMCA**

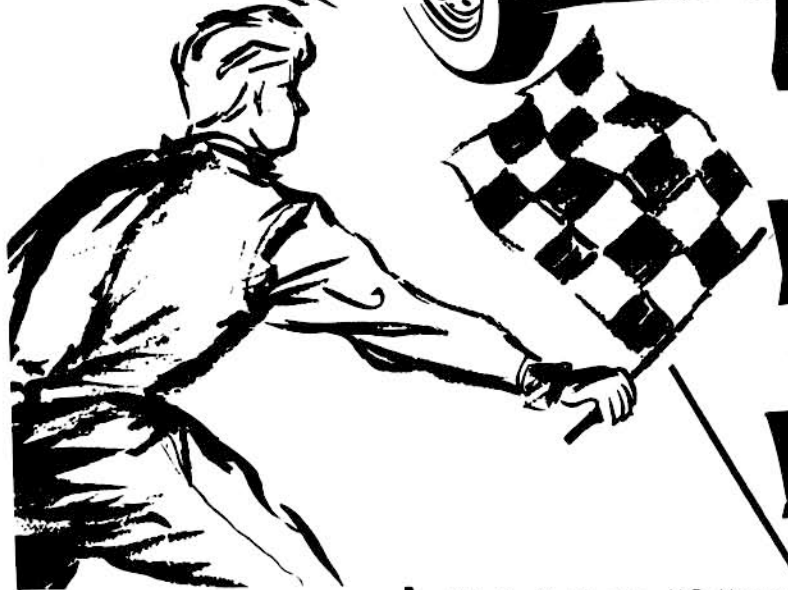
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# From The Editor's Desk

We hope that this issue of the Journal will be of some benefit to those, like ourselves, who go through that pre-Christmas hassle of trying to select a gift for our favorite "aficionado" and who, like ourselves, go batty trying to make that selection. Elsewhere in this issue is a section devoted to items that should be of special interest to those who would appreciate either giving or receiving a practical gift with the sports car "motiff". We hope that you will consider carefully when making your selection and if you see something that you particularly like in the Journal please feel no compunction whatsoever about saying that you saw it in the "Journal". We assure you that those who were selected to advertise in this special section were carefully pre-selected and screened (i.e., those who could pay were selected and those who could not — were not).

Cal club members! We would like to hear from you regarding your new publication — good, bad or otherwise for the purpose of getting a real "going" letters-to-the-editor column in our next issue.

In case we don't see you before Christmas — we wish you a very, Merry Christmas!

## WEST COAST SPORTS CAR JOURNAL

THE OFFICIAL MAGAZINE OF THE CALIFORNIA SPORTS CAR CLUB

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### CSCC EDITOR

Mary Heffy



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The views expressed in this magazine are not necessarily those of the California Sports Car Club and the California Sports Car Club bears no responsibility whatsoever for opinions, articles, pictures or material that may be contained herein.

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### THE COVER

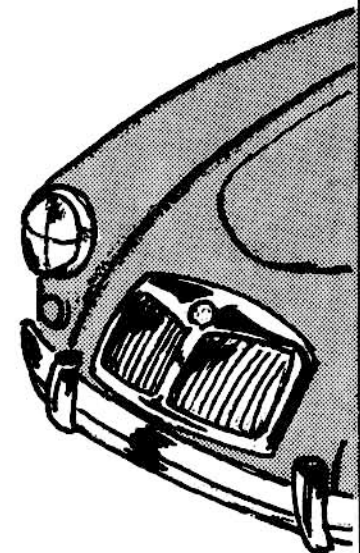
Featured on this month's cover is the new 1957 Simca Versailles four door sedan. The object of an extensive test by the editors with results and some very interesting observations featured in this issue.

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## R E P O R T

by JOE WEISSMAN, *President, C.S.C.C.*

With the close of the 1956 racing season and the 1957 season almost upon us, let us take a moment to examine the forthcoming calendar of events planned by the C. S. C. C.:

January 19 and 20 – Third running Pomona Road Races at the Los Angeles County Fairgrounds.  
 March 23 and 24 – C.S.C.C. Road Races.  
 April 20 and 21 – Press-On Regardless Rally.  
 May 18 and 19 – C.S.C.C. Road Races.  
 June 15 and 16 – C.S.C.C. Road Races.  
 July 20 and 21 – C.S.C.C. Road Races.  
 August 31–September 1 – C.S.C.C. Road Races  
 October 19 and 20 – C.S.C.C. Road Races.  
 November 23 and 24 – C.S.C.C. Road Races.

Locations at which the forthcoming races will be held, after the January race, will be announced following elections for the Board of Governors and the election by the Board of its officers, it being felt by your President that it only fair that the new Board and officers should have an opportunity to determine the arrangement of the coming year's calendar.

As you know, the Board of Governors is composed of 12 members, elected by the general membership of the Club for 2 year terms, with 6 members of the Board having their term of office expire each year.

Thus, members of the Board whose terms expire January 31, 1957, are: Ed Freutel, Lew Kaplan, Ken Miles, Stan Mullin, Bill Pollock and Joe Weissman.

In accordance with the By-laws, Ray Frug, a member of the Board whose term does not expire until January, 1958, has been appointed Chairman of the Nominating Committee, which will be composed of an additional 4 members of the Club, not members of the Board of Governors, for the purpose of nominating candidates for election to the Board of Governors. Members of the Board of Governors whose terms of office expire January, 1957, may be included under the By-laws on the slate of nominated candidates by indicating a desire to run for re-election. The By-laws further provide that the Nominating Committee shall nominate not less than 9 nor more than 12 members of the C.S.C.C. whose names shall appear on the ballot for the 6 vacancies.

The ballots will be mailed to the general membership of C.S.C.C. early in January and must be returned not later than January 31, 1957.

After the ballots have been counted and the new Board of Governors thereby elected, the Board of Governors under the By-laws will hold its first meeting and elect new officers for the forthcoming year.

Your President desires at this time to express both his personal appreciation and thanks and the appreciation and thanks of each and every member of the Board of Governors, for the support and activities of all workers participating in the past year's races, both Committee heads and individual Committee members, as well as the support and cooperation given the C.S.C.C. by the Women's Sports Car Club and the Long Beach MG Club.

Again, both personally and on behalf of the entire Board of Governors of the C.S.C.C.

*A Most Joyous Holiday Season and  
 A Happy New Year to All*

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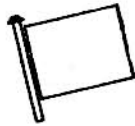
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## Letters to the Editor

### THE FUTURE OF U.S. SPORTS CAR DESIGN

Gentlemen:

The United States should excel in sports car design in the near future. Our superior technical training and know-how which has made us the leader in nearly all fields will become apparent in the design and production of sports cars. The popularity which many Americans have shown toward the European school of design opens a fertile market to those designers whom are not content to satisfy the current demand of excess chrome and massive features.

Presently Italy is thought to have the finest body designers. The lack of American supremacy is due chiefly to the restrictions placed on the leading designers by the consumer research departments of the companies they work for. But as more and more Americans are recognizing the esthetic features in cars the designer is at liberty to express his true feelings.

The Americans are off to a good start with the fiber-reinforced plastic bodies which many young men are constructing in small shops throughout the country. As this practice increases the quality of the car will continue to increase and our eventual superiority is certain.

After considerable thought and planning several other experienced designers and myself have decided to start an American version of the famous European body building shops. We will use first rate components throughout the construction of our cars. Comments which your readers may have will be appreciated.

Sincerely,  
RON SIMMONS  
2508 Kansas St.,  
Santa Monica, Calif.

Gentlemen:

I don't believe that the manufacturer or country which produces a plug determines its superiority providing it's a name brand product. It is the same all over—you get what you pay for. Some plugs produced in this country by small manufacturers are in some instances superior to name brands because of the construction and heat characteristics. But the most important thing about a plug is to utilize it to obtain the best results. By selecting one of proper heat range, characteristics to meet various operating requirements, proper gap and what is most overlooked a new gasket and correct torque.

Improper torque can cause contraction and expansion causing elongation of the entire plug and the improper separation of gasket seal and core insulation can cause a slight gas leakage at various temperatures.

Failure of a plug doesn't mean the plug is bad or is poor manufactured quality—it can also indicate failure elsewhere. For only \$1.00 9000 miles isn't bad. Most of the public won't pay above \$1.25.

ED VEIDA ADAS

Having recently been introduced to the West Coast Sports Car Journal I have found it exceptionally interesting. One feature stands out as being exceptionally well done—that being Behind the Snowfence by Simone Olson. I find that this

writer has, what I call, a real sense of humor. This type of humor cannot but possibly be an asset to your publication.

With continued success,

Sincerely,  
PAUL PHILLIPS

Gentlemen:

Enclosed please find \$3.00 for a one year subscription to your magazine. We, in Orange County, really appreciate a magazine that is sophisticated and dedicated to the sport as is the "Journal".

WALLACE SPINAK,  
Santa Ana, Calif.

## SPORTS NEWS

By DICK SHERWIN

Production of another low cost British automobile is now underway. Lawrence Bond, a designer already known for the three-wheel English Minicar, has come up with a new, low priced fiberglass sports car. Claiming a speed of 70 mph and gas consumption of 60 miles to the gallon the new 322cc should be available for the export market soon. Named the Berkeley and manufactured by Berkeley Coach Works Ltd., its export price in England is \$1064.

LOS ANGELES, Nov. 14.—New record imports of both sports and family cars are announced this year by the British Motor Manufacturers. Britain, the world's largest exporter of automobiles, will ship to the U.S.A. this year over 30,000 cars, a new record despite shipping difficulties. California—always the top market for imported cars—will take at least 35% of these, said a spokesman for the British Motor Manufacturers. Current shipments from England into California ports, he continued, are at the rate of over 2000 cars a month.

It was explained that difficulties in obtaining shipping space from European to Pacific ports due to the Middle East crisis were being overcome in various ways. Special charter ships were arriving, bringing hundreds of MG, Austin-Healey, Ford, and Hillman cars. Many of these had been packed in crates in order to take advantage of extra cargo space not previously used for cars. For the next few months, it was hoped that deliveries of the new 1957 models from England would be able to keep pace with demand; for the first time since their announcement.

Los Angeles played host to the greatest living Grand Prix driver in the world recently when it welcomed Juan Fangio of Italy. It is certainly a shame that he knows so little English . . . on second thought maybe he's better off!

A welcome smile and decent shake is always waiting for you at the Pit Stop Garage in the Valley. WCSCJ is proud to associate with gentlemen like Vince Pape who takes real pride in turning out good work.

**WANTED: Pictures, features and ideas for the JOURNAL. Call Webster 8-1610.**

# CSCC NOTES

Next and last event on the calendar is the Victory Dance and Banquet at Glen-Aire Country Club. Don't forget to make reservations. The date is December 1st -7:30 P.M. cocktails - 8:00 P.M. dinner. Please make reservations - NO 1-3312 - SY 8-1764 - OR 4-6469.

Those of you who haven't renewed your club dues better get on the ball. Ballots for the January election will soon be out and those not holding valid membership cards will not be eligible to vote.

Driver of the month is 6.5 oz. Kurt Robert Anderson. Father, Bob. Mother, Janet. Congratulations!

Next race will be January 19-20, 1957. So, clean out your carburetors and let's all go.

## NEW MEMBERS

- David Andrews, N. Hollywood, Calif.  
 Musician - Ferrari, Ford, Jaguar.  
 Neal Blum, Arcadia, Calif.  
 Mills-'50 Olds, '50 Studebaker, '36 Buick, Allard.  
 James Coffin, Long Beach, Calif.  
 Engineering Draftsman-Austin-Healey 100.  
 Tom Groskritz, Glendale, Calif.  
 Machinist - C Jaguar.  
 John Horvath, Balboa, Calif.  
 Foreign Car Service - Ferrari, Superleggera, Jag XK120.  
 Nancy Jane Kelly, Long Beach, Calif.  
 Clerk - Hilman-Minx, '56 Conv.  
 Keith McMillan, Pasadena, Calif.  
 Surveyor.  
 Stan Peterson, Oakland, Calif.  
 MG, Simca  
 Dorothy Randall, Long Beach, Calif.  
 Foreign Car Dealership - TR 3, TR 2.  
 Hans Rudolph, Hollywood, Calif.  
 Architectural Draftsman  
 John Sherman, Long Beach, Calif.  
 California Chief Clerk - Hillman-Minx.

## INTERNATIONAL CALENDAR FOR WORLD DRIVER CHAMPIONSHIP FOR 1957

- Jan. 13 - Argentina Grand Prix.  
 May 19 - Monaco Grand Prix.  
 May 30 - Indianapolis 500.  
 June 2 - Belgian Grand Prix.  
 June 16 - Dutch Grand Prix.  
 July 7 - French Grand Prix.  
 July 20 - British Grand Prix.  
 Aug. 4 - German Grand Prix.  
 Sept. 8 - Italian Grand Prix.

## WORLD'S SPORTS CAR CHAMPIONSHIP RACES FOR 1957

- Jan. 20 - Buenos Aires.  
 March 23 - Sebring.  
 May 12 - Mille Miglia.  
 May 26 - Nurburgring.  
 June 20 - Le Mans.  
 Aug. 11 - Swedish Grand Prix.  
 Sept. 14 - R.A.C. Tourist Trophy.

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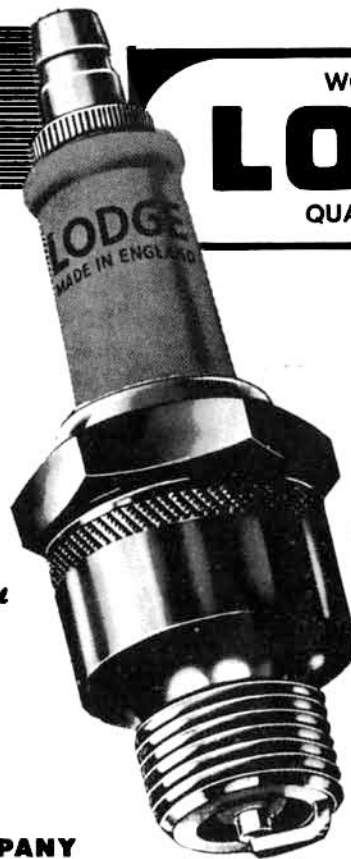
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# SPORTS CAR CORNER

by BILL BARRETT

## PALM SPRINGS

California drivers again showed they are Country's best. Race was crowd and driver pleaser all the way. Race one — Tony West, usually 17th, waltzed in 9th! Ladies' race — Mary Davis, convinced by a driving friend, Ruth Levy could be beaten — Mary did, by 1 sec! Marion Lowe, largest car in race — first race No. 3. L.A.'s Bob Oker ahead of 25 other bombs. Race No. 5, Bob Drake, after 52 secs in pit, coming from behind to blow off America's top Porsches and pilots. Reventlow said, "He finished on 2 recaps I lent him!" T.V. presented three pilots: Jackie Cooper, Richard Boone (the Medic) and Bill Leyden. Race No. 7 — Carroll (overalls) Shelby a first — brakeless!

## OVERHEARD BUT UNDERPLAYED

Big surprise at Paramount Ranch week ago — not in race, J. P. Kunstle sitting up in Carmel, receiving a phone call from John Edgar, hopping a plane at noon, buying the Edgar Sebring Porsche RS for \$6500 and towing it out to Paramount Ranch to practice for Sunday's race, all done within four hours! The handsome Swiss closed this deal so fast that even "Road Tester" was scooped! And "Tester" invents them! Ace pilot, Skip Hudson, skipping around the pits for a ride. Ruth Levy eating her heart out, just watching on turn No. 5. Phil Hill, another by-stander, pits loaded with talent, no rides. Bill Pollack, much lucky after losing his Corvette approaching turn five, very shaken but uninjured.

Lance Reventlow, a "watcher" also, saving his Cooper for Nasseau. Understatement of Paramount, Cooper distributor falling hook, line and Englebert for Ken Miles' remark: "I believe I'm catching on to it" (Cooper) — this after turning a fantastic 1.36! When J.P. brought his new Spyder in Ken Miles, Richie Ginther, Skip Hudson, Dan Guerney, Curt Warshowsky and a dozen others including even the starter, Cy Yedor, offered help, tires and parts to J. P. enabling him to practice for Sunday's race. This help from men who were quite aware that any aid given J. P. could quite possibly spell defeat for them on the 'morrow. Where else but road racing can you find such great neighbors?

Harrison Evans, at Paramount, on his qualifying lapper joining the exclusive "I ran out of gas" club! How 'bout this for active participants? Lew Bracker driving owner M. M. Kasler's Porsche Super Speedster during 1956 garnered four firsts, four seconds, four thirds, just one out of trophy and five DNF's — 18 trips to the starting line in '56. Mechanically the car is prepared by Hanning and Olbrich in North Hollywood. Bracker and Kasler will soon have a very hot Porsche Carrera built by the factory and customized for them. The crew dresses all in black and the car too — carrying No. 113! Flaunting superstition seemingly has kept them winning! Lance Reventlow's beautiful 300SL for sale, \$8000, concours style 45 coats of lacquer — call OL 4-0853.

To you, kind readers of the "Corner", a happy, safe holiday to all and may the New Year bring you loads of motoring joy!

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## NOTES ON SCCA RULE CHANGES

Recently the SCCA has published a new set of competition regulations which will become effective as of January 1, 1957. Certain significant changes have been effected, particularly in the stock or "production sports" category. The first question which comes to mind is whether or not the CSCC will also adopt all or a portion of these changes.

Roll bars will be required on all vehicles, including stock, modified, and formula cars. The removal of tops in stock sports cars to facilitate fitting the roll bar will be allowed. Modified cars will be allowed a Tonneau cover.

Production sports cars must carry a stock muffler, windshield, and bumper. Recapped tires will not be allowed. Also any car capable of speeds in excess of 110 mph must have racing type tires. Cycle type fenders will not be permitted.

At present CSCC, and, in some instances SCCA, allows bumpers, windshield, and muffler to be removed. Also roll bars are not required.

Effective April 15, 1957, the class structure of production sports cars will be changed as follows:

CLASS	APRIL 15	PRESENT SCCA	FIA (CSCC AND SCCA MODIFIED)
A	over 5000	over 8000	over 8000
B	3500-5000	5000-8000	5000-8000
C	2700-3500	3000-5000	3000-5000
D	2000-2700	2000-3000	2000-3000
E	1600-2000	1500-2000	1500-2000
F	1300-1600	1300-1500	1100-1500
G	1000-1300	750-1300	750-1100
H	750-1000	500-750	500-750
I	500-750	350-500	350-500
J	350-500	under 350	under 350
K	under 350		

These class changes will have certain interesting results as to the grouping of auto makes. The Corvette is now in a class all by itself (or with the T-Bird if that is worth mentioning). Jaguars and 300SLs now run together in class C. This leaves the Healey all by itself in D. Present E cars remain in that class with the exception of the 1600 Porsche which drops back to F. Earlier MGs and Alfas now run in G. Obviously some will be happy and some unhappy with the new system, depending upon the make of car owned.

Under the new rule book, the manufacture of 150 cars is sufficient to place it in the production category, provided it is listed as production by SCCA. Previously, 500 cars were required and the burden of proof rested with the entrant.

With the exception of Formula III, the category of unrestricted or Formula Libra will be discontinued after January 1, 1958.

All cars will be required to carry a fire extinguisher and all contestants must wear flame resistant garments.

Entrants of production cars must file an affidavit that their car conforms to the category requirement. Violation of the regulations subjects the entrant to a penalty up to and including life-time expulsion from the SCCA.

The licensing procedure has also been somewhat modified. Two types of licenses will be issued: Temporary Permits and Competition Licenses. A temporary per-

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mit may be obtained upon the successful completion of a driving, written and medical test. Competition licenses will be issued after one or more successful races provided the application is signed by the Regional Contest Board Rep and a member of the National Contest Board (or his representative).

Probably these changes will be greeted with as many and varying reactions as there are drivers. However justification for some of these regulations is difficult to see. Why must a contestant carry his windshield? So that it can become pitted or broken? This is not only dangerous but expensive. With all stock cars fitted with mufflers the production races will be like a procession of ghosts. To many spectators the sounds of racing are as thrilling as the sights. In fact, records are cut and on the market of racing sounds. Bumpers also seem to be excess baggage as far as racing goes. Not only do they jam against tires in a crash, they have sharp edges which rip through various material upon contact, including human bodies.

On the other side of the ledger, the compulsory inclusion of fire extinguishers, roll bars and fire resistant clothing is certainly commendable.

## SECOND RUNNING



Jack Bates unsuccessfully trying to pass Bob Oker.



# paramount ranch road races

The second running of the Paramount Ranch Races, sponsored by the California Sports Car Club and held the weekend of November 17th and 18th, saw a very rare occurrence. Ken Miles, piloting his Porsche Cooper, not only won the Main Event for under 1500cc cars, he also won the Main Event for over 1500cc.

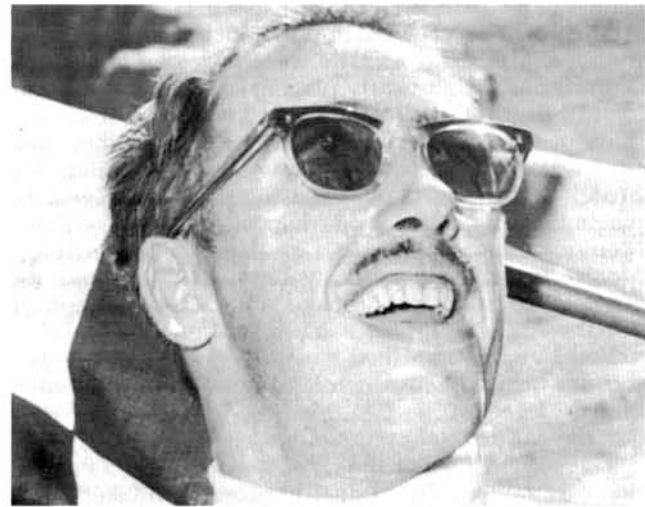
This was a terrific performance by Miles, certainly one of the country's top sports car pilots. The occurrence was rare on two counts. Miles won the Main Event with an under 1500cc vehicle; he also scored a grand slam, that is, won both events. This performance recalls a few years back when this same driver pulled off the same feat with his famous "MG Special".

Main interest was centered on the much touted duel between Miles and Bob Drake, dark horse Palm Springs victor. The start of the under 1500cc go gave the appearance of a very hot battle between these two. For the first eleven laps Miles lead with Drake breathing on his neck some three to five seconds behind. However, on the eleventh lap, Drake's mount lost its oil pressure and threw a connecting rod, thus putting him out of the running. Jean Kunstle, in the Le Mans winning Porsche Spyder, then moved into second spot. Jean, while never really challenging Miles, ran a consistent six or seven seconds behind for the remainder of the race.

Two class G cars, both Lotuses, came in for third and fourth although trailing more than a lap behind the leaders. Jean Oddous was third and Ed Fruetel fourth, followed by John Porter in another Porsche Spyder three laps behind the winner.

The Main Event, for cars over 1500cc, did not host any great array of talent other than Miles. Of course most of the drivers had talent and some of the cars have been moderately successful in the past. But this was certainly no array of might such as was witnessed at Palm Springs.

First out of the chute was Eric Hauser in the Balchowsky Special (we wish Eric and Max would settle on a name for it). From the start, Hauser was closely pressed by Miles. Third, on the first lap, was Harrison, previous Paramount victor, followed by John Von Neumann in a Ferrari Monza.



The smiling winners --Bob Oker ( above) Ken Miles ( below)



## **SECOND RUNNING PARAMOUNT RANCH ROAD RACE**



The duel between Dale Johnson and Robbie Robinson ended up with Johnson getting the better end. ( Porsche)

In the second lap ,Evans dropped way back and finally dropped out with mechanical troubles. By the second lap Kunstle in the Spyder moved into third slot followed by Von Neumann. This is the way things stood until the eighth lap when Miles went into the lead. Four laps later, Kunstle passed Hauser and this established the eventual race winners. By the end of the race, Miles and Kunstle were over two laps ahead of third place Hauser. By placing second in both Main Events, Kunstle should be credited with almost as good a job of driving as Miles. While he won neither race, Jean was never more than a few seconds behind. The Frutel Lotus, which qualified for the Main Event by placing fourth in the Semi-Main, was driven by Frank Monise. While running sixth on the twenty-fourth lap, Monise became momentarily blinded by the sun and crashed the Lotus on turn four. Frank escaped unhurt, but the car was almost completely destroyed.

Von Neumann finished a creditable fourth, only two seconds behind Hauser while Chuck Porter in the now blown Mercedes-Benz SLS was a slow fifth. Blown or not, the car just doesn't seem to live up to its potential.

The second race of the day for over 1500cc Production cars saw a spirited dual between Bob Oker in the AC Ace and Jack Bates in his 300SL. Oker led all the way with Bates finishing some two seconds behind. On a longer course the story would probably have been the other way around. However the Merc. never had a chance to capitalize upon its superior top speed and the more maneuverable class E-AC came out the winner. The extremely torturous nature of this course does a lot to explain the grand slam win of Miles also.

Following Bates, some 71 seconds behind, was Jim Parkinson in the 100S Austin-Healey and Don Hulette, in an Arnolt-Bristol, came in for a fourth overall and second in class better than a lap later.

The under 1500cc Production go saw another spirited two car battle, this time between Dale Johnson, in a Porsche Carrera, and Robby Robinson in the MGA. They finished almost neck and neck with Robinson only three-tenths of a second behind; however the MG just didn't have the horses to pass the Porsche. Lucky for Johnson that he didn't make any mistakes — Robinson was so close behind that one mistake was all Robbie would have needed to win.

Frank Aldhous came in for a clean third followed by Jimmy Moore in another Porsche.



John Von Neumann taking turn five.



Chuck Porter in the blown 300SLS

**SATURDAY QUALIFYING TIMES**  
Under 1500cc

Car No.	Time
50	1:36.858
90	1:42.523
49	1:42.762
97	1:45.308
63	1:45.625
26	1:45.627
8	1:47.268
169	1:48.379
55	1:49.688
116	1:50.293
126	1:52.139
102	1:53.708
140	1:55.917
32	1:57.471
87	2:04.259
25	2:37.016

Over 1500cc

Car No.	Time
170	1:37.595
130	1:39.047
70	1:39.573
11	1:39.577
21	1:39.757
181	1:41.319
124	1:45.647
9	1:47.561
14	1:50.700



Eric Hauser in the Balchowsky Special.



Action on Turn five.

**CALIFORNIA SPORTS CAR CLUB SECOND RUNNING**  
PARAMOUNT RANCH ROAD RACES—UNOFFICIAL RESULTS

RACE NO. 1 & 2 — Prod. Sedans up to 1500cc; Form. III & Form. Libra. Time: 30:27; 32.13. Laps: 17. Ave.: 67.0; 63.3. Miles: 34.

POS.	SEC.	DRIVER	MAKE OF CAR	CLASS POS.
1		Geslin, Jean Andre	Cooper Norton	1
2	33	Stuart, Dane	Triumph (Dane)	2
3	1L13	Holcomb, Geo.	Echo JAP	3
4	53	Dair, Jack	Volvo 444	1F
5	113	Pearson, Ron	Volvo 444	2F
6	2L82	Davis, George	Simca	3F
7	104	James, John	Volkswagen	4F
8	3L40	Finley, Don	Volkswagen	5F

DNF — Wightman, Gager, Winters, Morrow, Black.

RACE NO. 3 — Prod. Under 1500cc. Time: 46:25. Laps: 26. Ave.: 67.2. Miles: 52.

POS.	SEC.	DRIVER	MAKE OF CAR	CLASS POS.
1		Johnson, Dale	Porsche Carrera	1
2	.3	Forbes-Robinson, E.	MGA	2
3	28	Aldhous, Frank	Alfa Romeo Spy	3
4	58	Moore, Jimmy	Porsche S. Spd.	4
5	99	Lumkin, J. E.	MGA	5
6	101	Hogan, Dan	MGA	6
7	1L3	Pickering, Ray	MGA	7
8	9	Nichols, Frank	MGA	8
9	43	Hanford, Harry Jr.	Alfa Romeo	9
10	72	Duncan, Geo.	NGA	10
11	73	Morse, Richard	Alfa Spyder	11
12	2L32	Seeger, Paul	MG-XPEG	12
13	33	Dair, Jack	MGTF	13
14	57	Whitney, Clarke	MGTC	14
15	59	Newman, Fred	MGTD	15
16	78	Doushless, Bill	MGA	16
17	82	Bonney, H.	MGTF	17
18	96	White, Art	MGTD	18
19	3L52	Selover, Ed	MG Testa T.	19
20	4L15	de Lado, Attila	MGTD	20
21	8L98	Brunner, Mark	Crosley S.S.	1H

DNF — Scurlock, R., Farrell, T., Schulman, R., Fanning, H., Taylor, S., Barker, E.

RACE NO. 4 — Prod. Over 1500cc. Time: 45:21. Laps: 26. Ave.: 68.8. Miles: 52.

POS.	SEC.	DRIVER	MAKE OF CAR	CLASS POS.
1		Oker, Bob	AC Ace	1E
2	02	Bates, Jack	Mercedes 300SL	10
3	71	Parkinson, Jim	Austin-Healey	2D
4	1L26	Hulette, Don	Arnolt-Bristol	2E
5	45	Bracker, Lew	Porsche Su. Sp.	3E
6	47	Dixon, Bill	Siata Fiat V-8	4E
7	48	Spears, Geo.	Porsche Spd.	5E
8	49	Clark, Lawrence Jr.	Jaguar K-120	1C
9	53	Bowers, Rod	Triumph TR-2	6C
10	78	Crowderf, Gordon Jr.	Porsche Spd.	7E
11	91	Haggerty, John	AC Bristol	8E
12	114	Wheller, Bob	Jaguar XK-140MC	2C
13	2L44	Matthews, Jim	Jaguar AK-120	3C
14	56	Danner, Judd	Jaguar XK-120	4C
15	93	Hirsh, Stuart	Jaguar AK-140MC	5C
16	97	Smith, Colin	Austin-Healey	3D

DNF — Gurney, von Kaesborg, Bloemendaal, Muse, Friedman, Whitelock, Yates Jr., Willett, Bonenberger, Dillaway.

RACE NO. 4 — Form. III. Laps: 10. Miles: 20.

POS.	SEC.	DRIVER	MAKE OF CAR	CLASS POS.
1		Kessler, Bruce	Cooper Norton	1
2	08	Black, Bill	Cooper Mk. VI	2
3	18	Dane, Stuart	Dane-Triumph	3
4	56	Holcomb, Geo.	Echo JAP	4

DNF — Morrow.

RACE NO. 5 — Mod. Under 1500cc. Time: 45:30. Laps: 28. Ave.: 73.8. Miles: 56.

POS.	SEC.	DRIVER	MAKE OF CAR	CLASS POS.
1		Miles, Ben	Porsche Cooper	1F
2	2	Kunstle, J.P.	Porsche Spyder	2F
3	1L54	Koudous, Jean	Lotus Cov. Climax	1G
4	2L30	Fruetel, Ed	Lotus	2G
5	31	Porter, John	Porsche Spyder	3F
6	82	Scott, William	MGTD	4F
7	3L14	Hand, Bud	MG Spl.	5F
8	29	Robinson, Forbes	MG-A	6F
9	66	Miller, Dusty	Backyard Spl.	7F
10	84	Nethercutt, Jack	Lotus Cov. Climax	3G
11	4L24	Peron, Perry	Panhard	1H
12	63	Holbrook, Robert	Crosley Spl.	2H
13	93	Brauer, Don	MGTC	8F
14	6L87	Bucklein, Stan	Panhard	4G
15	7L32	Swift, Howard	Renault, Spl.	3H

DNF — Fellows, Peterson, Drake, Patterson, Schroeder, Biehl.

RACE NO. 6 — Mod. Over 1500cc. Time: 1:30. Laps: 56. Ave.: 74.7. Miles: 112.

POS.	SEC.	DRIVER	MAKE OF CAR	CLASS POS.
1		Miles, Ken	Porsche Cooper	1F
2	18	Kunstle, J.P.	Porsche Spyder	2F
3	2L14	Hauser, Eric	Balchowsky Sp.	1B
4	16	von Newmann, John	Ferrari Monza	1D
5	4L59	Porter, Chuck	Merc. Benz	1C
6	5L73	Robert, Don	Lotus Climax	1G
7	6L103	Firestone, Jim	Frazier Nash Le	1E
8	7L12	Groskritz, Tom	Jag C	2C
9	8L49	Hulette, Don	Arnolt Bristol	2E
10	37L25	Nash, Dick	MG-60	2D

DNF — Friedauer, B., Kingsley, M., Monise, F., Balchowsky, M., Evans, H., Livingstone, F.

# HOW TO RUN A RALLYE-III

BY BUZZ DeBARDAS



A long time ago, on my first Rallye, I made an interesting discovery. For the first few miles after starting on a Rallye my Navigator (who was as new and green as I was) just sat next to me in what seemed like a mild state of shock. We were lucky that there were no changes in direction or we would have been lost in the first few minutes.

Later, when I asked him about it, his best answer was that he just went blank. Next Rallye I got a new Navigator and the same thing occurred. It was beginning to look like all my friends were sorta dumb.

By my third Rallye I had it all figured out. I would get a ride and do the Navigating myself, and there we were again. I went blank for so many miles the driver thought I had gone to sleep.

Many, many blank Rallyes later I was told the answer by my new Rallye partner. It seems that Old John Patterson had done a bit of research on Rallyes and had

found a few answers and his remarks on blanking out were simple. It seems that everyone goes through it and the solution is simple.

The Driver and Navigator have to meet some place, then on the ride over to the Rallye start, they must pick a speed and compute all the way to the Rallye. This would give the Navigator a chance to warm up and get over his Buck Fever prior to the Rallye.

You might try it. It does seem to work well, at least it does for me.

Here is another point that should save you a lot of work and also several minutes at the odometer check point. Let us say that the speed as is listed by the Rallye master is 30.0 M.P.H. and you are told that when you come to a Red Club Flag you will be at the 10.0 mile odometer check point. Most folks drive along at 30.0 M.P.H. following directions until they arrive at the odometer check, stop, and then compute the time that it should

have taken them to arrive and depart, (the same split second) and also the correction that should be used for the rest of the Rallye.

May we suggest you do the following. You start at 7:32 P.M. Speed is listed as 30.0 M.P.H. and the odometer check is at 10.0 miles. Put 30.0 M.P.H. into your computer and see how long it takes you to go 10.0 miles. The answer is :20:00, (twenty minutes). This added to your time out gives you a departure time out of the odometer check of 7:52 P.M. The fact that you may show more or less mileage at the 10.0 odometer check has nothing to do with the time out. Remember, you will be running this Rallye based on the Rallye Master's odometer reading, not yours (at least not till you have corrected to conform with his reading).

Another point that you just might not know is that, as you get out on the road, most of the telephone poles have small tin plates mounted about six feet high. These plates have numbers on them, and I believe this helps the phone company keep track of their poles.

Now I have no objection to numbers on telephone poles but every so often a Rallye Master will list pole #609-609 as being the 10.0 mile odometer check, and you will have to find that pole. True, if you follow the instructions, you will drive past the darn thing, but will you have time to look for it? Well, you better 'cause if you don't locate it, you will never win this Rallye. And then, again, what speed should you run at? The answer appears simple. Drive 400.0 M.P.H. for about nine miles and then drive very slowly for the next mile looking at every phone pole till you find the correct one. Now, although this seems like a good idea, you can't do it for several reasons. 1. Most of the Sports Cars won't go that fast. 2. California law. 3. Last, but not least, if you are running a lot faster than the Rallye Master was at the time that he laid out the Rallye, you will have some extra wheel slippage that he didn't experience and your reading will be a false one.

I have followed this practice and it has worked well. I try and drive 10 to 15

Cont'd on page 34





—Photo by Joe Weissman  
Jerry Massey testing the new guard rail on the outside of turn 5 at Paramount Ranch.



—Photo by Joe Weissman  
Sam Hanks took the checkered flag in a 1956 Mercury, after holding down second place behind Troy Ruttman who led most of the race in a 1956 Ford.

## STOCK CARS GO AT PARAMOUNT RANCH

November 4, 1956, saw J. C. Agajanian present a 250 mile National Championship Road Race, authorized by the United States Automobile Club, at Paramount Ranch, in the San Fernando Valley.

Paramount Ranch, originally designed and constructed as a sports car road race for the California Sports Car Club, proved to be a test of both driver and car, and was a fitting wind-up of the 1956 USAC stock car championship. While Sam Hanks, driving a 1956 Mercury (15) took the checkered flag, it was Johnny Manz, in a 1956 Ford (92) who won the USAC National Championship Point Standings while finishing second, after starting the race in his 1956 Ford (8) and later switching into Jerry Unser's number 92.



—Photo by Joe Weissman  
Johnny Manz, 1956 USAC National Championship Point Standings winner, took a second place after switching from his number 8 into Jerry Unser's 1956 Ford.



—Photo by Joe Weissman  
Marshall Teague, who had the dubious honor of hitting the underpass on the first lap, moved up steadily and finally took a fourth in the 250 mile race.



## TESTING THE SIMCA

# Versailles



The Simca Versailles is one of the most revolutionary cars to come out of France. It has, what we might consider, typical American lines — and it was America that the French had in mind when they designed and built one of the finest automobiles yet to come out of that country.

Outstanding of its many features, of course, is the V-8 engine. Modeled after the early Ford V-8 Sixty it boasts many engineering changes and modifications. The engine is perfectly tuned and balanced before leaving the country and is absolutely vibration free. We couldn't here justifiably describe the functioning of the engine aside from saying that it is good. When first turning the 85 h.p. flathead engine over one is immediately aware of the typical sound of a Ford engine. Our test car was equipped with twin 20" deep-tone mufflers which gave the car a powerful and pleasing sound. The engine runs perfectly smooth. There is no vibration whatsoever and no matter how hard we tried we couldn't produce any noticeable lugging—even started out from a dead stop in high gear with good results!

Riding qualities lends itself to rather easy description. The V-8 engine is not as powerful as most of the larger American cars yet the pick-up and general handling qualities are better than most small imported sedans. The steering is slightly tighter than American cars and is typically European. Unique suspension makes the car easy to handle while cornering at almost any speed—there is no noticeable leaning. For those who are familiar with high speed "cornering" there is no guesswork—the car "breaks" noticeably and "correction" is amazingly easy.

The instrument panel is well situated and has almost every modern device desired. All cars are equipped



with back-up lights, "town and country" horn (two pitches), fog lights, adjustable seats, directional indicator, voltage warning light as well as petrol warning lights and the usual instruments on the panel including gas and mph. gauges. The collapsible arm rest in the back seat also deserves mention.

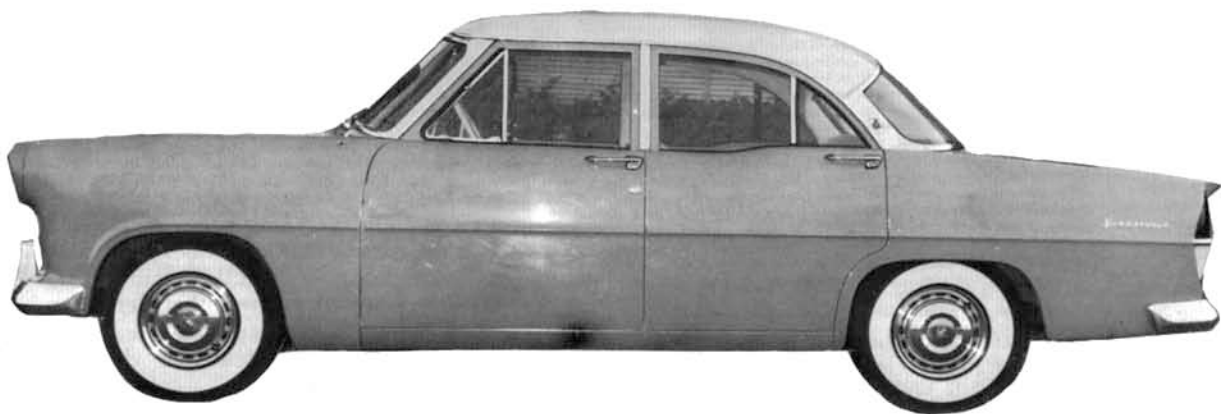
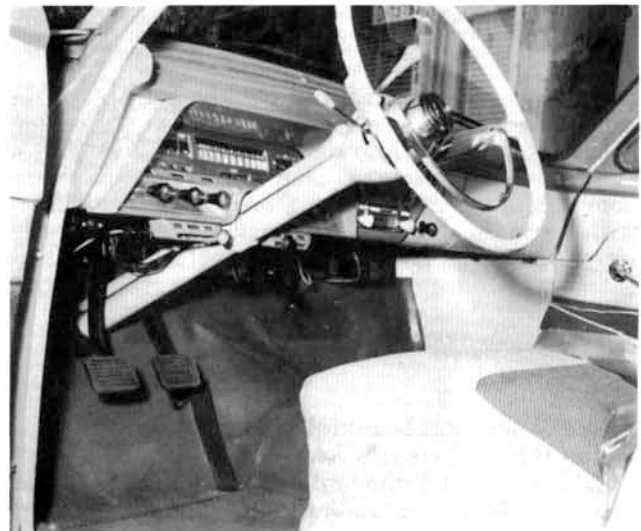
Styling, although far removed from most "typical" European cars, should appeal to the American car buyer. The lack of extra, and "unnecessary" chrome adds rather than detracts from the overall appearance of the car. The Versailles is noticeably lower than the American cars and the combination of clean lines, white sidewall tires and distinguished trim make it literally a beautiful car. During the seven day period that we tested the car there was, approximately, fifteen inquiries by other motorists or passer-byers as to what kind of car it was and commenting on its good looks.

The slight sacrifice in acceleration is more than compensated by the fuel economy. For the V-8 engine the mileage was very impressive. During the overall test, under hard driving, we averaged 24.1 mpg but at steady speeds on the highway we boosted the consumption up to nearly 45 mpg. The transmission is the same used on American "stick-shift" automobiles with three speeds forward. Shifting is short and smooth. Interior upholstery is that of the European quality—slightly better than most American makes.

The Versailles is equipped with many features which are worth mentioning. A red warning signal lamp lights up when engine is started and the hand brake applied. The car is started by turning the ignition key to the far right. A red warning signal lights up when ignition is turned on. When the engine is running it gets dimmed and goes out as soon as the generator starts charging the battery. A green warning light lights up on the instrument panel when the gasoline level reaches 1.5 gallons. The Versailles is equipped with an electrically operated clock. It has a choke control switch and electrically operated windshield wipers. There are numerous other "conveniences" that we cannot mention within these space limitations.

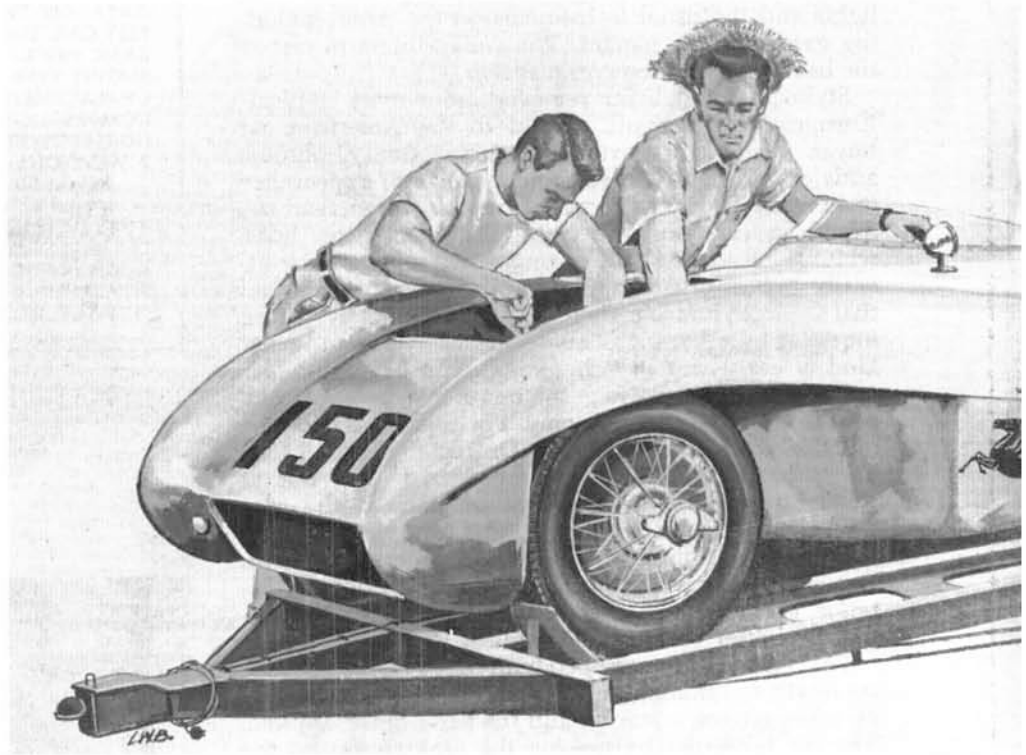
The Versailles is, we feel, quite a bargain at the list price of \$2195.00. The car actually sells for quite a bit more in France but the urge to establish a favorable exchange in dollars, plus the stiff sales competition in this country has caused the factory to drop the price to this low level. The French are offering a low-priced car with built-in economy that should cut deeply into the American market. The demand today is not for bigger and longer and higher-finned cars but for roominess and versatility as is offered by the Simca V-8.

**DATA ON THE SIMCA VERSAILLES V-8**  
**TEST CAR:** Simca V-8 four door sedan.  
**BASIC PRICE:** \$2195 at port of entry.  
**ENGINE TYPE:** V-8 L-head.  
**DISPLACEMENT:** 143.5 cubic inches.  
**COMPRESSION RATIO:** 8 to 1.  
**HORSEPOWER:** 85 at 4400 rpm.  
**DIMENSIONS:** Length 177 inches, width 68, height 58, front tread 54, rear tread 53, wheel base 106.  
**CURB WEIGHT:** 2596 pounds.  
**TRANSMISSION:** Conventional three-speed synchromesh.  
**ACCELERATION:** 0-60 mph 17.7 secs.  
**TOP SPEED:** 91.3 mph.  
**MILEAGE:** 24.1 mpg (under test conditions).



# Lotus

## 150



by BOB SANDO with special artwork by LEE BRUBAKER

One of the most beautiful of the foreign imports we see on the road courses here in America today is the English Lotus. It is the brain-child of Colin Chapman, one of England's outstanding personalities in the sports car field. Starting with a very humble back yard beginning the Lotus is now recognized as one of the top machines in its class the world over.

The Coventry Climax engine, which is the power plant for this "little bomb", is small (1100cc) but packs a powerful punch, pushing this car along at over 130 mph. The car handles like a dream and it is the contention of most drivers that all you have to do is point the car in the right direction and it will follow. Sounds easy, like a Sunday drive, but taking that car you use for shopping out of the chute and revving up to 125 mph on the straight, then gearing down and braking for a 180 degree turn. That's where driving skill takes over. So much for the car and now for the story of two proud fellows and their Lotus No. 150.

We see so much in print concerning the great and near great that the owners and drivers with limited purse strings are sometimes lost in the shuffle. These fellows do not have the big money behind them, but spend only what they can on their little jewels. They work at their respective jobs during the day and work far into the night in their garages. Their knowledge and skill in tuning and preparing their mounts make road racing the great sport it is today. Two such fellows are Chuck Willis and Bill Hollie.

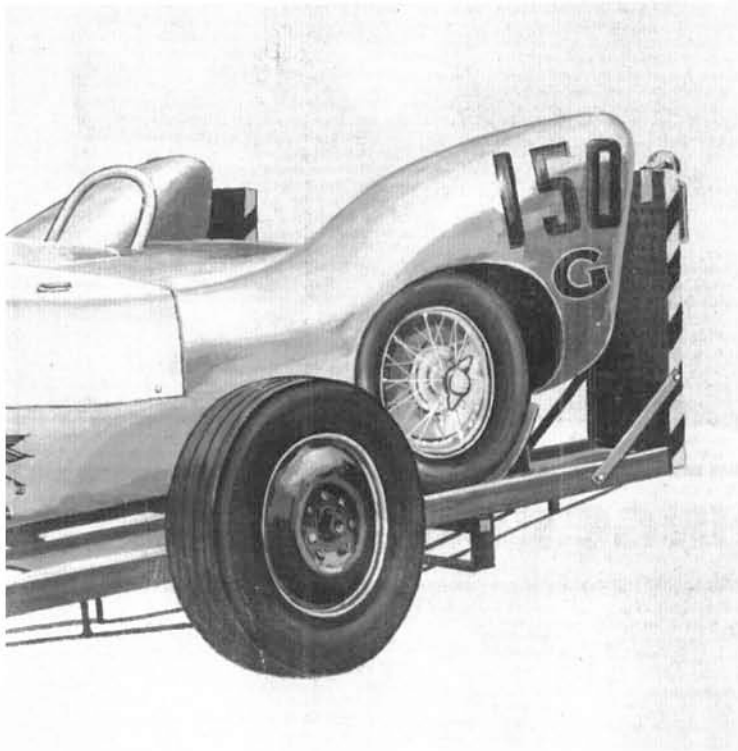
Chuck and Bill met for the first time a little over two years ago when both were faced with a similar prob-

lem, troubles with a modified Jag. engine. They were introduced by a mutual friend and soon found that they had a lot in common, Chuck who had some "trials" experience with a modified MG and Bill with his drag racing. They became good friends and decided to work together building a top competition car. Starting with a wrecked Jag, a modified Jag engine, many hours of paper work, our two hero's, "First in Sales", went to work on their own specials. The chassis was entirely of their own design and lacking many of the necessary tools the "special" soon became quite a project.

During the time work was progressing on the special they became very interested in the looks and performance of the Lotus. One day while Chuck was driving through Burbank, he happened to pass by Jay Chamberlain's, the Lotus dealer, and inside was a beautiful new Mark IX Lotus. This was too much and in a matter of a few hours the Lotus found a new home and loving parents.

With the Bakersfield race only a short time away the boys really got busy. A brand new mount, no previous racing experience and the lack of information on the car did not stop them. The car was taken to Willow Springs for a few hours of practice, four to be exact. The car was then entered in the Bakersfield clambake. There, the nearly impossible happened, second in class and ninth overall. Quite a feat for the foregoing situation.

After working on the car and beginning to know a little more about it they entered the first sports car race at Pomona. Take it from one who saw that race

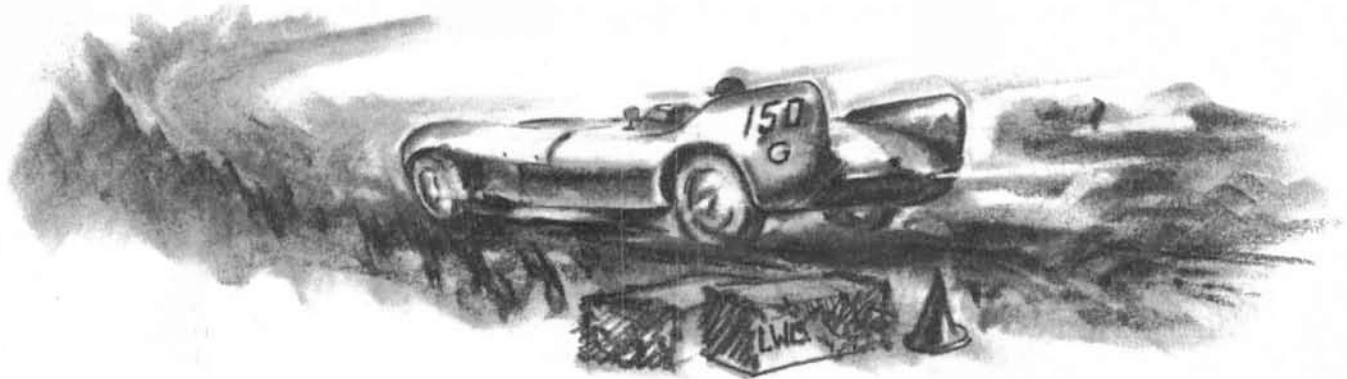


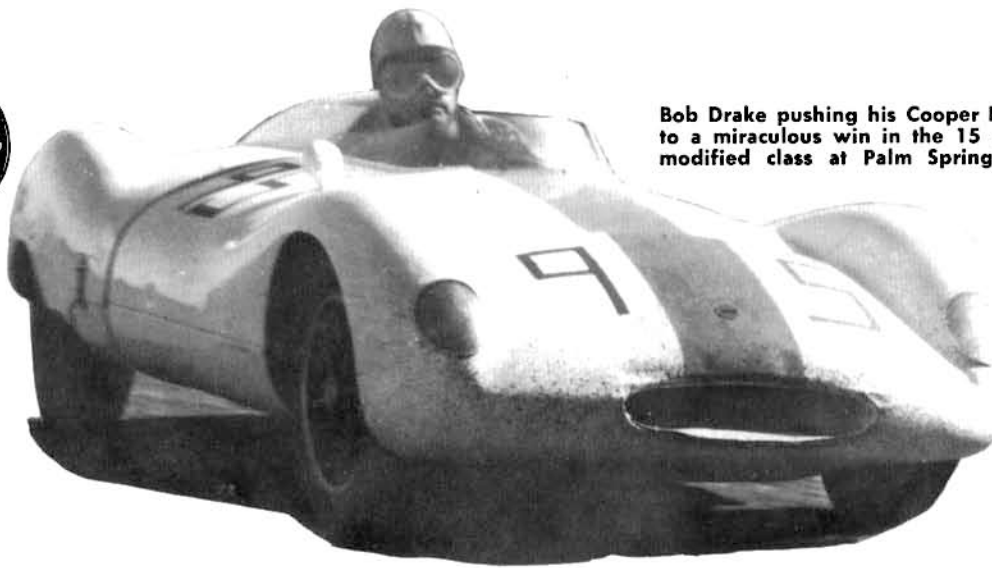
on Sunday it was slightly terrific! Chuck got off to a rather bad start due to the traffic but then things started to happen. Clipping seconds off each lap, Chuck really got going and when the checkered flag came down Chuck was only 1/500 of a second from the coveted first place, less than half a wheel width behind the leader, Jay Chamberlain.

Not all the races they have entered have had such a beautiful ending. At Santa Barbara Chuck got off to a good start, but after a few laps found his tachometer was not functioning. The Climax engine does not flat out at high R.P.M., but will continue to accelerate until it blows up, so being without the use of the tach placed Chuck in rather a serious situation. Driving "by ear" Chuck started for the lead, tach or no tach, but coming out of one of the corners spun out. When the car stopped the spin it was headed in the right direction but the engine had quit. Upon trying to restart the car Chuck discovered the battery dead. Lady luck was just not along on that trip.

After each race the engine and any structural members that are subjected to stress are disassembled and examined and vital parts x-rayed. In this way any defective parts can be replaced, making it a safe car for the driver and those who compete against him.

This will give you an idea of the time and money spent by the fellows with limited bank accounts and let's hope that road racing continues to be the great sport it has become here in America.





Bob Drake pushing his Cooper Roadster to a miraculous win in the 15 mile modified class at Palm Springs.

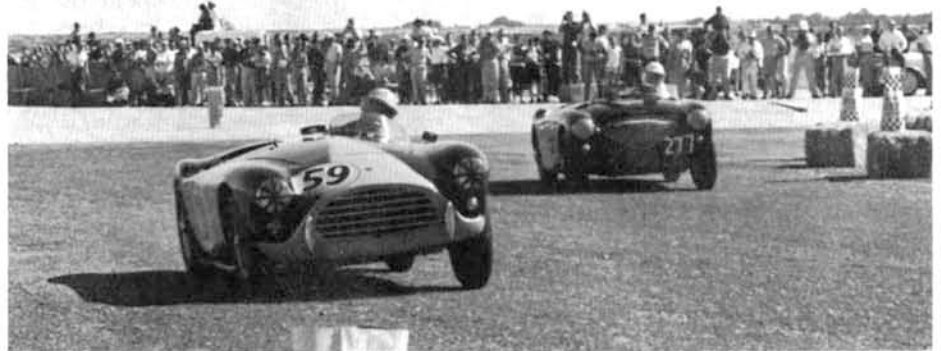
A large congregation of powerful machinery and famous drivers gathered at "the Springs" the weekend of November 3rd and 4th. Smiling weather, superlative driving and a very sympathetic crowd bined to make this one of the stand out races of the year.

Attention was focused on the over 1,500 cc Main Event. Here met some of the best the East and West could offer. Top contender was SCCA division leader, Carrol Shelby, in the very fast 4.9 Ferrari. Returning from a most successful European season was Phil Hill in a 3.5 Ferrari. Lined up behind these road race greats was a stellar cast which included Jack McAfee, 3.5 Ferrari; Bill Murphy, Buick; Harold Erb, Jack Douglas, Jerry Austin all in D Jaguars; Bob Drake and Rod Coweth, DB3S Aston Martins; John Barneson, Hayemann Special; Bob Gillespie, Maserati.

A deafening and ground shaking start saw Shelby jump into the lead closely followed by Hill, Murphy and McAfee. A Shelby-Hill dual started which was to last the entire race. Shelby held the lead for all but a few seconds and won by half a second. Hill was never more than a few feet away and he pressed very hard in the curves. This two man fight was certainly a crowd pleaser—it had the spectators on their feet and cheering for much of the race. However, one had the feeling that it

## PALM SPRINGS ROAD RACES

by ART EVANS



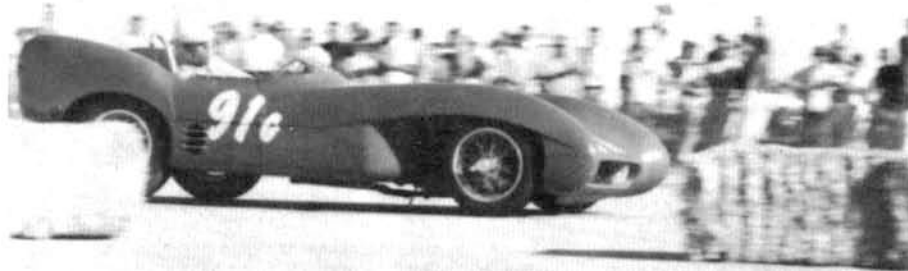
Bob Oker and Robbie Robinson's duel was one of the highlights of the two-day race week-end.



Start of Race Six saw O'Shea take early lead but persistent driving paid off for Richard Thompson (Corvette) who took checkered flag.



**Carroll Shelby, (Ferrari) led Phil Hill (Ferrari) by not more than three seconds throughout the grueling 105 mile main event, in Sunday's go, to take the checkered flag 1/2 sec. ahead of the game lad from Santa Monica**



**Harvey Mayer drove one of the finest Class G races yet seen in So. Calif., when he pushed his Lotus Mk IX to class win in the mod. under 1500 class**

would not have been quite so close had Shelby not wanted it to.

By about the 10th lap, Shelby, Hill and Murphy were still 1, 2, 3; but Erb in the D and McAfee had passed Balchowsky to be in fourth and fifth respectively.

The race took its toll in broken down machinery too. A total of eleven cars failed to finish of the twenty-five starters. Included in the DNF column were Murphy, Von Neumann, Balchowsky and Austin. When Al Torres finally dropped the checkered flag after an hour and 20 minutes of fast and furious racing, Shelby was the winner followed by Hill, Erb, Barneson, McAfee, Drake & Pete Lovely in a 550 Porsche.

Spectators of the under 1,500 cc Main Event were treated to one of the most stupendous feats of driving ever seen. Bob Drake driving the diminutive Porsche-Cooper was the undisputed hero of the weekend. The crowds cheered him as if he were Jon Arnett going for a touchdown against Oklahoma.

From the line-up of cars and drivers on the grid, it was obvious that this would be one of the most hotly contested races of the day. Pete Lovely was down from Seattle with his cool and relaxed style of driving to challenge the SCCA under 1,500 cc point leader Jack McAfee. Both piloted 550 Porsches. But also likely to be a frontrunner was Howard Wheeler in his OSCA fresh from an impressive victory at Pomona. Also in Porsches were Richie Ginther and John Porter. Rounding out the list of possible winners was "Gentleman" Jim Kimberly, OSCA; Chick Lesan, Maserati, and J. P. Kunstle, 550.

At the start Lovely jumped to an early lead followed closely by Bob Drake, Kunstle, Lesan and McAfee. It looked as if a good 1-2 dual was developing between Lovely and Drake when Drake spun out. Before he could get oriented, he was back in 7th place.

Then started the driving exhibition that kept everyone holding their breath. Drake

set himself to the almost impossible task of passing what was one of the best congregations of under 1,500 cc drivers in the U.S. But car by car he worked his way back toward the front. Drake seemed to be going ten or fifteen miles per hour faster than anyone else through the corners.

It was a battle with the clock as well as with the other cars. At the rate he was going, Drake was sure to win, if nothing happened and if there was enough time. Finally with only a few laps to go, Drake forged into the lead and that is the way it ended. Drake by 4 seconds over Lovely followed by Ginther, McAfee, Kimberly and Harvey Mayer, winner of class G in his Lotus Mark IX. Kunstle and Wheeler both failed to finish.

The race for production cars over 3,000 cc and Mercedes Benz 300SL was a hair raising dual between a flash of 300 SL's and Dick Thompson in his Corvette.

At the start Jack Bates led followed by Paul O'Shay both in Mercedes. Third was Thompson. Soon O'Shay dropped out with mechanical troubles. This put Rudy Cleve third. Cleve had a poor starting position and had worked his way through the pack. With only a few laps to go, Thompson passed Bates and won the race by one-tenth of a second. Fourth was Bob Dickson in a 300 SL followed by Mel Allen in another Corvette.

On this day of close races and great driving, one of the best performances was turned in by Bob Oker and Robby Robinson. Oker in the AC and Robinson in the Healey carried on a hard fought dual for first place for almost the entire race. About two-thirds of the way through the race, Robinson, who had been second and following very closely, passed Oker for the lead when the AC went too wide in a corner. The Healey held the lead for a few laps and then, when the race was almost over, Oker passed Robinson and went on to win by three seconds. Robinson was followed by Dan Dickey, Dale Johnson and Tracy Bird all in Porsches.

## driver of the month

# Carroll Shelby



The late afternoon sun was casting long December shadows over the Palm Springs airport a year ago. Lined up on the starting grid was the most impressive array of drivers and racing machinery ever seen on the West Coast including the legendary stable of Tony Paravano. Seated in Paravano's latest acquisition of rolling dynamite was a tall lithe Texan, Carroll Shelby. His transportation was the largest and fastest car on the grid, a 4.9 Ferrari, yet it was placed three rows back from the front. The thunder of engines responding to their drivers' feet was deafening as the starter went high into the air. As Shelby jockeyed the Ferrari approaching turn one, a car inches in front of him braked hard and Shelby, unable to move to his left or right, climbed up over the rear of the braking car. The tremendous forward motion of the Ferrari catapulted it into the air trailing smoke and flame, completely flying over another car, returning to the ground on its wheels, crossing another section of the course, then coming to rest hundreds of yards from the point of impact. The spectators breathed a sigh of relief as Carroll stood up in the cockpit of the shattered Ferrari waving to the crowd. His classic remark afterwards was, "Man, I could have stopped it after the impact — Ah just wanted to clear the course so the race could continue".

Carroll has been associated with speed all his life. When he was three his dad carried him to dirt track races around Dallas. While he was attending Woodrow Wilson high school he swept race tracks to earn spending money and scooted around town making deliveries for a local drug store on a motorcycle.

"In April, 1941, I enlisted in the air corps," Carroll stated. "My first job with the Corp was driving a fire truck." Carroll, in his quest for speed, entered the Corps pilot training school and graduated a flying sergeant. Within his five years hitch he checked out in almost every bomber the Air Corps was flying! One of his numerous rejections of the *man with the scythe* was during the period when he was flying over the mammoth Matador Ranch in Texas with two cadets. Their A.T.-11 caught fire as a result of an electrical short. Carroll and the cadets hit the silk. All dropped safely. The cadets, after landing, chose one direction and walked one mile directly into a town. Carroll turned the other way and after nine hours and 35 miles later arrived at the same town!

Carroll's first race, in a fronty Ford, was of two laps and a blown rod duration. After the army he raced dirt track in sprint and stock cars, "Just for fun", Carroll related.





by **Bill Barrett**

In 1952 Carroll won his first sports car event at a Dallas Drag Race pushing a Special Ford V-8. He has driven in nearly 100 races winning approximately 80 of them. He is the only American to drive Grand Prix Maserati! "My greatest thrill racing was Sebring in 1955 co-driving with Phil Hill in a Ferrari when it was announced that we won," Carroll stated. "This was later rescinded."

"Guess my closest shave was Pan America 1954," Carroll related in his leisurely Texas drawl. "On the second day I was running third overall, sports car class, when, 100 miles north of Oaxaca, alone in the factory sponsored Austin Healey, Ah lost control, going into a turn. My car went end-over-end several times coming to rest with a steel kilometer marker driven thru the tonneau into the seat on the passenger side! Missed me by inches. I was damn well shook up! The Healey was demolished and the crew looked for missing parts for three days!" Carroll's shoulder was injured, he had cuts and bruises and a broken right elbow. "They built me a brand new elbow with bone removed from my leg," Carroll stated. "I had to race for a while with my arm in a cast."

Carroll's famous blue and white striped carpenter's overalls were worn by him for a practical reason. Originally they were comfortable wearing in the Texas heat. Gradually Carroll recognized more than comfort in the overalls. "I had worn those overalls while winning 19 races prior to Thompson, Conn.," Carroll stated. "Arriving at Thompson, the airline could not locate the luggage containing my overalls. And what do you think happened? I didn't finish the race – the accelerator fell off!" The airline found his luggage and the blue striped denims again adorned the lean frame of the flying Texan in the winner's circle at Palm Springs last November!

Carroll's favorite European course is Targa Floria and in America Brynfan Tyddn. He will drive several races for Maserati in '57. His hobby is golf – shooting in the 70's. He prefers sport clothes, wears Foot Joy shoes and smokes Viceroy's. Carroll usually has steak and potatoes for breakfast and never tires of listening to Shaw and Goodman recordings. Carroll stated that for transportation, "I'm strictly a Chevrolet man". He holds a commercial pilot's license and is a member of the Dallas Riverlake Country Club, the California Sports Car Club and the Sports Car Club of America – winning the latter club's national championship for 1956.

If certain rules can be circumvented Indianapolis 1957 may see a steely, blue-eyed Texan slipping his 165 pounds of nerveless racing know-how behind the wheel of a Curtis Offenhauser. The Curtis, owned by Edward Walsh and mechanically supervised by Harry Stevens is one of the "hottest". Yes, Carroll may dash for the world's biggest racing payday, if he's wearing those overalls – well . . . Que Sera, Sera.

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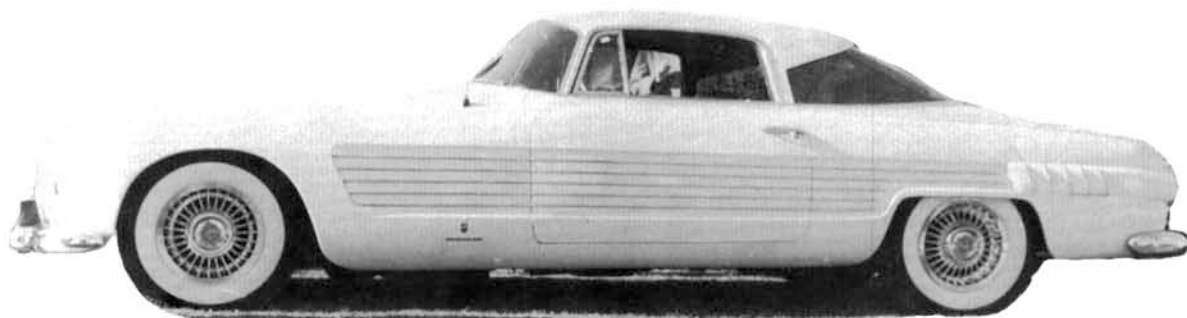
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## PREVIEW- FIRST INTERNATIONAL MOTOR SPORTS SHOW



Bob Neal's Ghia-Cadillac is just about as beautiful a custom as you'll find anywhere. There are only two in the world, with the other one in Geneva, Switzerland. The five-passenger, low-slung hardtop features up-to-the-minute sculptured styling with inset chrome strip molding on the sides, an all-aluminum body, and a Cadillac V8 powerplant. The car is a full inch lower than even the low 1957 Detroit models, being only 54 inches high.

**SOME OF THE MOST SPECTACULAR CARS** in the entire world will be on display at the 1957 International Motor-Sports Show to be held at the new Hollywood Exhibition Building, located on Sunset Boulevard at the Hollywood Freeway, Hollywood, Calif. The show, under the direction of John D. Howell, president of Tanner Products Corporation, will be held on a six-day schedule from December 26th through the 31st, with the show hours from 11 a.m. to 11 p.m.

Spotlighted attractions will be four revolving displays, featuring the best custom car, the most advanced-designed dragster, the latest and most beautiful sports car, and a futuristic dream car — all top-quality exhibits never before displayed in this kind of a motor sports show. Over 100 customs, sports cars, racing machinery and dragsters, rare and immaculate old cars, motorcycles and boats, will be included in this exhibit.

On these pages are some of the cars to be on display, but at press time, this at best is only a sampling. To get a real insight as to what is going on in the Southern California automotive world, you'll have to see it for yourself.



Of all the pre-war sports cars, this beautiful red Alfa Romeo four-passenger convertible is bound to attract plenty of attention at the 1957 International Motor-Sports Show exhibit. Owned by Otto Zipper of Beverly Hills, the car has never been on display at a show of this type before.



The Dual-Ghia-Chrysler convertible is a car of the future, today. Styled as only Ghia of Italy can do it, it features lowness, yet bigness which, of course, is typically American. From the unique grille to the finned rear fenders, the car is luxurious throughout, at a price tag of \$7500.



## Sketches

# “Robbie” Robinson

by DICK SHERWIN

E. Forbes Robinson is the kind of a guy that you would like to know — and once you know “Robbie” he’s the kind of guy you like! These words describe one of the most well known and respected race drivers on the West Coast — Robbie Robinson.

He’s captured more firsts in class trophies than, perhaps, any other small bore race driver in the West aside from internationally known Ken Miles.

Robbie is a good race driver. He’s calm and clever, not only on the track but in person also. When talking with Robbie the conversation invariably winds up about racing. He enjoys talking “shop” and freely discusses any aspect of racing. With Robbie driving is an art. Basic ability and lots of practice is what, Robbie feels, makes a good driver.

Since Robbie first stepped into a 1937 MG-TA, shortly after he and his charming wife Christiana were married, he’s never gotten rid of the desire to sit behind the wheel of a sports car. It was in 1945, however, when Robbie first became interested in racing. While living in Australia he was invited to watch a Grand Prix race by a friend. He was introduced to Alby Johnson, one of the drivers, who began to interest Robbie in racing. This led to Robbie’s first race which took place at Mt. Druit in New South Wales where Robbie pushed his little MG-TC to a meager 24th posi-

tion. He showed slight improvement in his second race at Bathurst but didn’t show marked improvement until some of Australia’s top drivers, now close friends, began giving him vital lessons in handling and driving the tricky Australian courses. Robbie refers to this period in his career as the time which “I never did anything right”.

During the period between 1946 and ’47 Robbie ran in almost every sport car event in Australia. “It was around the middle of 1947 that I began to finish in the money” Robbie related. “In Australia they not only give away trophies but also small cash prizes as well.”

At this point Robbie began unfolding a fascinating description of sports car events in Australia. “Australian Trials are much different than those held in the United States. Generally speaking winning a trials in Australia is harder than winning a road race. Some of them last for as long as ten hours and lead through some of the roughest and gruellingest parts of the country. In most instances if you are ten minutes late into a check point you are remarkably fast!” Christiana assisted Robbie in most of the trials through the three year period that they participated in them. She has as much fun recalling the years in Australia as does Robbie.

“When driving Trials in Australia there is no such thing as arriving into a check point to the nearest second — it’s minutes! At times we had to drive in the worst weather conditions possible. In one rally it

rained terribly and we had to drive over seventy miles in the mud in the time of 1 hour 40 minutes!" Robbie narrowly missed winning one of the biggest events held in Australia – the Castrol Trophy Trials perpetual award – only because he had to leave Australia three days before the final event!

One of Robbie's major achievements in Australia, aside from being one of that nation's top race drivers, was breaking the under 1500cc record at the Hawksbury Hill Climbs. When Robbie left Australia he was presented with a plaque bearing best wishes from his many friends and co-drivers – signed personally by each of them. This plaque remains one of Robbie's most prized possessions.

When Robbie arrived in the States he wasted little time getting involved in sports car activities. It was while racing at Sebring that Robbie had his most "anxious" moments. Co-driving with Roy Jackson Moore Robbie was presented the MG after three and one-half hours of the race. When Robbie took off for the first corner he found that his sleek racing machine was minus a rear view mirror. Driving in a race with drivers such as Moss, Hawthorne, Fangio, Shell, Castalotti, etc., is no easy task. But driving the world's best drivers in a gruelling race of endurance without a rear view mirror is nearly impossible. Robbie had a stiff neck for three weeks following Sebring. He still feels that the Sebring race was his toughest.

When asked if he felt that racing was exciting he replied, "Exciting, not exactly. It boils down to work and I mean hard work. The greatest thrill in racing, to me, is beating an obviously faster car with a good driver in it!" he continued, "I like to win, naturally, but in *close* competition".

Since his first race on the West Coast, in April, 1950, Robbie has captured a first in class in almost every race he has entered. "In almost every race I've taken home a trophy – whatever I've been driving."

Robbie feels that a race cannot be won by "lead-footing". "This does happen once in a while but the consistent winners are those that race by skill. Much practice is needed – I know, I've practiced going into turns by the hour!"

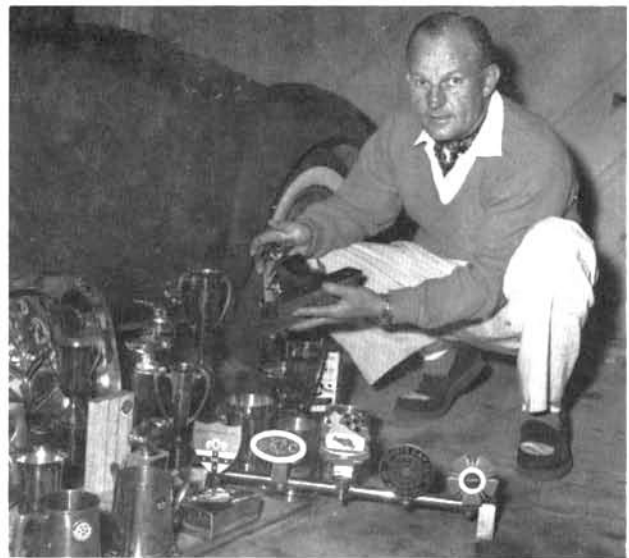
Robbie is an all-around man. He likes almost every kind of sport. Polo, golf, ping pong, badminton and tennis are among his favorites – he even plays jacks with his daughters!

Robbie stands 5'8" and is 46 years of age. He is presently manufacturing a unique tri-pod based on viscosity drag which he perfected himself – a job which he is quite capable since he is also a methods engineer. Robbie is also a licensed tug boat captain!

Robbie has walked off with top honors at nearly all of the California race courses including Torrey Pines, San Diego, Palm Springs, Santa Barbara and Bakersfield. Recent additions are Pomona and Paramount Ranch. A fabulous record for a fabulous guy!



**Robbie talking over the Paramount Ranch course with actor Jackie Cooper**



**Shown here with his collection of close to 100 trophies next to MG-A with which he is so closely associated**



**The Robinson family are quite proud of the achievements of their 'old man' – shown left to right— Nicki, Christina, E. Robs Jr., Stu, Penny and Forbes Jr.**



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## BEHIND THE SNOWFENCE

by SIMONE OLSON

You may notice that a few of the following stories don't come straight from the sports car racing pits, but we feel that if your story contains reference to some aspect of motor-propelled devices it still belongs here. So delve into your memory and you too can receive a free one-year subscription to the West Coast Sports Car Journal. (If you are already on the list make it a gift subscription for a friend.)

This year at Bonneville Oscar Hertz crashed at a speed in excess of 170 miles per hour in a record attempt with his NSU streamlined motorcycle. His pit crew rushed to the scene and upon viewing the crumpled mass with its demolished cockpit, decided it would probably be best to extricate the driver's body in the pits. As they began to load the remains of the cycle onto a trailer they heard a persistent knocking from inside the cockpit. They frantically pried off the top of the shattered cockpit. As the crew gaped open-mouthed as if seeing a ghost, Hertz calmly climbed out commenting coolly, "I think if we put on the other shell we won't have this trouble".

Alan Paulson  
Palmdale, California

Art Summers, who was striping cars when Von Dutch was still playing with finger paints, was told by a young enthusiast with a straight face and a completely sincere manner: "I'd like to have you Von Dutch my Austin-Healey".

Eliot Rottman  
Los Angeles, California

The chopped off tail of my Cooper 1100 is adorned with a fitting quotation "Defense D'Afficher", French for "Post No Bills". In the pits at Pomona an elderly gentleman, after several minutes of carefully scrutinizing the rear end, asked me if this was a new French racing car. Anybody want to buy an 1100 cc Defense D'Afficher?

Lance Reventlow  
Hollywood, California

At the 1953 Pebble Beach race I received word of Bill Pollack's accident following the race. I rushed over to the hospital and as I came into the semi-darkened room where Bill was laying swathed in bandages I asked "Bill, what happened?" He replied: "I was working on my butterfly collection and one of them turned on me".

Robert Coogan  
N. Hollywood, California

Heard that Lou Kaplan, CSCC Board Member, attended a costume party recently dressed as a space-man of a thousand years from now with a large sign on his back advertising the "Blast-off Regardless Rally".

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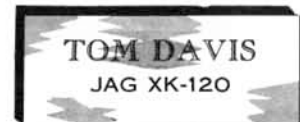
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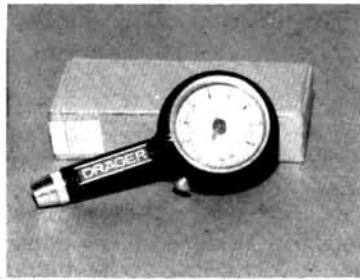
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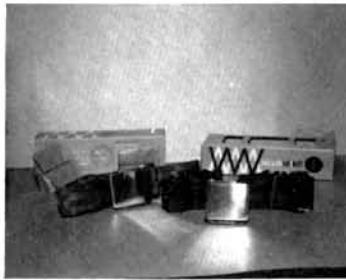
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# Bolts 'n Nuts

By JACK BRUMBY

People are funny. Surely this statement must have been aimed in part, at the Sports Car crowd. Being in the sales, and service field of imported cars, one gets to hear many rare gems of quotations from the enthusiast. These run the usual geocyclic pattern of, down with the Detroit Monsters, stamp out the American iron, etc. In part you have to agree with them, but sometimes the avid fan gets carried away from reality and his statements become somewhat absurd. Let's not forget that regardless of how much we might think of our Teutonic Turtle, or Dago Jet, our neighbor that drives the Flint high tailfin special, has a perfect right to his choice. Regardless of what you might hear and read about trailing arms, torsion bars, etc., they cannot, and do not not, compare with the luxury ride of the American car when used for a long trip. (Score one for your neighbor.) We often hear it said, "The American cars are not built to last but a couple of years", or, "The imported cars are so much more reliable". Brother, are you kidding yourself on that one. The best of the foreign sleds, including the ones with chrome cylinders, roller bearing lower ends, and assembled with loving care by Herman and Fritz, will be in the shop for a major long before your neighbor has his first tune-up. (Score two for your next door pal.)

Now before you get the tar hot, and the feathers prepared, let me hasten to explain. Each car, whether imported or domestic, is built with a specific purpose in mind. We of the Sports Car crowd prefer the high-performance, easy handling, sporty looking imported car for many reasons, but don't forget that we are a minority. American cars are built primarily for the typical family, and they serve a purpose for which the sport car was not intended. The easy solution is to own both, but if your greenbacks are limited, pick out the one that best meets your needs. You can argue the merits of each from now on, but live and let live, for regardless of what you, the Sports Car enthusiast, might think about old Joe and his slush-O-matic, just remember he has you outnumbered.



Los Angeles welcomed one of the world's greatest Grand Prix drivers recently when Juan Fangio visited Los Angeles—shown talking to Chuck Porter, L.A. driver





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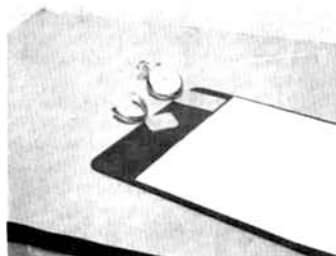
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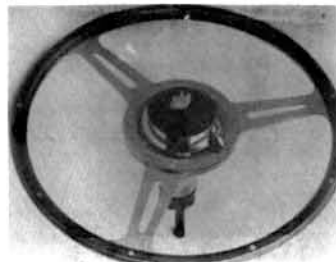
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### HOW TO RUN A RALLYE (Cont'd.)

miles faster than the listed speed so as to pick up a few minutes. (It is also permissible to yell over to the two or three Rallye cars that you pass that they are late. This worries them.) Then when you have driven about nine miles, start looking for the odometer check, look real hard, as some of the Rallye Masters go to great pains to put it, (the marker), in the last place that you might look. They might have a sign up in a tree or on the other side of the road.

One day I'm going to put on a Rallye and have a sign up at the nine miles that reads, "This is NOT the 10.0 mile odometer check", and then a second sign at 10.0 miles that reads, "This is the 10.0 mile odometer check". Now, although it seems silly, I'll bet that I confuse a few teams.

The question seems to always pop up as to what do you do at the odometer check and why do we have one. (Old Rallye people, I know this is old stuff to you.) The odometer check point is an unmanned point, usually marked with a sign or a flag or anything that should be easy to find, and is often 10.0 miles from the starting place of the Rallye.

The reason for the odometer check is to allow the competitor the opportunity to correct the error that exists between his odometer and the Rallye Master's.

The manner of correcting is simple inasmuch as there are only three things that you will find at the odometer check. 1. You have the same reading that the Rallye Master has and you can ignore all corrections. 2. You are short at the odometer check. Let us say that the Rallye Master claimed the distance was 10.0 miles and the speed is 30.0 M.P.H. You arrive and your odometer reads 9.0 miles. You are short 10%. You must SUBTRACT 10% from all speeds listed in the Rallye, including your original speed of 30.0 M.P.H. which is corrected to read 27.0 M.P.H. (By the way, this is not an error on the Editor's part. We really mean SUBTRACT.) 3. You are over at the odometer check. Whatever the per cent is that you are over, you must add to the listed speed.

Last, but not least, if you have never been on a Rallye, you are really missing something. They are really fun and you'll meet a lot of grand people.

Luck on your next Rallye.

*Editor's Note: More articles coming up by Buzz. Next one a Road Test of a new????.*

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For Sale — 1.9 Ferrari—Mille Mig. Chassis — Monza type body. Used in Racers. Five speed gear box. Goes rather quickly — \$3500.00. WEBster 8-4874. May be seen at Olympic Intl. Motors.

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'54 Apache red Jag Standard Roadster—good top—radio—heater—defroster—windshield washer—white walls—VERmont 9-7256.

If anyone knows the whereabouts of Carlyle Blackwell's Sandburg Hill Climb films as well as films of March, Santa Barbara, please contact the California Sports Car Club office.

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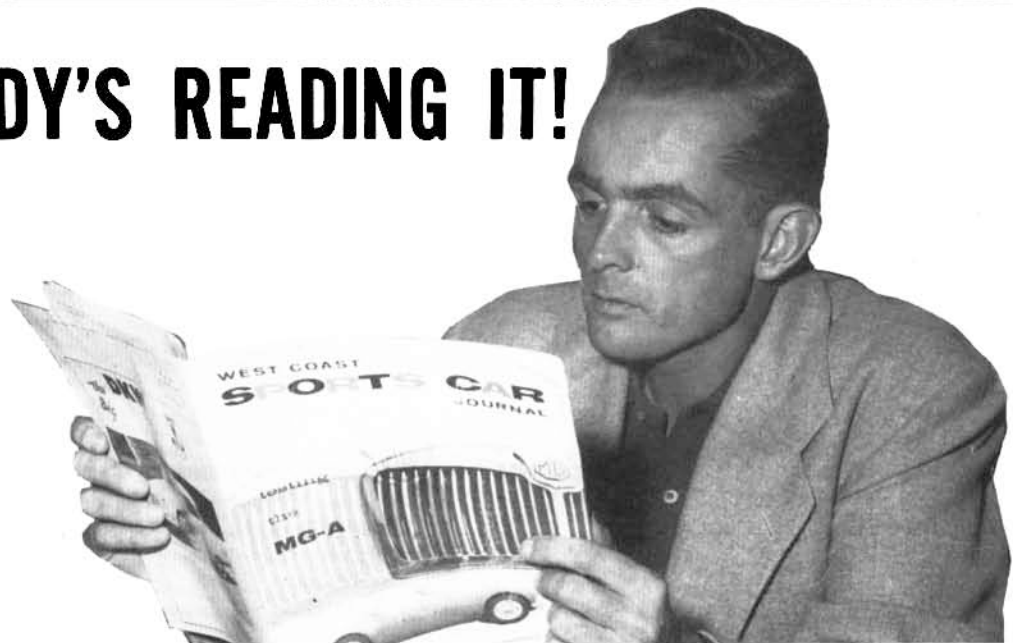
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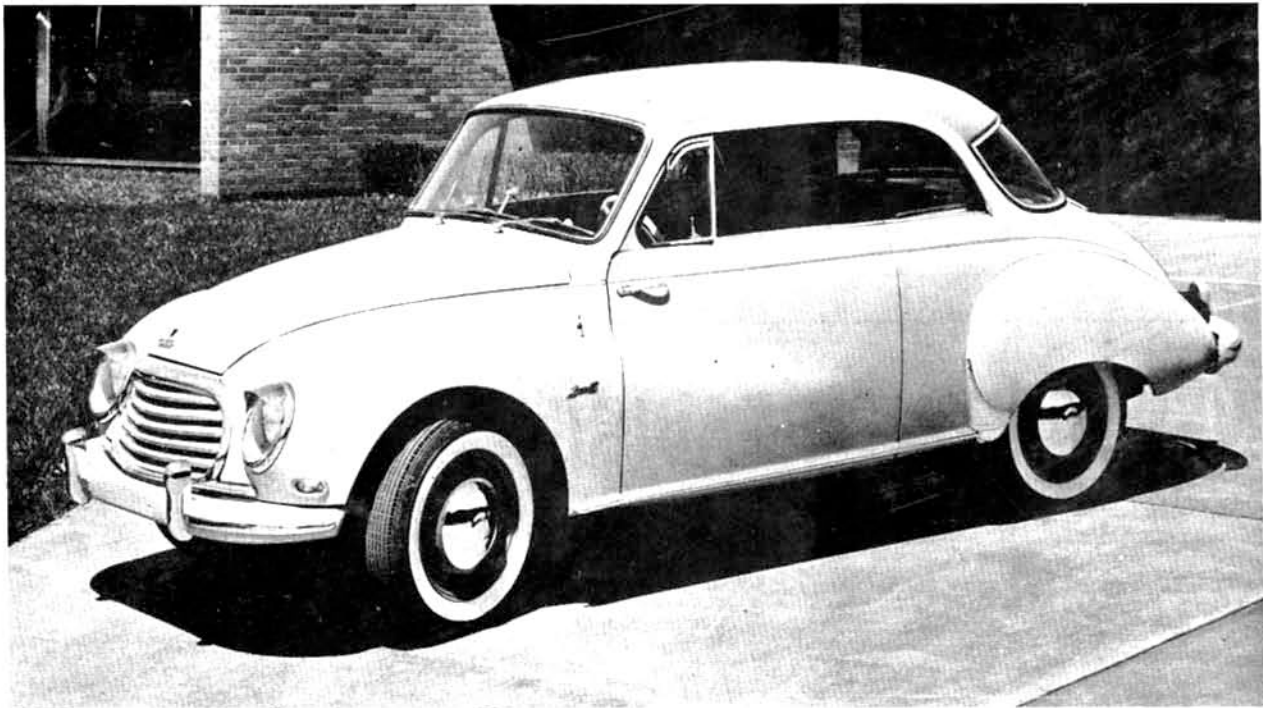
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