

JULY 12TH THROUGH 19TH.

OFFICIAL PROGRAM



50¢

SPORTSCAR MOTOR WEEK

*from early*



*four cylinder club of america*

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**FIRST ANNUAL**

# **SPORTS CAR MOTOR WEEK**

**JULY 12th – 19th, 1953**

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*four cylinder club of america*

The Four Cylinder Club of America Incorporated is a non-profit California corporation dedicated to the furtherance of economical motoring for sport and pleasure and is open to all owners of "sport cars"—in the broadest possible sense! Having branches in most of Southern California towns and throughout the country the National membership runs into thousands. Branch meetings consist of business, briefings, awards, talks, movies and refreshments one evening a month followed by a Sunday Rally, Gymkhana, Reliability Run, Treasure Hunt, Picnic, Concours D'Elegance, Hill Climb or what have you—an event the whole family can enjoy with handsome trophies for the winners. Occasional long weekend runs are scheduled and from its membership many volunteer workers and helpers are drawn to stage the road races which are put on by the Race Clubs. Anyone interested in joining the F.C.C.A. are asked to contact National Headquarters at 201 So. Glendale Ave., Glendale 5, California. CI-trus 4-4988, or ask any owner of a car bearing the club insignia. You will be most welcome.

**Editor—DEWEY MOORE**

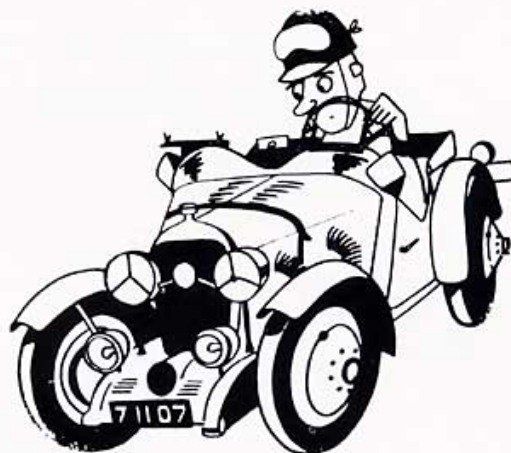
**Publisher—H. H. ROBERTS**

**JULY 12 THROUGH 19 • 1953**

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# Road Racing Can Be Dangerous



**Y**OU have now started to read the most important part of this program—and the phrase above is the core of it. That slogan, "Motor Racing is dangerous," appears on all British race programs and we of the S.C.C.A. repeat it constantly. We'll keep on repeating it, for on your observance of it—lies the future of road racing in this country.

Road racing in America has had an enviable safety record. Some of the credit for this can go to hours of administrative planning and heads-up crowd control work and some to the innate good sense of most spectators. We'll particularly need their help today.

Look around you and you will see a number of men in official capacity guarding the turns and spotted at strategic intervals along the straightaways. They are there to keep heedless spectators (or uninformed spectators) from doing certain things: not because they want to act officious or spoil anybody's good time, but because they don't want to see a Jaguar at speed spread some lack-witted optimism all over the landscape. So here are some of the things they are going to insist that spectators refrain from doing:

(1) **DON'T CROSS THE TRACK AT ANYTIME DURING A RACE OR OFFICIAL PRACTICE.** The citizen is not yet to be built who can outrun an Allard at 120 miles per hour. The

driver **CAN'T** slow up for you; even the attempt to do so could throw his car completely out of control. Besides, you are putting a severe psychological barrier in front of the driver even a quarter of a mile away: he can't know how many unwitting suicides are going to be triggered off by your attempt to reach the other side. So don't even **THINK** about crossing the track; just figure you're stuck where you are.

(2) **DON'T STAND ON THE OUTSIDE OF CURVES—ANY CURVE.** If a car breaks loose on a curve centrifugal force carries it to the outside of the turn. The outside of any curve is strictly out of bounds to everyone except officials (and official cameramen and reporters, who have signed waivers). **THIS WARNING PARTICULARLY APPLIES TO AMATEUR CAMERAMEN.** Possession of a camera is **NOT** a passport to forbidden areas.

(3) **IF A CAR CRASHES, STAY WHERE YOU ARE.** Don't sprint over to stare at the wreck—other cars will be pouring down on the scene, coming just as fast, and nothing could be better calculated to produce a nasty incident than a mob of spectators swarming uncontrollably over the road. In case of a crash, **INSTANTLY** remind yourself: **STAY PUT!**

(4) **STAY OUT OF THE ESCAPE ROADS.** Brakes fade badly during a race and drivers sometimes are over-

optimistic about the speed a turn will stand. That's why there is an escape road at the end of every straightaway. No one can predict at any time, during a race or during practice, when a car may suddenly come shooting out of nowhere, hellbent up an escape road. If you are in the escape road, you are cooked!

(5) **DON'T STAND OR SIT ON THE HAY BALES.** The reason the hay bales are where they are is that some expert calculated a car might slide or be thrown that way. Do you want to bet against his judgment?

(6) **STAY AT LEAST 50 FEET AWAY FROM THE INSIDE OF TURNS.** Cars frequently come off the bales on the outside of turns and shoot to the inside. You wouldn't want to be there when they did.

(7) **DOGS ARE VERBOTEN.** A dog under the wheels of a sports car could throw it right into the crowd. Leave your dog at home, leave him in your car. Don't bring him to the road circuit; dogs aren't very fond of auto racing anyhow.

(8) **CHILDREN MUST BE KEPT UNDER CONSTANT SUPERVISION.** Youngsters can slip from their parents' hands and dart out into roadways. Nobody cares to contemplate the results on this particular stretch of roadway on this particular day.

# The Sports Car Club of America

THE Sports Car Club of America is something more than an organization dedicated to the mere purpose of enabling automobile enthusiasts to indulge in the sport of amateur racing. To understand more clearly the true scope of the SCCA ideals it is necessary to go back almost a generation to a time when the American automobile declined from the level of a distinctive and cherished possession to that of something on a par with an icebox, a telephone or some other routine accessory whose primary purpose is one of utility. During this period the sheer

pleasure of driving—the appreciation of handling qualities and performance of a finely engineered car as such were almost forgotten. Then in the middle thirties a courageous band of sports and custom car enthusiasts known as the Automobile Racing Club of America came into being, who, until the outbreak of war conducted a highly successful series of road races and rallies that began to rekindle popular interest in motoring as a sport. A year after the war these enthusiasts joined by many others dedicated to the same purpose reformed themselves into the Sports

Car Club of America. So successful was this movement that SCCA membership rose quickly to over 300 members by 1948. Today nearly five years later the SCCA is made up of 38 regions covering the entire United States with over 5000 members. Today the intelligent and disciplined participation of SCCA members in numerous recognized racing and competitive events is not only arousing the enthusiasm of vast crowds but is also attracting the attention of responsible civic and automotive engineering bodies all over the country.

## Los Angeles Region S.C.C.A. Inc.

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*Vice-Pres.*—Phil H. Curry

*Secretary*—Alex Laszlo

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*Membership*—Morgan Sinclair

*Race Events*—Jim Van Trees

*Correspondent*—Ignacio Lozano

*Regional Contest*—Ted Cannon

*Board*—Jack McAfee, Bill Maxey

*Editor Ramblings*—Evie May Johnson

## Acknowledgements

The officers and members of the Sports Car Club of America wish to express their heartfelt thanks to the following organizations, clubs and individuals without whose help this race could not have been conducted:

### THE 4 CYLINDER CLUB OF AMERICA

WOMENS SPORT CAR CLUB

RACE DRIVERS COMMITTEE

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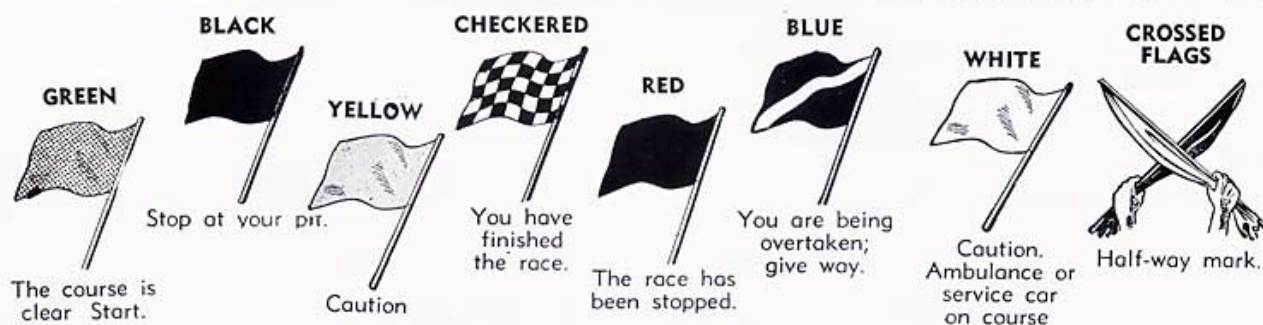
SAN BERNARDINO SHERIFFS MOTORIZED RESERVE

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AND TO ALL OTHER CLUBS, ORGANIZATIONS, AND INDIVIDUALS WHOSE NAMES DID NOT REACH US IN TIME TO MEET THE PRINTING DEADLINE OF THIS PROGRAM.



THE SPORTS CAR CLUB OF AMERICA, L. A. REGION, INC., WISHES  
TO THANK EACH AND EVERY ONE OF YOU FOR YOUR KIND  
ATTENDANCE, AND HOPE YOU HAVE ENJOYED THE RACES.  
SCCA, L.A. REGION, INC., IS A NON-PROFIT CORPORATION AND  
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JULY 12 THROUGH 19 • 1953

**CORNERING TECHNIQUES:** You will notice that every driver has his own style of cornering, rhythm of braking, shifting and accelerating out of the turns. Also, each particular type of car requires a different technique, dependent upon the driver's skill, the efficiency of the car's braking power, and the power of the engine. A race can be won or lost as a result of the driver properly or not maneuvering his car into and out of the corners. Spectacular but destructive slides do not win races.



**WATCH THE PIT CREWS:** Back stage of every entry in a road race is a pit crew, a group of people who have been responsible for preparing a car for the race. This preparation is paramount to the performance of the car in the race and usually involves many long hours of time and effort. The pit crew is responsible also for the maintenance of the car during the race and planning split second strategy for the driver by signaling to him as he passes



## ROAD RACING CAN BE FUN FOR THE SPECTATOR



Watch the drivers who maintain consistent and well controlled cornering.

**THE RACE WITHIN A RACE:** Not all the cars can be in first, second or third place. Often a very spectacular battle may be waging between two of the less powerful cars which maintain a steady pace with hardly a car's length between them. Such contests can be just as thrilling for you if you are aware of them. May we assure you that they are just as thrilling to those drivers whose one aim is to improve their position, even if they are running last! Each and every car warrants your attention . . . a race is not over until the checkered flag is dropped!

IF . . .  
YOU KNOW  
WHAT TO  
LOOK FOR!

Dewey Moore



the pit. Blackboards are usually employed for this purpose.

**SEE IT FROM EVERY ANGLE!** To enjoy road racing to the utmost, we recommend that you see it from every angle. There are many corners and straight-a-ways in the course. Each race, try and select a different spot from which to watch. However, once the race has started, stay put in a position that is approved by the crowd control officials. They are there for your safety and protection. We have endeavored to provide you, the spectator, with a thrilling road race and the facilities to watch it in comfort and safety. Enjoy yourself!







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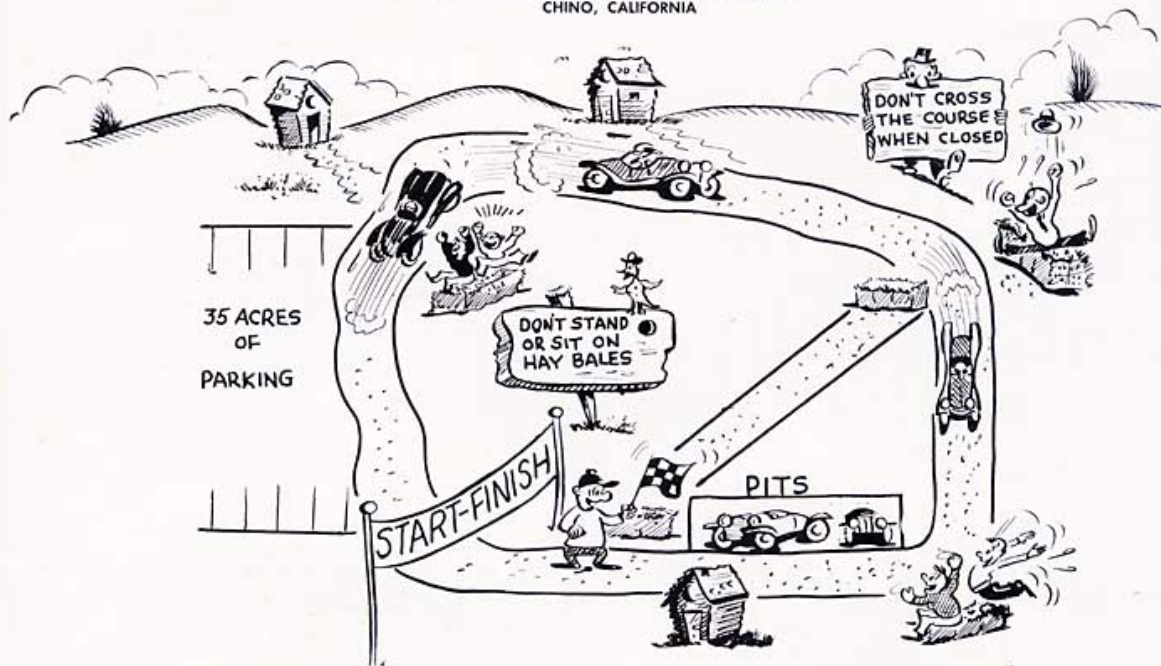
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**THE COURSE**

Circuit is approximately 1.5 miles paved surface.  
All races will be run in a clockwise direction.

- 1—No passing zones will be marked both by adequate signs and a large white line on track.
- 2—Cut-off markers will be placed before important corners.

**JULY 12 THROUGH 19 • 1953**

# RACE ENTRY LIST

CAR #	MAKE	OWNER	DRIVER	CLASS
	MG	L. P. JACOBSEN		
	JAGUAR	GEO. BARRIS		
	SINGER	DICK KRAFT		
	MG MK II	WILLIAM BOYLES		
	S.S. CROSLY SPL.	CHESTER LANCASTER		
	MG	CHARLES BARRETT		
	MG V-8	DR. TROY L. McHENRY		
	MG	DICK HAYWARD		
	PORSCHE	ED. FREUTEL JR.		
	MG TC	GEO. BARRIS		
	MANNING SPL.	CHARLES MANNING		
	ALLSTENHAUSER	ERICK HAUSER		
	500 CC G.P.	HARRY MARROW		
	GARDNER CROSLY	CHARLE GARDNER		
	MG	WARREN FRENCHABOY		
	MG TC	JAMES E. AHRENS		
	PORSCHE	DR. DENNIS SHILLIAM		
	MG	WILLIAM H. BOWERING JR.		
	MG	BARNEY WEST		
	MG	HARLON J. HALL		
	MG	DR. A. CAMERON McKENZIE		
	MG S.S.	JACK McAFEE		
	MG	DR. GALE D. PRESTON		
	VOLKSWAGEN SPL.	DON LEE SMITH		
	PICKFORD SPL.	BILL PICKFORD		
	SINGER	R. J. VAN LAANAN		
	MG T.C.	DICK CESMAT		
	MG MK2A	KEN MILES		
	FERRARA	HOWARD WHEELER		
	MG	BOB TRENNERT		
	S.S. MG	HAROLD ERB		
	CURTIS	BILL MURPHY		
	MG	HARRY C. HANFORD		
	MG	SUNNY McBRIDE		
	MG	GERALD RICHARDS		
	SINGER	MAXINE ELMER		
	SINGER	WILBUR LAMOUREAU		
	PORSCHE	AMOS TESTA		
	MG V-8	PAUL PEDIGO		
	MG TC	JOHN HILL		
	CROSLY SPL.	DR. J. P. YOUNG		

CAR #	MAKE	OWNER	DRIVER	CLASS
	SINGER	NORMAN BEERY		
	PORSCHE	WYANT LAMONT JR.		
	MG MK II	JAMES STANNARD		
	SINGER	JACK MILNE		
	MG	JOHN McGREGER		
	MG	JIM FREW		
	MG MK II	JEAN SCHMIDT		
	SIMCA	ROGER BARLOW		
	SIMCA	BILL PRINGLE		
	SIMCA	LOUIS VAN DYKE		
	MG	MARK V. SPEAR JR.		
	AUSTIN-SPORTS	FRANK CAMPBELL		
	MG	DON MOUNT		
	MG	JOHN HART		
	MG	SES CRITCHOLW		
	500 CC	SID CHAMBERS		
	MG	WALT STONE		
	PORSCHE	JOHN VON NEUMAN		
	MG	KENNETH CHAPMAN		
	MG	F. A. WOODWARD		
	MG	EARL G. RAY		
	MG	BOB MENEFE		
	PORSCHE	ROBERT M. NORTON		
	MG	BOB DRAKE		
	JAGUAR	CY WEEDAR		
	MG-TD	AL ALEE (POP)		
	MG TC	BUD HAND		
	SIATA	TOM BAMFORD		
	MG	ROBERT G. McNEAL		
	MG	FRANK BERGER (JR.)		
	MG	FRANK A. BEAGLE		
	MG	DAVID M. ALEE		
	MG	KAY ALEE		
	SIATA	KENNAN WYNN		
	MG	DR. ROBERT ECKLEY		
	MG-M II	HOBALD M. BUTLER		
	CURTIS-CAD	FRANK M. McGURK		
	MG	TRACY BIRD		
	MG	W. G. BELL		
	SINGER	B. ROBERT McDONNOLD		



# *The Program*

THE RACE COMMITTEE RESERVES THE RIGHT TO ALTER AT ANY TIME THE LENGTH OF RACES, CLASSIFICATIONS OR ELIMINATION OF ANY CLASS OR RACE IN ACCORDANCE WITH NUMBER AND TYPE OF ENTRIES RECEIVED

## **EVENT 1 — 500 CC G.P. CARS**

CAR NO.

DRIVER

MAKE

1. \_\_\_\_\_
2. \_\_\_\_\_
3. \_\_\_\_\_

## **EVENT 2 — 1500 CC NOVICE DRIVERS RACE**

1. \_\_\_\_\_
2. \_\_\_\_\_
3. \_\_\_\_\_

## **EVENT 3 — 1500 CC LADIES RACE**

1. \_\_\_\_\_
2. \_\_\_\_\_
3. \_\_\_\_\_

## **EVENT 4 — STOCK M. G. OWNER DRIVER RACE**

1. \_\_\_\_\_
2. \_\_\_\_\_
3. \_\_\_\_\_

## **EVENT 5 — 1500 CC MODIFIED RACE**

1. \_\_\_\_\_
2. \_\_\_\_\_
3. \_\_\_\_\_

## **EVENT 6 — OVER 1500 CC STOCK AND MODIFIED RACE**

1. \_\_\_\_\_
2. \_\_\_\_\_
3. \_\_\_\_\_



# THE STORY OF...

## *Sports Car Motor Week*

By JOHN E. FOSTER, National Pres. FCCA

In the Fall of 1952 at one of the regular FCCA Board of Directors meetings the question was raised "What can the National HQ do to help unite all the different chapters of FCCA both socially and financially?"

Many such questions and topics are brought up at Board Meetings and some are adopted, many are shelved for lack of interest, money, or workers. However, this question was foremost in all our minds and many suggestions were mulled. The best suggestion a 'Motor Week' was put up by John Malone of the Santa Monica Chapter, the idea grew and grew as did the enthusiasm of all present. The wheels were put in motion and the National officers set

about enquiring for this and that and searching for the inevitable band of volunteer workers. From the very beginning the Ambassador Hotel officers and staff pledged 100% support as did the splendid group of Imported Car dealers listed in this program. The Southern California Distributors of Imported cars offered their complete support and many of the south's leading accessory houses made generous donations to the cause. As the enthusiasm for the 'Week' spread the newspapers helped carry the message of "motoring for fun," and more and more people donated time and effort and money to assuring its complete success.

Now 'The Week' is upon us, here it is yours to enjoy to the full. We want you to take part in each and every event—for the sheer enjoyment that you can get out of motoring events well planned. There are beautiful dash plaques for every contestant, gorgeous trophies for the lucky winners—lucky because we know luck will play a big part in this week which is designed mainly for fun. Only you can make the week a success—by participating. If it is the success we expect—next years will be even greater and if you could peak in one of the Board Meetings—your hair would stand on end at the suggestions lined up for the 1954 "Sports Car Motor Week."

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# Another Golden Age?

THERE'S a period in automotive history that we like to refer to as "The Golden Age of Motoring." From the middle '20s to the middle '30s, an appreciation of the automobile as something other than easy transportation from Point A to Point B came into full blossom.

This adventuresome stretch of time was not limited by geographical boundaries or bank accounts. Henry Ford put a low-priced car on the American market; England had its Austin and Morris cars; France, the Citroen, Renault and Rosengart; Italy's Fiat built one of the earliest European low-priced cars; Germany had the Hanomag and Dixie. The cars were all targeted to the "average man" and enabled this much-mentioned person to enjoy the luxury of motoring.

At the opposite end of the scale were the now-classic creations owned (then as now) by a fortunate few: Hispano, Mercedes, Voisin, Bentley, Isotta-Fraschini and the like. These plush and monstrous transports were mostly in the hands of movie kings and queens, millionaires, or royalty.

The two reaches of society met on one common ground during this period, the automobile. Racing and high-speed touring were at their peak. The development of true high-performance road cars began during this pe-

riod. Most of the top racing drivers of the day were wealthy amateurs who owned and built their competition cars; factory racing participation was just beginning with Bugatti in France and Italy's Alfa-Romeo leading the way.

We were wondering recently if history is going to repeat itself. There are a good many indications that this is about to happen.

The average citizen feels that a car is no longer a luxury, it is a *must* in the American way of life. American "know-how" may never put a sports car in every garage but Detroit has developed automobiles that are world-famous for their dependability, comfort, and, above all, low cost. Now, for the first time in many years, this same Mr. Average is becoming more aware of the "fun" of owning a car.

He may not own one of the many excellent imported cars, maybe he doesn't want to buy one, but they are before his eyes on every street in this country. The effect of this "invasion" has created what we think is a very healthy situation.

Regardless of the car the American may own, the increased interest in motoring has, in turn, increased his consciousness of automobiles in general. As the average owner meets more and more "enthusiasts" he becomes one himself, by learning more about his car, tak-

ing better care of it, and becoming more appreciative of its value other than purely functional A to B transportation.

Increased interest and the imported cars have created social groups of sports car clubs such as the Four Cylinder Club of America, the Sports Car Club of America, and the MG Car Club of America, just to mention a few. Road racing, rallies, gymkhanas, and just plain group touring are among their many pleasant and varied activities. Many clubs have invited owners of domestic cars to compete in their non-racing events and discovered that within a few weeks, the newcomer was the owner of an Austin, MG, Hillman, Porsche, Jaguar, Singer, Simca recently-purchased with the enthusiasm of a discovery that the "drive" could be put back into driving.

The fact that you are reading this program speaks for your *personal* interest in motor sports.

It would be foolish to stand away out on a swaying branch and shout that "this is it!" We'll wait and see . . . but there just might be another "Golden Age of Motoring" coming up in this generation.

Dick van Osten, Editor  
AUTO SPORTSMAN

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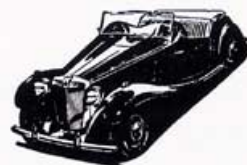
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