

sports

CARnival

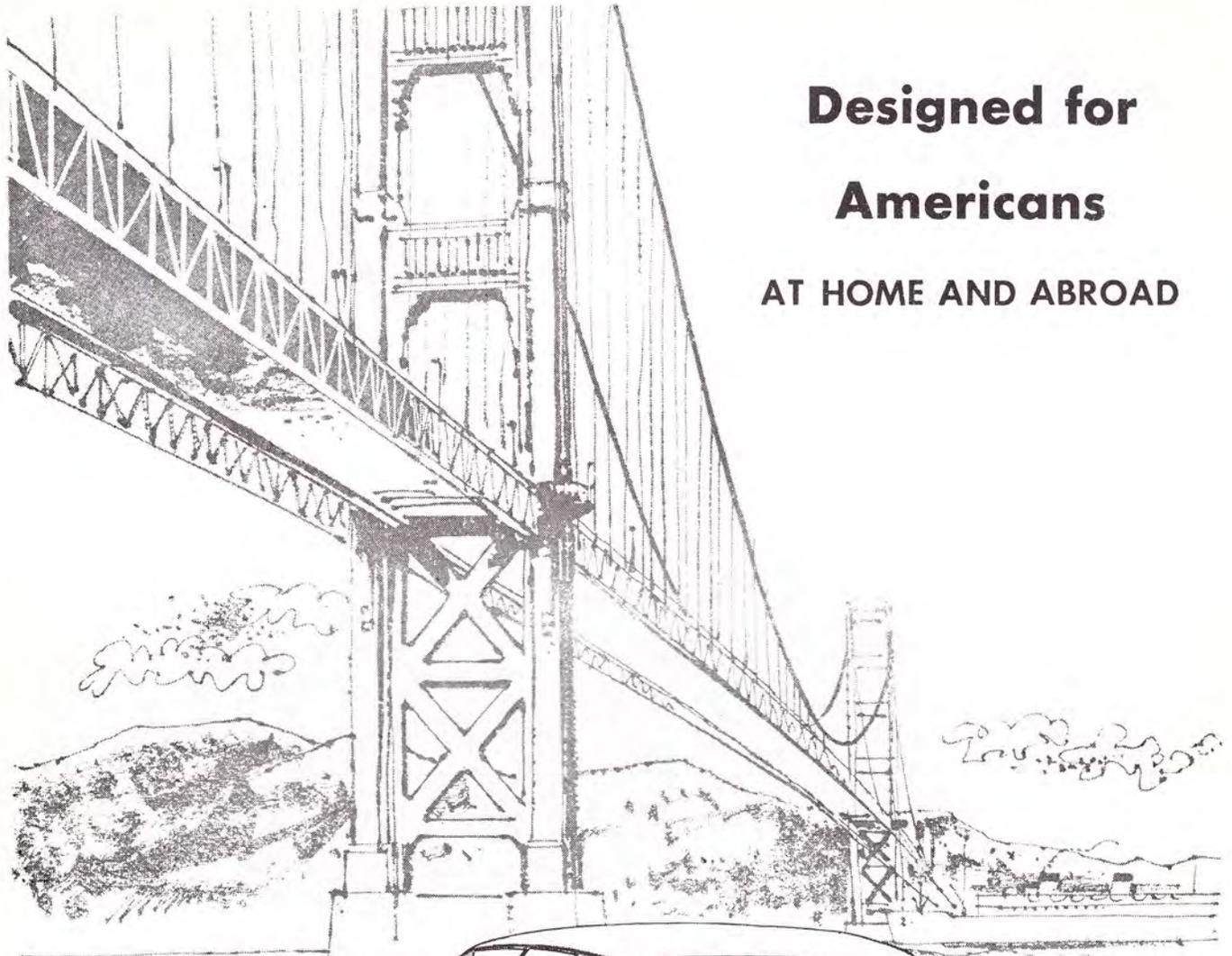


JUNE 2

1957

DEVONSHIRE DOWNS

50¢



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Las Patroncitas Guild
PRESENTS
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Sports CARnival

Devonshire Downs

June 2, 1957

Northridge, California

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BEEN PRESENTED AT ONE LOCATION IN ONE PROGRAM

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- ★ Automobile Accessories
- ★ Exhibition and Parade of Priceless Vintage Cars
- ★ Gymkhanas
- ★ Indianapolis "500" Cars
- ★ Quarter Midget Racing
- ★ Fabulous Fashions by Phil Rose of California
- ★ Celebrities
- ★ Music
- ★ Concessions

ALL PROCEEDS FOR THE BENEFIT OF
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AN OPEN LETTER OF THANKS

Today is a good and great day for the Valley Presbyterian Hospital!

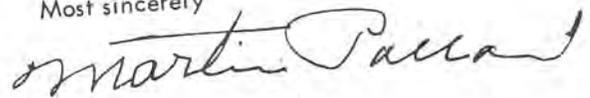
The financial result of the SportsCARnival and Gymkhana held at Devonshire Downs will immeasurably increase the opportunity of the Board of Directors of the hospital to build a better hospital and pay obligations for construction and equipment heretofore incurred.

Our heart is full of sincere gratitude to all whose efforts and support have made this event a success.

Our special thanks go to the Las Patroncitas Guild; to the many sports car people and clubs who have given their essential helping hand; to the sports and foreign car dealers who have entered their products; to those firms who have taken advertising space in this program; to the press, radio, and television, and their members of the Fourth Estate who have given us their help so generously; to the celebrities who have given of their talents and personality; to those who have assisted in the ticket sales; to those who have performed the many mundane but necessary jobs; to Devonshire Downs and its General Manager; and last, but not least, to those of you who have bought tickets and patronized today's event.

To each of you, and all of you, again our heartfelt thanks.

Most sincerely



Martin Pollard, President

YOUR VALLEY'S *Hospital* IS

a word about the hospital . . .

Valley Presbyterian Hospital is dedicated to serve all of the San Fernando Valley. Its central location at 15107 Vanowen St., Van Nuys, will permit Valley residents to reach its health-giving and life-saving facilities within a minimum of time and distance. The first unit of the Valley's great medical center will consist of sixty-three beds and will contain the most modern, up-to-date medical departments, such as obstetrical and gynecological; pediatrics; orthopedic; x-ray; radiology; pathology; and general medical and surgical sections.

From the day this great medical unit opens its doors in the fall of 1957, it will be recognized by the Joint Commission on Accreditation, and every standard of nursing and medicine will meet the rigid requirements of this Commission. As your hospital grows, it will ultimately reach a 300-bed capacity, and contain a teaching unit for interns and residents, school of nursing, cancer therapy section, heart station and modern research facilities.

Valley Presbyterian Hospital belongs to every individual in the Valley, created to serve in life-giving, health, and well-being.

If you are interested in participating in this great monument to humanitarianism, either financially or through personal service, you are invited to call or visit the hospital office, 15107 Vanowen St., Van Nuys; STate 2-6600.



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to participate in the quarter
midget races, thereby
encouraging and instilling
in our future motorists good
driving practices.



Casa de Cadillac

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by **BILL LEVY**

the gymkhana . . .

"TRACKMEET ON WHEELS"

Today's gymkhanas staged by the San Fernando Chapter of the Four Cylinder Club of America.

ADAPTATION of track and field Olympics to the world of sports cars has now become an established fact — the gymkhana is here to stay, and the thrill of the "track meet on wheels" is very much on a par with sports car races and rallies.

Originally, a "gymkhana" meant a track meet for athletes, but in the modern lexicon of the initiated its meaning has been broadened, and it is now also a test of the driver's skill and accuracy in handling his machine over a given course. The points he scores depend upon how well he skirts the markers, stays in the lines, and avoids the barriers and pylons.

Sports car people do not have a monopoly on such competition for automobiles. Every year newsreel cameramen visit the truck drivers' gymkhana and thrill us with sensational pictures of the behemoths being wheeled delicately round and about through difficult courses. The same type of contest has been used to stress safety and accuracy among high school students, where the goal of the winner is not time, but safety-mindedness.

Short turning radius, positive steering, smooth gears and 360° visibility are prime requisites for the successful "trackmeet" car. The driver must be able to use the clutch, brake and accelerator pedals with the precision and delicacy

of a pipe organist executing a passage of deathless music. Although the competition is not limited to cars and drivers blessed with all these qualities, the law of compensation will apply only to the extent of how adeptly the driver maneuvers to make use of those qualities that are at his disposal.

The "case in point" is the proper application of driving skill in saving lives in an emergency; the "object in point" is the key to a compact, well tended, correctly handled sports car. In this respect, the gymkhana must be considered seriously as an event of respectable and scientific significance.

Whether or not those of you who are not conversant with the intricacies of the gymkhana consider it ridiculous or unimportant, it can readily be understood — after watching such a contest — that it is a true test of skill. Control, reflexes, the ability to think fast and act fast in a tight spot are not automatic with the average driver — and the gymkhana is the only method away from traffic, of practicing to attain proficiency at these vital skills.

Chairman	Bill Levy
Committee	Dick Henderson
Bill Briggs	Pat Patrick
Chuck Zeller	Lou Griffin
	Bob Cottam



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PANORAMA CITY MIDGET RACING THRILLS THOUSANDS

By Harriet Littlefield



These eager youngsters race their quarter midget race cars at the Panorama City track

OURS is an independent Association without a board of directors — governed by the Membership. There are very definite specifications, pretty much universal, but if you do contemplate building a car, we suggest that you contact the association in which your car will be raced before advancing too far. To meet the general quarter midget specifications, your car may have a wheelbase 50 inches maximum, center to center; 74 inches maximum overall length; a width of 28-inch minimum; 30-inch maximum width center to center; ground clearance of 2½ inches maximum; 26-inch maximum height, excluding roll bar; a wheel size 10 and 12 inches front and rear; hand brake; all metal frame; a metal firewall placed between driver and motor and a cut off switch for the two horse power one cylinder engine. Each driver must use a crash helmet with goggles and a seat belt, besides other technical requirements demanded in order to insure complete driving safety and must be approved by the technical committee.

This quarter racing sport has turned out to be a great family sport, sometimes they are sponsored by a businessman, but usually it is a family affair; the old man acts as pit crew, mechanic and financial backer, and mom takes care of the applause, and race togs.

This booming favorite pastime for young America, ages

First daytime races were held Dec. 9, 1956. Qualifying time, Sundays 12:30 p.m., and Friday nights, 7:30 p.m. Track location is Van Nuys Blvd. north of Chase street in the heart of the Panorama shopping center.

4 to 16, teaches the fundamentals of good sportsmanship, fair play and the true meaning of sporting competition; cups and ribbons are provided for event winners by business men, civic groups and clubs. Drivers of midget cars compete in various classifications — novice (beginners), regulars (experienced) from 4 to 11; and seniors 11 to 16 years of age.

Speeds up to 20 mph can be achieved on the 1/20-mile oval. A typical race will feature anywhere from three to eight cars, whose starting positions are determined by qualifying time, with fastest cars to the rear. The boy or girl is put into starting position by their father or car handler, then given a running push to start the motor. When the green flag is dropped the race is on. Six to 20 laps, depending on the event. The winner makes a lap carrying the checkered flag; stops at the judges stand to receive the well earned trophy and kiss, then takes his

continued

Las Patroncitas Guild Dedicated to Valley

Although less than one year old the Guild has come through in amazing fashion in presenting such an auspicious event as this Sports CARnival. Approximately 2,000 hours have been spent by the 27 members to accomplish this.

LAS PATRONCITAS, the first women's guild to the Valley Presbyterian Hospital, was organized by Mrs. Paul Bogendorfer, guild chairman of the hospital board. The charter group of fifteen members was formally organized and its officers installed on June 12, 1956. Officers are Mrs. Verne B. Smith, acting president; Mrs. Thomas W. Clarke, vice-president; Mrs. C. Temple Murphy, Jr., secretary; and Mrs. John M. Thompson, treasurer.

Since the San Fernando Valley has an historically spanish background, the women chose a spanish name for their group: Las Patroncitas, meaning the patronesses. To carry out this idea, their purpose is to render financial and service assistance to the hospital.

Members assisted as hostesses at the ground-breaking of the hospital held on June 20, 1956 and promptly set out to help raise necessary funds. Their first event was the successful "September Stardust" held in the lovely gardens of the Gerald Miller estate in Encino which raised four thousand dollars.

Organized less than a year, the Sports CARnival is their second large event. To make this international first a

memorable day, the twenty-seven members have contributed approximately 2,000 hours of time on the following CARnival activities:

- Mrs. Verne B. SmithGeneral Chairman
- Mrs. Paul ChampionNew Car Show
- Mrs. L. Paul SpeightsConcours
- Mrs. Rex KouryGymkhanas and Quarter Midgets
- Mrs. George O. ChapmanFood Concessions
- Mrs. Ferdinand MendenhallPoster Contest
- Mrs. William J. JobExhibit Decorations
- Mrs. Thomas B. Ballard, ChairmanFashion Show
- Mrs. C. Temple Murphy, Jr.
- Mrs. Robert J. Ellery, chairmanSouvenir Program
- Mrs. Willard M. Gobbell
- Mrs. Paul Ignatius
- Mrs. Chester M. Sidell
- Mrs. Wayne Wright
- Mrs. Marvin T. Smith, Jr., chairmanPress
- Mrs. Ralph Boyer
- Mrs. William Hopkins
- Mrs. Richard M. Pittinger
- Mrs. Howard C. Wilson, chairmanTickets
- Mrs. John M. Thompson
- Mrs. Edward Timm
- Mrs. Thomas W. Clarke, chairmanPress Preview
- Mrs. Lloyd Bacon
- Mrs. Robert Cooley
- Mrs. Roy Marquardt
- Mrs. Drew Schroeder

"V" For Victory — As Guild Members Line Up in Front of Hospital Site



Presbyterian Hospital

Mrs. Verne B. Smith

Acting President
Las Patroncitas Guild



Photograph by John Engstead

Las Patroncitas Guild
of the Valley Presbyterian Hospital

June 2, 1957

There are no words adequate to express my sincere gratitude for the interest, enthusiasm, and cooperation we have received from everyone in any way connected with the "International First" Sports CARnival. None of us imagined, when I first suggested the idea, that it would develop into such a gigantic event. I cannot possibly mention in this small space the names of the many persons responsible for the success of the CARnival.

We are so grateful for your generous response, not only with funds, but for your faith and moral support.

We of Las Patroncitas Guild feel that together we are achieving a worthy goal and know the Valley Presbyterian Hospital, Olmstead Memorial, will benefit substantially. I speak for every member in saying "Thank You" from the bottom of our hearts.

Sincerely

Verne B. Smith



JIM PARKINSON

Jim led the field in the Honolulu Road Races driving his MG, and was winner in Class D at Palm Springs recently driving a Healey.



RUDY CLEVE

He's almost as proud (and he should be) of his restaurant The Blarney Castle as he is at the wheel of his sports car.



E. FORBES ROBINSON

An international figure in sports car racing, E. Forbes Robinson is always ready to lend his experience to help a younger driver.



JACKIE COOPER

"The People's Choice" is the choice of many racing fans, too, and he's done a lot to promote this great sport.



Howard Swift is a well known Hollywood TV movie producer and devotes his spare time to racing. His wife Ginny will also be in the gymkhana today.

AT THE

Lew Bracker drives sports cars with the same zest he uses when he is selling insurance from his Studio City insurance office.



MARY DAVIS and GINNY SIMS

Mary is the only woman driver to win the famous Mobligas Economy Run and is also well known on the sports car tracks where she has driven. Ginny, with her long brunette hair streaming from beneath her racing helmet has given many drivers the "go by" to win her share of trophies.



It will be your privilege today to see what is considered one of the greatest arrays of skilled drivers in sports car driving. These drivers are certain to provide spectators with a rare treat of skilled driving.

Controls



BILL POLLACK

In the past seven years Bill has competed in over 50 races. He drives a Maserati frequently but today will be driving his own Porsche 1500.



BOB DRAKE

Bob is a man of many endeavors and in addition to excellence as a race driver is an avid deep sea diver, and owns the Grand Prix Restaurant.

JACK McAFEE

Not only a top sports car race driver, Jack owns and operates a sports car sales agency in Sherman Oaks.

HARRY MORROW

One of the staunchest backers of the Cooper Formula 3 cars which he drives, Harry is also president of the 500 cc club of America.



RON PEARSON

Although fairly new on the West Coast, Ron is well known to many English sports car racing fans.

SPORTS CARNIVAL



of Events

EXHIBITION BUILDING

10:00 AM TO 6:00 PM

AUTOMOBILE SHOW

featuring

The World's Finest Sports and Imported Autos
By the Distributors and Dealers of Southern California

ACCESSORY DISPLAY

featuring

The Latest in Sports Car Equipment
By Southern California Leading Accessory Houses

FASHION SHOW

featuring

Fabulous Fashions by Phil Rose of California

modeled by

Miss San Fernando Valley Beauty Pageant Contestants

SPORTS CAR POSTER DISPLAY

featuring

Winners in San Fernando Valley Junior and Senior High Schools
Poster Competition

ORCHESTRAL CONCERT

by

The Independent Order of Foresters Robin Hood Band

FLOWER BUILDING

10:00 AM TO 5:00 PM

CONCOURS D'ELEGANCE

by

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Now . . . Here . . . and ready for You —
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Sports car performance- pleasure car styling!

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(the little marvel)



Quality Built by German craftsmen

The styling and performance of the pert 1957 DKW combines the thrill of a sports car with the utility of a family car. Its championship performance in competition is a testimonial to its speed and handling ability. The smartly appointed, six-passenger interior of the DKW makes it ideally suited for the family.

DKW has only seven moving parts in the engine. The 3-cylinder, 2-stroke engine obtains greater power, and up to 35 miles per gallon. DKW's front-wheel drive means greater safety and dependable road-holding ability. Stop in at your DKW dealer and test drive the new DKW . . . experience the sports car performance . . . and see the family car styling.

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Special Guests

"Devil's Hairpin"



Cornel Wilde, a true sports car enthusiast, is currently finishing a racing picture, Devil's Hairpin.

WITH US

Today

Officer Smith



Ben Alexander, one of the best Supporting actors, of TV's Dragnet, is announcing today.

"She Drives, Too"



Jean Wallace, Cornel's lovely wife, is also a sports car fan, costarring with him in the new movie.

"IT'S A FAMILY AFFAIR"



Sterling and the rest of the Haydens, Mathew, Gretchen, Dana, Casey and "Duchess."



"King" Ray Rogers, lovely wife Dale, and family and Sylvia Timm of Las Patroncitas.

Marshall



Wyatt Earp, whose blazing guns have flashed across millions of TV screens is with us.

Valley Starlet



Dianne Foster, one of the busiest young actresses in Hollywood is a Valley resident.

It's His Voice



Verne Smith's voice should sound familiar as he is a prominent Hollywood radio and TV announcer.

Classic Car Club

OF SOUTHERN CALIFORNIA

By ROBERT J. GOTTLIEB, President



This 1932 Chrysler Phaeton with LeBaron built body is a fine example of a classic car. It is restored to original condition and runs as well as it did when new. When acquired, the car was minus original horns. Owner searched for six years before finding an authentic replacement pair.

Members of the Classic Car Club of Southern California collect automobiles manufactured between 1925 and 1942. These are restored to mint condition as you can see today.

A welcome and willing participant in the Valley Presbyterian Hospital cause is the Classic Car Club of Southern California. This organization is headed by two Valley residents; Robert J. Gottlieb of Sherman Oaks is the President, and Thomas L. Powels of Reseda is Vice-President.

The members of the Classic Car Club of Southern California collect automobiles manufactured between 1925 and 1942. They are restored to original mint condition and are displayed at monthly meets arranged by the Board of Directors.

Not every car manufactured from 1925 through 1942 is a classic car. In fact, very few machines qualify. A classic car is a prestige luxury automobile which is far and above the average automobile in workmanship, materials use and original sales price. Many have special built bodies constructed by specialized body builders of the era.

A Buick, Dodge or Ford would never be considered a

classic car because they are examples of ordinary cars. The members seek either specially built cars or examples of the finest motor cars ever built. These include Duesenberg, Rolls Royce, Hispano Suiza, certain Packards and Lincolns, Isotta Fraschini and many others.

Many manufacturers built prestige cars during the era as well as ordinary cars. As an example — Lincoln Motor Car Company manufactured the Lincoln Zephyr as well as the "K" series Lincoln. Packard manufactured twelve Cylinder cars as well as six and eight cylinder cars. The "K" series Lincolns and twelve cylinder Packards are classics. The smaller Packards and Lincoln Zephyrs are not classics.

In restoring the cars, members often expend thousands of dollars to bring their machines back to original condition. They are overhauled, reupholstered, replated, and, of course, painted in original authentic color schemes. In many instances a member will invest in excess of \$5,000.00 in a given machine.

The Board of Directors of the Classic Car Club of Southern California extends to Valley Presbyterian Hospital, and to every organization and individual connected with this wonderful cause, its best wishes for success. The Board considers it a privilege and pleasure to aid this worthy cause.

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FOUR CYLINDER CLUB OF AMERICA

Famous for Variety of Driving



"The throbbing, musical note of a 'gaggle' of four bangers winding their merry way through the canyons on a crisp moondrenched night; or balmy pre-breakfast morning, is the epitome of enjoyment to the hundreds of FCCA members."

THE Four Cylinder Club of America is a California non-profit corporation, founded in 1950 for the express purpose of promoting safe, courteous and economical motoring for pleasure and sport. Membership is limited only to those young in hearts who own a car they love and appreciate, and desire to have fun, competition, adventure and good fellowship, at a minimum of cost and with a maximum of safety.

Named "Four Cylinder Club" because in 1949 when the club was originated, all 'sport cars' were four cylinder (with the few exceptions of Bendley, Lagonda, Talbot and SS-100 etc. in this country) and because of the great love and admiration for the sheer and undisputed efficiency of the four cylinder engine.

The throbbing, musical note of a 'gaggle' of four bangers' side winding their merry way through the canyons on a crisp moondrenched night, or balmy pre-breakfast morning, is the epitome enjoyment to the hundreds of FCCA members.

With the majority of FCCA 'chapters' located in Southern California and Arizona, the club is proud of its reputation for staging some of the biggest and finest non-racing events in the country. Most popular amongst their annual events being the "Over The Hill Rallye," "Big Bear Rallye," "Rallye d'Oro," "Semana Nautica Rallye" and the "Frugality Run" (Mobilgas economy run for sport cars).

Cutting Them Close Wins the Honors



LUB vents

by
**JOHN
FOSTER**

President
of the
Four Cylinder Club
of America



Leon Wilson with "Mr. Automobile Racing" — The late Ralph De Palma

Proud also of its many achievements ranking as 'firsts' in the sports car world, the FCCA was the first sports car club formed in this country dedicated to "other than racing activities". Other notable firsts include: first international rallye; first rallye with over 100 and 200 cars, first to offer trips to Europe or new sport cars as prizes; first sports car club to have its own TV show and first to have a major film studio produce a film on its activities.

Chapters hold meetings at least once a month, always interesting and fun to attend, they include business, briefings, awards, talks, raffles, movies, and refreshments. The following weekend usually brings members together again

to enjoy a rallye, gymkhana, reliability run, gaggle, slalom, treasure hunt, poker rallye, time trials, hill climb, picnic, concour 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 are drawn to help stage the road races which are put on by the race clubs.

Anyone interested in joining the FCCA is asked to contact Betty Warren, National Secretary, at 1720 Pine Ave., Manhattan Beach, FRontier 2-7526, or ask any owner of a car bearing the famous club insignia. You will be most welcome.

Stop Watch Tells the Story



Drivers Have to Move Fast, Too



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... a concours d'elegance is a place where one sees a lot of things, but mostly cars, like the distinguished ASTON-MARTIN ...



... or the open gleaming jaws of a spotless JAGUAR



... or a classic BUGATTI

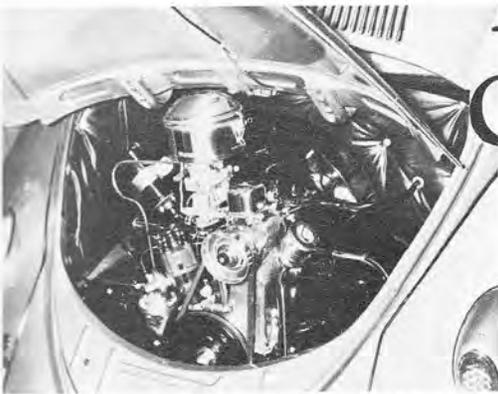


... or the last minute wipe and polish ... that ... goes to make up a Concours d'Elegance!

THE CIRCLE OF ELEGANCE

a picture story

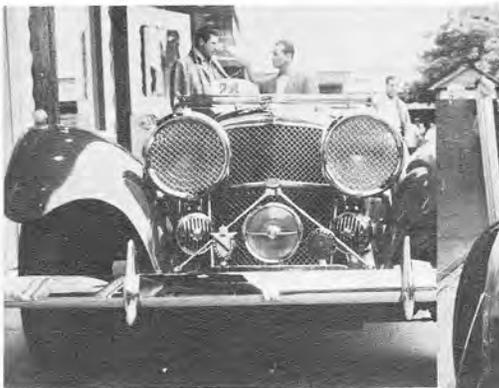
by **ROBERT FINK**



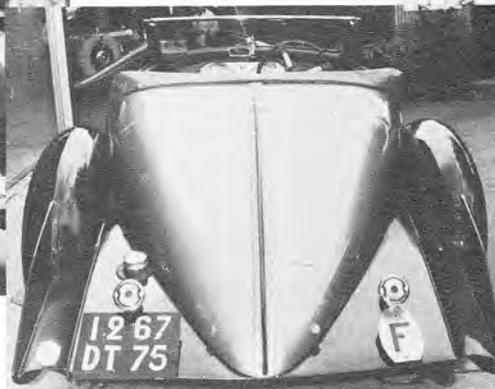
... or the immaculate copper plated engine of a VOLKSWAGEN



... or a MERCEDES-BENZ 300SL about to fly away



... or the handsome classic girlie of an SS100 JAGUAR



... or the rear deck of a DELAGE which looks like it's speeding when standing still



 **YOUR MUSIC FOR TODAY**

Millions of persons watched the famous Tournament of Roses Parade and were thrilled by the "Robin Hood Band" which plays here today

THIS famous Band makes its headquarters in Los Angeles and represents The Independent Order of Foresters throughout the English speaking world, with headquarters in Toronto, Canada.

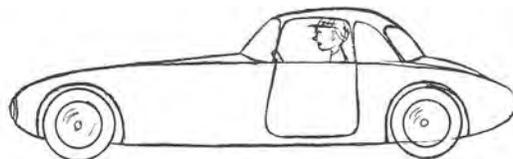
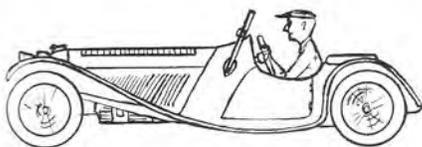
Although the Foresters' Robin Hood Band is less than one year old, it achieved national recognition last January 1, 1957 with its breathtaking appearance in the Pasadena Tournament of Roses Parade. The organization's unique Robin Hood uniforms, complete with saucy feathers and special marching boots, were designed and created in Hollywood especially for the Foresters.

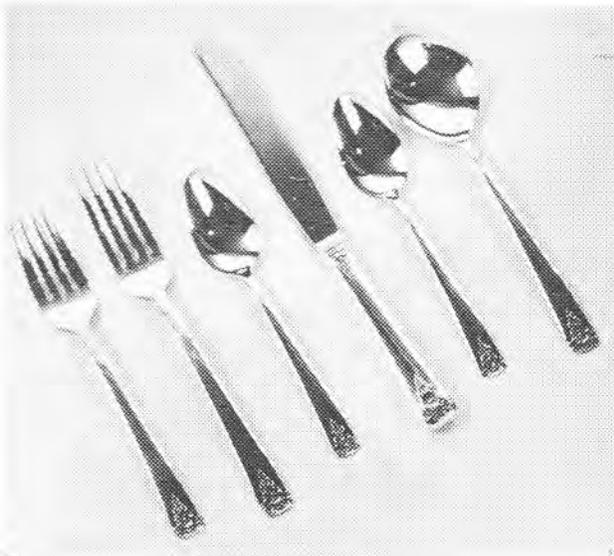
Their music is as exciting as their appearance. The Robin Hood Band's 75 musicians play as if they loved it — and

they do. Their director is David Baskerville, nationally known composer-arranger-conductor, formerly of NBC and 20th Century Fox Studios.

Last summer at El Cajon, California, Governor Goodwin Knight was so impressed with this organization that he recommended a special Governor's trophy be awarded to the group. The Band's sponsor recently sent the group on a five-day concert tour of Southwestern United States.

June 1, 1957, the Robin Hood Band will be featured in a Hollywood Bowl Concert. This summer the Independent Order of Foresters contemplates sending the organization on a concert tour of the Western United States and Canada.



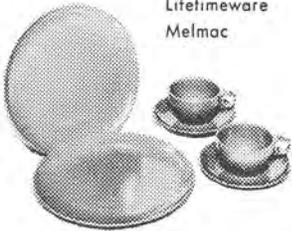


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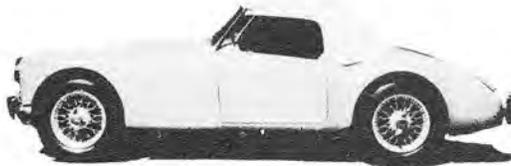
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EAGLE SCOUTS FROM THE VALLEY — Boy Scouts from the Valley area who have attained the coveted rank of Eagle Scouts are shown here. From left to right are Stan Kaufman, John Caffey, Bob McWilliams, Richard Cribbs, Dick Bunn, Lonnie Stovall, John Shellen-ger and Dick Burdick. They are members of the San Fernando chapter of the Knights of Dunamis, honorary order of Scouting devoted exclusively to Eagle Scouts for the purpose of furthering their Scouting ambitions.

Knights of Dunamis of the San Fernando Valley

THE Eagle, swift in flight, unbounding in range, and lord paramount over all he surveys is the emblem of the United States, the symbol of freedom, and the highest of Scouting awards.

When a young man attains his Eagle badge, he is cited for believing in Scouting principles — for putting the Scout oath and law into daily practice. The young man is now in a position to fulfill the popular concept of putting back into Scouting the bounty of training and development he has received from it. Here is one of the finest values of the Knights of Dunamis to Scouting. KD supplies the added "something" to keep more Eagles active by maintaining their interest and develop the habit of self-giving.

On April 19, 1925, a group of Eagle Scouts gathered in San Francisco to band together in an intimate bond of Knightly brotherhood, to keep the dignity worthy of the Eagle rank, and to maintain the highest quality standards for all ranks in the Boy Scout movement. This idea was so enthusiastically received that a National organization of Eagle Scouts devoted to serving Scouting was organized

Twenty-two years ago a group of Eagle Scouts gathered in San Francisco to band together in an intimate bond of Knightly brotherhood, to keep the dignity worthy of the Eagle rank, and to maintain the highest quality standards for all ranks in the Boy Scout movement.

and the Knights of Dunamis organization was born. Service is the foremost point in the program.

To maintain a ready pool of future leaders for the service of our Valley, Bob Hill, Scout Executive; and Cal Wheelock, Field Director of the San Fernando Valley Council; believing in the Boy Scout movement as an institution that illuminates the path of Knightly qualities, were the first to work on the program for our young men. On January 31, 1957, the San Fernando chapter of the Knights of Dunamis was installed in a colorful ceremony with 50 members in attendance. All are prepared to meet the responsibility of service through scouting symbolizing citizenship and character building.

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what is a concours?

by BEVERLY RITCH

THE most common definition of a Concours is a "Beauty Show for Cars". This sounds impressive, but it is not quite true. Actually, some of the cars are rare beauties but the majority are the same cars that you meet on the street every day.

What makes owners break their backs and, in some cases, their bank accounts to show these cars? The trophies are nice, and it is pleasing to stand by a gleaming, spotless car during the show and listen to admir-

ing remarks being made by the spectators. But are these things worth all the effort?

Let's re-trace the steps that preceded bringing these cars here today. Some three weeks ago our typical owner began work on his car. Beginning with steam cleaning and ending with a final coat of wax, his car has been scrubbed and polished in every conceivable nook and cranny. The complete cleaning job is performed before every Concours but

many other things are continually done to improve the car . . . things that cost money. Floor rugs have been made, special paint jobs applied, fire walls engine-turned, wire wheels attached, everything possible chromed and many, many accessories added.

After the weeks of work and the time and money have been expended, the true test comes on Concours Day. Even though the judges don't wear the talked-about white gloves, they are most thorough. The cars are judged on exterior, interior, engine compartment and "functional extras". While waiting for the judges to get to a car, the owners dust it furiously, answer questions asked by the spectators and fend off what seem to be a million small children all carrying sticky lollipops bent on destroying their handiwork.

Once the judges have finished with a car, the owner can breathe a sigh of relief, temporarily, that is. For, until, the trophies are awarded, no one really relaxes. Soon, however, it is all over and the owners drive their cars homeward with trophy, pleasant memories, or a determination to do better next time.

People who show their cars in Concours don't get the publicity of race drivers or the winners of large rallies, but they get a deep satisfaction in knowing that they have made something beautiful even more beautiful. For, after all, isn't a Concours really a labor of love?

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Poster Contest



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KAY BOGENDORFER

She is well known to most San Fernando Valley residents. She is president of the Civil Service Commission of Los Angeles, the only woman to hold such a position in a major city in the nation.

SAMUEL PRITIKIN

Well known advertising man, and deeply interested in the welfare and progress of Valley Presbyterian Hospital. On the board of Valley Youth Foundation, active in Boy Scouts, and many other civic groups.



ANDY DEVINE

Honorary Mayor of Van Nuys and the beloved "Jingles" of TV's "Wild Bill Hickock" series. The genial Andy is always ready to lend a hand to charity. There's always bound to be a lot of enjoyment when Andy is around.

FRANK MILLARD

Frank is one of the prominent sports car dealers in the San Fernando Valley. And he's on the job when it comes to helping out in a community project such as the Valley Presbyterian Hospital fund drive.



DALE RUNYAN

Dale is deeply interested in anything pertaining to automobiles inasmuch as he is a prominent designer of automotive equipment and accessories. He is glad to give a hand to the Hospital fund drive.



In order to provide added impetus to the Sports CARNIVAL, Las Patroncitas Guild sponsored a poster contest among junior and senior high school students in the San Fernando Valley.

A distinguished roster of judges volunteered their services as judges. These posters are on display in the Dale Runyon exhibit in the new car show building.

Entries were divided into four categories, sports cars, vintage cars, race cars and futuristic or "dream" cars. Posters were submitted in any form selected by the artist. Some are in water color, others in oils, and some have been accomplished by crayola art.

Mrs. Ferdinand Mendenhall was chairman of the poster program, and judges were Kay Bogendorfer, Andy Devine, Frank Millard, Sam Pritikin and Dale Runyan.

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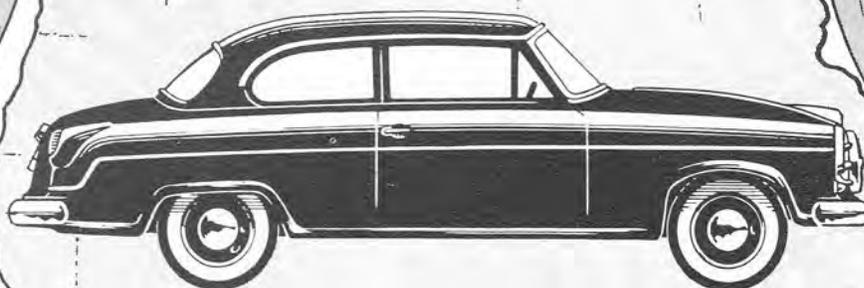
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"Top Down" driving in sporty two-passenger speedsters is not the exclusive property of this era - it existed at the dawn of the roaring twenties.

IMPORTED sports cars were on the scene at the turn of the century, too.

In 1900 stylish New Yorkers with a flair for "top down," sports car driving thrills were spinning around Manhattan in De Dion "Motorettes," imported from France.

As the "roaring twenties" dawned American automobile designers were also manufacturing rakish, low slung sports cars.

A classic example was the sleek, two-passenger Haynes Special Speedster built in 1921 by the Haynes Automobile Company of Kokomo, Indiana. Haynes offered its speedster to the sports car lover in two models — the six-cylinder model "47," or the power packed 12-cylinder Model "48".

And for the ultra in sports the Jordan Motor Company, Cleveland, Ohio, premiered its flamboyant Jordan "Playboy," in 1922. The Playboy was the "Jaguar-Mercedes-Porsche-Thunderbird-Corvette" of its era. Sophisticated eyes of sportsmen from Los Angeles to New York to Miami opened when this sportster roared into sight.

Let's turn to the company's own advertising which modestly proclaimed concerning its performance, "revels alone with the wandering wind and roars like a Caproni biplane." Advertising words also likened the speedster's performance to "the tang of that rare old English ale brewed from the smiles of youth and old boxing gloves." (That "boxing gloves" reference; complimentary?)



This fast sport roadster was one of the last.

DE DION-BOUTON
"Motorette"
COMPANY,

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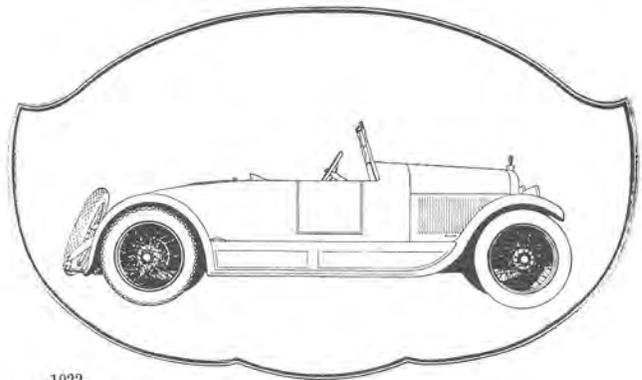
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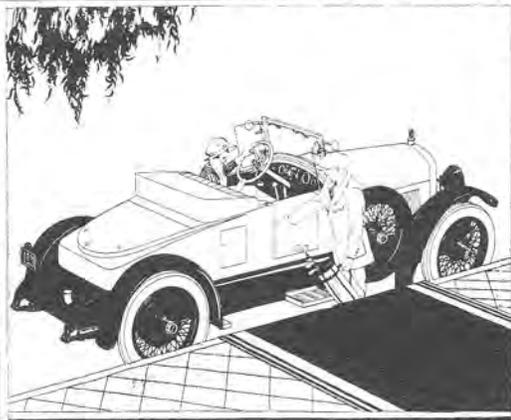
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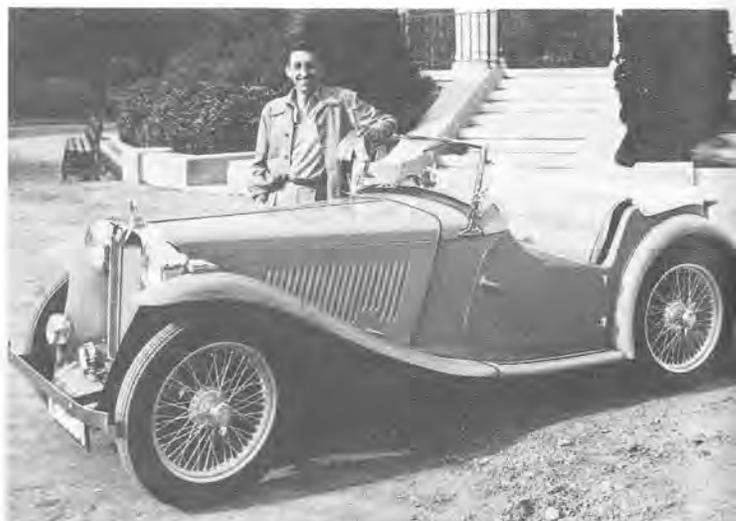
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Le Cercle Concours d'Elegance

By Courtney Van Ornum



The personal pride an owner has for his automobile is reflected in a Concours, a combination beauty contest and "white glove" inspection.

A Concours d'Elegance can be defined as a competition for excellence of maintenance and design for automobiles, a beauty contest for personal cars. Most competing cars are owner operated, maintained and improved. As is true of Sports Car Racing in Europe, Concours has a great deal more significance there than it has in this country; however, interest on the part of the general public is increasing and we now have "Le Cercle" a club dedicated to creating interest in the shows and assisting the uninitiated.

To the entrants a Concours means more than competition and pride in our personal cars, in that it takes on overtones of a good social gathering, a chance to meet new friends and see old friends seldom encountered except at the shows. For the spectators it is a chance to get a good look at cars, some strange to them and others familiar from street use, in a lovely and comfortable setting. Automobile dealers and distributors are often invited to bring in display cars and usually welcome the opportunity to present their cars against a background so eminently suited to enhancing their beauty. In some cases fashion designers have cooperated in the showings and have found a Concours to be an enticing means of putting new designs before the public.

Judging of the cars generally falls into three broad classifications, cleanliness, improvements and application of design to the intended use of the automobile. This is broken into four areas of examination, engine compartment, under-carriage, exterior and interior. As in all contests the intensity of detailed examination depends to a great extent on the number of cars competing and the degree of perfection of those in direct competition. This can and frequently does become a "white glove" inspection where cars are so evenly matched in beauty and care

**CONCOURS
JUDGES**



Keenan Wynne is one of the top authorities on sports cars and is an avid motorcycle fan. Quoting Kennan he has several sidelines, too — "TV and motion Pictures."

that the only way to break a tie is through detailed examination.

This question is constantly being asked of us. "Why would anyone go into all of the work necessary just to win a trophy?" I doubt if anyone can give a very clear answer to that one but there is an undeniable intoxication to this hobby that causes one to return to competition again and again after having said repeatedly "Never again."



Bob Petersen knows his cars and well he should, he is publisher of Motor Trend, Motor Life and Hot Rod, world's leading automotive publications.

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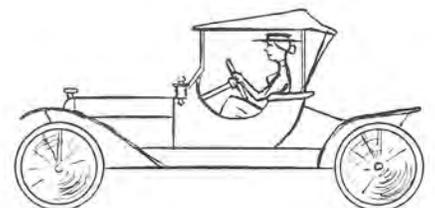
"On weekends papa or mama or both can take their car to a course which resembles a pretzel or cruller, paint a number on the voiture and race against similar voitures for prizes." — Lauring

POURQUOI LES

BECAUSE sports cars are gay, colorful fountains of youth on four wheels and since they originate from the inscrutable British Isles or the myterious European continent it is merely proper to entitle this essay in highly improper French — Why the cars of Sport?

Now in order to understand the whys and wherefores of The Cars of Sport one must first comprehend the philosophy of design which has contrived to produce a sports car. In Merrie Englande and dans La Belle France (also ze othair contrees) the roads, no go in straight lines like the American Slo-ways. The roads there they wind, twist, go oop and doon, oop and doon. So a car must be like a dancer, light, supple, strong and still have the sex appeal. Over here, on the other hand, with straight wide roads the cars are more like houses with panoramic windows, air conditioning even. The curves here are gradual so it is not necessary for the voitures Americaine to be like the dancer. Rather they are like Brunnhildes in a streamlined Wagnerian opua. Yah.

Now the dancer, that is to say, the imported sports car is made for fun as well as utility. Like a dancer, in fact. It is well known that many beautiful dancers can cook, wash and mend as well as pirouette. So it is with Foreign Sports cars. Papa can go to business or office. Mama can go shopping or to the kaffee klatsch. On week ends papa or mama or both can take their car to a course which



BY ART LAURING



VOITURES DES SPORTS?

resembles a pretzel or cruller, paint a number on the voiture and race against similar voitures for prizes.

The family can indulge in yet another fun-fest with their voiture. We refer to the Rallye. This is a game wherein a number of voitures equipped with navigators play "let's get lost." It is really simple. The rallying cars start, let us assume, from Devonshire Downs. Their destination is Pomona. The rallye course consists of enough circles, detours and blind alleys so that, if properly driven, the total mileage made good amounts to something slightly less than 'twixt Devonshire Downs and the Top of the Mark.

Then there is another fun-game called the Gymkhana. You'll see one here, today. The ancient Romans invented the game. They drove chariots and used hog-tied early Christians for obstacles. Many local Romans still practice this rite clandestinely. Later the British went to India and found out that it was fun to ride horses over Pagodas eastward across the bay. Today owner-drivers of Les Voiture des Sports have worked out a procedure encompassing both the Romanesque and Anglicized versions of these traditional activities with, of course, a few electronic embellishments. But here again it is necessary to have an agile sports car. Or a Bekins semi-trailer van. The ordinary, swish-tailed Yankee road Brobdingnagian simply will not do!

Incidentally, as M. Hercule Poirot has repeatedly said:

"to own and drive a sports car is, to thumb one's nose at middle age."

Now there is the matter of the Concours d'Elegance. This you will also see today at the Devonshire Downs. A Concours is an auto beauty show elegantly done, that is to say, with finesse.

A word is apropos at this point insofar as car categories are concerned. There are two broad classes of cars — large and small. They are subdivided into Open and Closed models. Now the sizes of engines are subdivided, like the amoeba, into all sorts of categories.

There is the very small bore, the smallish bore, intermediate, biggish bore and the "jeez-peezzle" bore. Fortunately the latter are now with the Dinosaur. They went out with the Allards.

Sports car race drivers and rallyists more or less match their cars — tiny, smallish, medium, big and, alas, a few 24-hour bores. However the latter are in the minute minority. If nature goes according to rote the normal bores will themselves eliminate the 24-hour variety.

Space presently does not permit the prolongation of this essay into the realm of driving and cornering techniques. We could write chapters on heel-and-toeism, a religious mixture of Shinto and Mah Jong; how to use one's head when cornering inverted, road-test your car while at home, and, finally, the proper care and utilization of ejection seats in 4.9 Ferraris.



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PANAROMA CITY MIDGET RACING

continued

place beside his buddies in the pit area, safe behind the hay bales, surrounding the track, to wait his turn for the next race.

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April 1 our membership count totaled 77 paid members.

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During those gallant years beginning in the twilight of the 19th century America was introduced to the "Horseless Carriage." Since, over 2,500 makes of automobiles have been manufactured in the nation; today fewer than 20 are in existence. It is unfair to those hundreds which fell by the wayside to call them failures. All of them weren't.

AS we stroll through the spacious grounds of Devonshire Downs today, we are privileged to see many nostalgic reminders of another era. We can also view one of the most impressive arrays of modern sports and imported automobiles ever assembled at one time.

It seems fitting in view of the great interest directed toward the older cars, that we spend a few minutes in retrospect and try to capture a glimpse back to the "Golden Era" of automobiling. For it was the staunch pioneers of that time who paved the way for those who followed; and their successes and failures formed stepping stones which made the path easier to follow.

It has often been said that "successes are founded from failures," and no more graphic example exists than the automobile industry. There were more than 2,500 different makes of automobiles manufactured in America; today there are fewer than 20.

If you are in the age group of "40, plus or minus a few" you may recall such automobiles as Paige, Willys Sainte Clair, Kissel, Stutz, Hupmobile, or Auburn." And some of you may remember others like Briscoe, Maxwell, Chandler, Stevens Duryea, or the Jackson. Of course all of us are familiar with those which survived like Buick, Studebaker, Cadillac, Ford, Dodge, Chevrolet and the rest.

Looking backward to the years preceding the "Golden Era" we find a peaceful America basking in a gentleness that kept time with hansom cabs and horse drawn cars. Cities, too, were geared to a modest pace little aware of

the giddy whirl of events that lay just around the corner, thanks, to a new invention called the "horseless carriage."

Soon the measured clip clop of horses' hooves would be supplanted by the roar of gasoline engines. This roar was soon to goad cities to action, hurl them into a nightmarish swirl of men, money and machines and put the nation's populace on wheels.

The pattern was being formed between the twilight of the 19th century and the dawn of the 20th. From Southbend, Indiana, sounded the ring of anvils from a blacksmith owned by five brothers — the Studebakers. This ring was to become almost as significant in our nation's history as the shots fired at Lexington a century and a quarter earlier.



Only a few hundred miles away from the Studebaker's blacksmith shop things were happening. In Jackson, Michigan, the sturdy Jackson automobile was taking shape when the new century was but three years old. The Jackson was destined to flourish across the nation until 1920 when it would come to an inglorious demise, ironically enough, a "success". At the same time, 90 miles to the east in Detroit, a 39-year old former engineer for an illumination company began to manufacture cars bearing his name — Ford. His first name was Henry.

Everyone knows what happened to the Ford — it made automotive history from the start. But the Jackson? Though now but a memory to the older ones, the Jackson captured the public's fancy until it expired in 1920. It's epitaph?



FAILED . . .

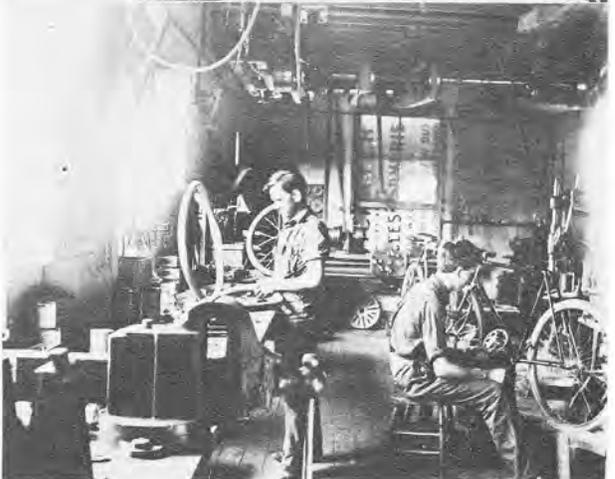
by BOB MCGREGOR

It could have been composed of many combinations of words. "Victim of Circumstances?" Perhaps that's the most appropriate.

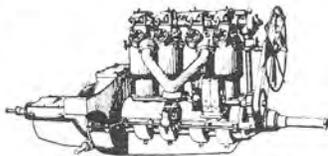
At any rate, the Jackson never recovered from the impact of World War One, and become a victim of post war reconversion problems. However the venerable Jackson could find some degree of solace in that others with as strong hearts had, too, gone down fighting. The Conrad of Buffalo, N.Y.; the Sandusky of Sandusky, Ohio; the Brecht of St. Louis, Mo.; the De Motte of Valley Forge, Pa.; the Dawson of Chicago, Ill.; the Sommer of Detroit, Mich.; and the National of Indianapolis, Ind.

These are but a few of those hundreds which tasted briefly of the fruits of automotive success, balanced on the brink of permanence, and eventually toppled and fell among the ranks of "The Successes That Failed."

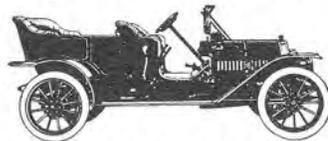
As the great automotive industry slowly began to gather impetus in America, the principal scene of action was in the mid-West. It took place in bicycle shops, blacksmith shops and buggy factories. These pictures depict the general theme of action which was taking place as hundreds joined in the mad scramble for success.



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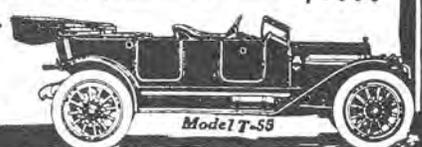
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Jackson-built Cutting: The Cutting was built in Jackson from 1912 to 1914, an outgrowth of the Clarke-Carter Company. Charles Cutting had designed the U.V.I. Jackson built auto, and had won renown for his streamlined automobile designs. Many engineers in the industry consider that his ideas were far ahead of his era.

BLUEPRINT FOR PROGRESS

THE spectacular growth of San Fernando Valley (population of 402,346 in 1950 to over 650,000 in 1956) together with a thorough survey by Olmsted Trustees, revealed the urgency for a hospital here. The building site is 11.4 acres fronting on North side of Vanowen, between Sepulveda Boulevard and Kester Avenue.

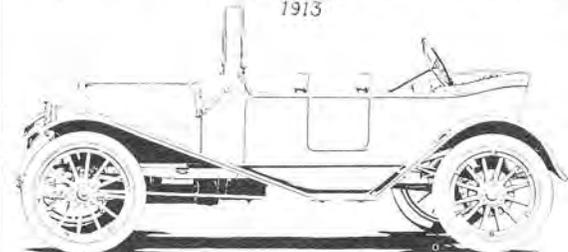
The Olmstead Trustees initially pledged a total of \$250,000 on condition that Valley business and professional people would support a hospital as planned. The State Department of Hospitals recognizing San Fernando Valley as a high priority area, and in allocating Hill-Burton funds, money received from the Federal government, appropriated to Valley Presbyterian Hospital, the sum of \$339,380. From the Los Angeles area building fund, we are assured \$80,000. With these three substantial pledges a campaign began. Through valuable aid of the Trustees, doctors, business and civic leaders of the Valley, a successful campaign for \$479,690 in the spring of 1955 was concluded.

Subsequent events proved that important additions to the hospital were necessary. The unprecedented heat wave of 1955 pointed up the urgency of complete air conditioning if San Fernando Valley were to have the ultimate in a hospital. A budget was then set up for an important secondary campaign.

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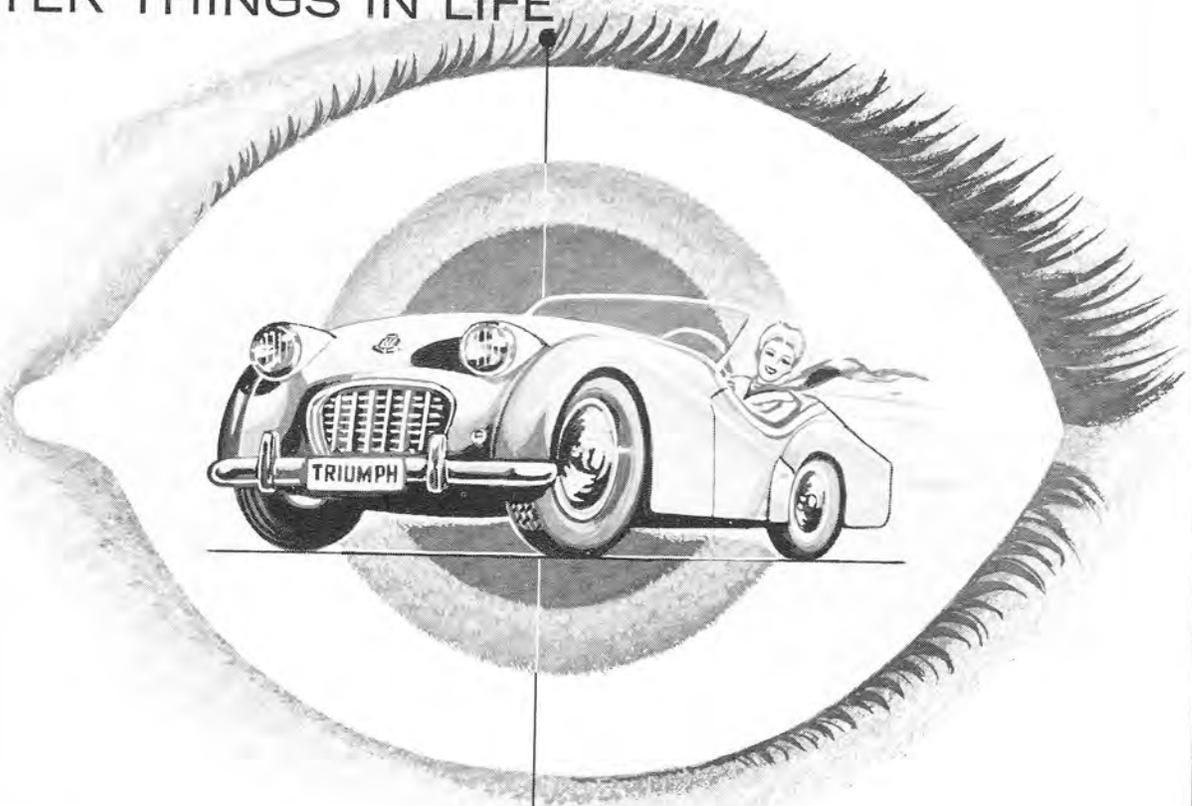
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Back seat driving probably started with this model called the "Duck", built in 1913 by the Jackson Automobile Company. This car only tended to further confuse the already bewildered public because the driver had to maintain his field of vision by peering over the heads of his passengers who took to front and hoped for the best.

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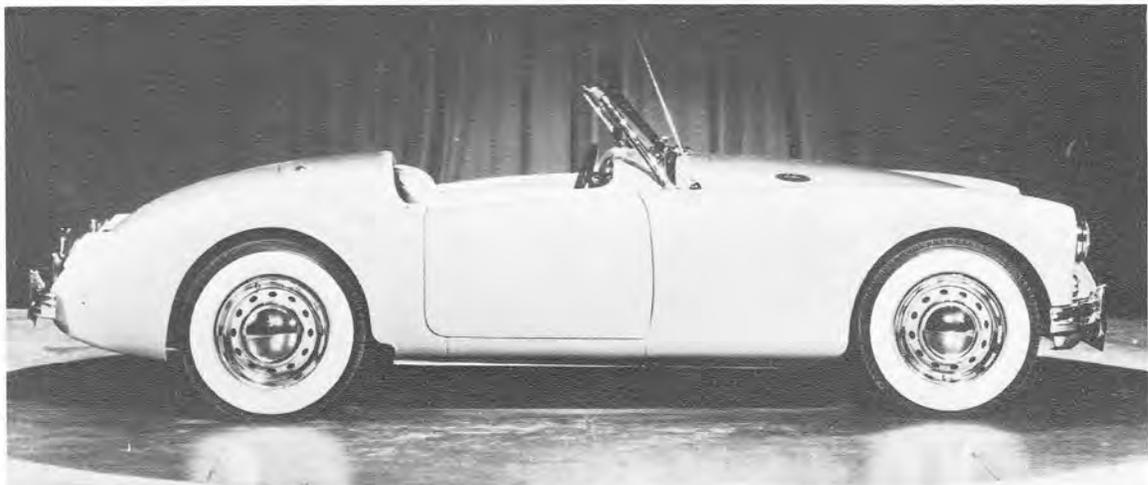
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The ACD Club was organized in 1952 in the interest of preservation of the Auburn, Cord, and Duesenberg. Today it is an international club with more than 500 members in the United States, England, Italy, France, Mexico, and Canada.

Each month a "Newsletter" is mailed to all members. This is filled with technical data, reports on club activities in different regions, feature articles, and a "sell and swap" column.

The Southern California group is very active, participating in parades, barbecues, outings, and many other activities.

There are now 110 Auburns, 35 L-29 Cords, 80 810 Cords, 150 812 Cords and 85 Dusenbergs owned by members.



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Sports Cars Enthusiasm Gets Biggest Boost from So. California Clubs

By LLOYD FOSTER

Typical of the many Sports Car Clubs in Southern California is AutoSports, Inc., of Marquardt Aircraft Company in Van Nuys. In several years the club has grown to over 50 members and enthusiasm among the members runs high. The club sponsors a wide range of activities.

NEW diseases are constantly being discovered, studied and cataloged. One of these has appeared in recent years and is becoming more and more contagious, in fact, it seems to have reached epidemic proportions. A very few isolated cases appeared as long ago as 1929 when a mild form of this malady appeared in America. It was found to have been transmitted from Great Britain, where it originated, abroad ocean going vessels, which must have slipped through quarantine.

This early mild form was called the "Swallow," but was later named the "Jaguar" when it became better known. Other forms of the disease have been named "MG," "Porsche," "Riley," "Ferrari," "Morgan," "Maserati," "Siata" (not to be confused with sciatica), "Renault" "Hillman," etc. One of the milder forms, but by far the most contagious, has been named "Volkswagen."

The symptoms are varied and numerous but they can be recognized by the following:

1. An ecstatic expression, accompanied by flushed face, glazed eyes, and slack jaw, upon first exposure.

2. When the disease is firmly entrenched, secondary symptoms appear. The speech becomes voluble and romb-

continued

WHEN DRIVERS GET TOGETHER — Johnny Winter, quarter midget racing star from the Panorama City track who is competing today, gets the firsthand opinion of one of his idols, popular Sam Hanks. Johnny's car is sponsored by AutoSports, Inc., sports car club at Marquardt Aircraft Company.





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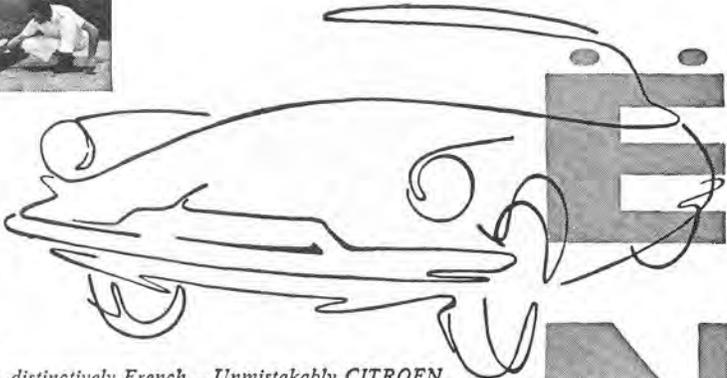
» John R. Bond — ROAD & TRACK

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SPORTS CAR CLUBS

continued

ling and shows definite tendencies toward bragging.

3. The victims then show tendencies to gather together to suffer in groups which they call "Sportscar Clubs."

4. A characteristic jargon appears with such odd terms as "rallye," "slalom," "gymkhana," "check point," "Concourse d'Elegance," etc.

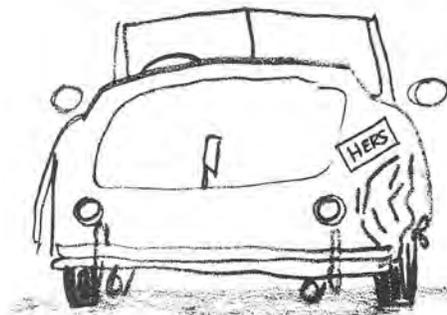
At this time there is no known cure for the disease and no known way to avoid exposure. It is the writer's opinion that the thing to do is to allow nature to take its course. "If you can't lick 'em, join 'em."

Many new "Sports car clubs" are being formed and many new converts (victims) are joining.

Another disturbing factor in the battle against this malady is the action taken by business. Instead of fighting the disease, they are aiding and lending support to these sports car clubs. At Marquardt Aircraft Company, for instance, a very active and aggressive club called "Marquardt Auto Sports Inc." is always alert for new activities and ideas concerning sports cars.

Though the Marquardt sports car club is young in years, having been formed two years ago, the club now boasts more than 50 members. Members participate regularly in rallies, gymkhanas and other driving events within the club, and also enter many non-club events.

The Marquardt group is one of many such groups in Southern California and they have done much to create the sport of driving safely and sanely, and at the same time providing some sports along the way.



ACKNOWLEDGMENTS

Due to press deadline we couldn't acknowledge the many more individuals and firms who have assisted us in making this day a success. An especial thanks to the members of the S.F.V.C. - F.C.C.A. for their cooperation and hard work.

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