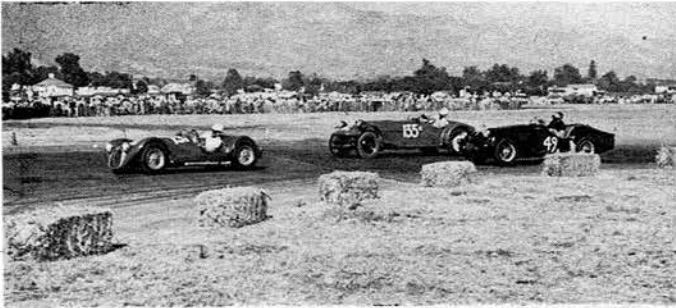
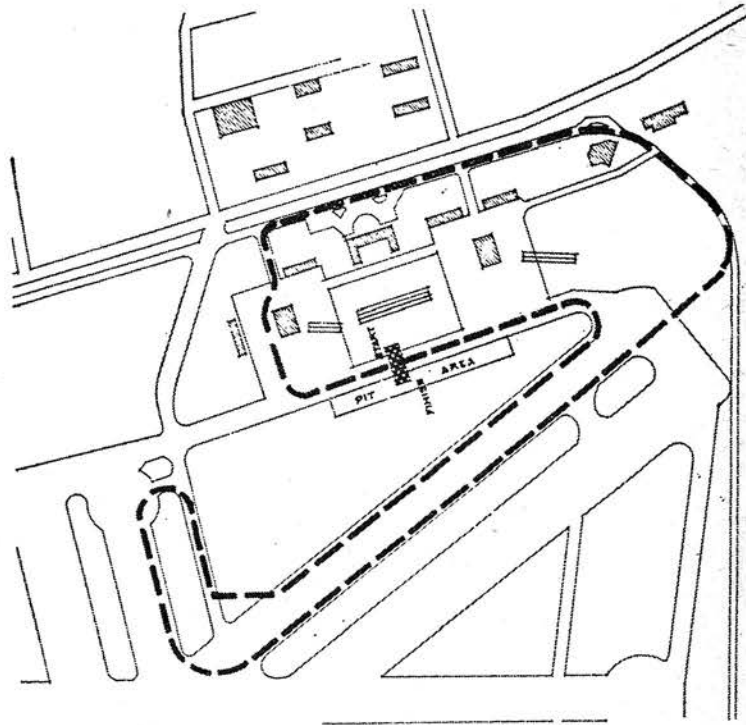


# Santa Barbara Road Race

WITH a membership reaching almost 600 drivers and enthusiasts, the California Sports Car Club held two days of "closed" (limited to members only) sports car racing on the landing strips of the Santa Barbara, California airport. A total of 214 competing automobiles turned out to run in 14 races during the first two days of the Labor Day weekend.

Added notoriety came to the event when club member Porfirio Rubirosa, Dominican diplomat, showed up at the race course with two high powered pieces of equipment. One was the new two litre, four cylinder Ferrari Mondial which turns out 265 hp and threatens to revolutionize racing in the two-three litre class. The other was steady companion Zsa Zsa Gabor, Hungarian-born Hollywood star, who was one of three authorized persons named for Rubirosa's pit crew. Despite crowd curiosity and attention during the two events "Ruby" ran, the best performance he could turn in was a sixth overall and a second in class. He was beaten for the class victories by James Lowe in a Frazer-Nash on Saturday and by Ernie McAfee in a Siata V-8 during Sunday's main event.

Nearly 20,000 spectators turned out to watch the races, the winners and the interesting sidelights. Spectators were amazed  
(Continued on page 61)



Maserati, Kurtis and Triumph TR2 drivers show varying "bend" techniques. California Sports Car Club event was held on airport course.



Edwards Special, Barry Wagner driving, accelerates in a cloud of smoke. Car in the slipstream is a Model T-bodied competition "rod."

Two Jaguar drivers demonstrate different methods for taking a corner. Flat airport course provided spectators with many scenes like this.



Main event winner Chuck Daigh receives victory kiss. Daigh's Kurtis-Lincoln is equipped with Hydra-Matic!

The Cannon Offy-powered Special coupe passes an Austin-Healey. Car is potential winner but had mechanical troubles.



## CHEVROLET ROAD TEST

(Continued from page 23)

dow means soaked upholstery and a closed window means slow suffocation or steamy glass areas.

Seats are deep, soft and comfortable and upholstery fabrics, in the more expensive models, are top quality woolens, nylons and leatherettes in many shades and colors, all designed to complement the car's exterior paint job. Optional extra for the car this year includes electric windshield wipers for those who dislike waiting for a vacuum buildup. Electrical system is twelve volt, showing an industry-wide move toward the larger capacity system.

Chevrolet for 1955, like so many of the more expensive cars, has also gone to tubeless tires. The *MOTOR Life* test staff found these tires completely satisfactory as compared with the conventional inner tube and tire. Although perfected to a point where they will probably never break the air seal, tubeless tires or too-low pressure seemed to be at fault for the only minor annoyances we found in the Chevrolet's handling, steering and cornering. Tubeless tires, in the main, are puncture and blow-out proof. With this guaranteed insurance, the American motorist can soon start leaving his spare tire at home. This procedure would not only add more luggage space to his car, but would decrease the car's weight by about 50 pounds—poundage which can make a difference in acceleration.

Summed up, the Chevrolet for 1955 is a gathering together of the best mechanical and design features available in the industry today. It now has a V-8, ball-joint suspension, a big car look, and even paint treatments which resemble the big cars. To Americans who have always liked GM's psychology that the Chevrolet is just a small Olds, this year's model will go a long way toward carrying that belief toward full fruition.

Whether Chevrolet's gamble on this close resemblance between its car and the Oldsmobile will help Chevy sales or harm Olds sales remains to be seen. The Chevrolet Bel Air or convertible with the "power package" plus its natural lines would seem to be a better buy for the same money than one of the older brothers in a sedan model, with more horsepower—but a lot more weight.

With their primary target a dominant first in sales again—Chevrolet enters the new model year better-equipped for out-and-out comparison than it has ever been. •

**Note:** Next month, *MOTOR Life* will road test and report on two of the most exciting 1955 cars, regardless of price. Don't miss it. January issue, out about December 10th.

*MOTOR Life*, December, 1954

## SANTA BARBARA ROAD RACE

(Continued from page 55)

at the preponderance of one-of-a-kind specials which totalled more than 20% of the competing cars. Santa Barbara technical inspection showed that the true enthusiasts were evidently not finding enough "go" in their stock and modified production sports cars, were adding a few wrinkles of their own, including new chassis, bodies and engines.

In the main under 1500 cc. event of the meet, first place went to Marion Playan of Culver City, California who drove his MG Special for over one hour to beat out a field of 35 cars. Second was taken by Cy Yedor driving the ex-Ken Miles dark green MG Special. Third went to Frank Aldhous in an MG-TD.

In the main event for the big cars, cars over 1500 cc. modified, Lincoln team driver Chuck Daigh drove his black Lincoln-Kurtis around the course during the one and a half hour event, setting the fastest time of day through the timing traps and winning the race. He beat such drivers as California Club President Ken Miles in the Mercury-powered Troutman-Barnes Special and Bill Pickford, race favorite because of his decisive win at the earlier Torrey Pines, California event. In winning, Daigh set an average speed mark for 90 minutes of over 80 mph.

Spectators were treated to the sight of one driver, Jacques Bellesiles, who was driving a special based on the successful Manning sports car, pushing his car over one half mile to cross the finish line after the car had stalled during the last five minutes of the race. Bellesiles had been running in second overall position during most of the 85 minutes.

The first four door sedan to run in West Coast sports car events was entered and driven in the under 1500 cc. class by driver Marvin Patchen. The car, a Simca Aronde, finished the events ahead of such sports cars as MGs, Singers and a Jowett Jupiter. •

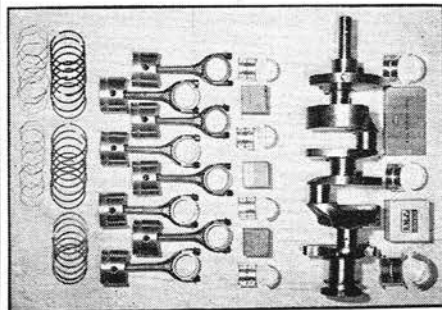
### OFFICIAL RESULTS SANTA BARBARA ROAD RACES Main Under 1500 cc. event

CAR	DRIVER	OVERALL and CLASS WINNERS
MG Spec.	M. Playan	1st O.A. 1st F
MG Spec.	C. Yedor	2nd O.A. 2nd F
MG-TD	F. Aldhous	3rd O.A. 3rd F
Panhard	F. Crouzet	1st G
Moretti	E. McAfee	1st H

### Main Event Over 1500 cc. Modified

CAR	DRIVER	OVERALL and CLASS WINNERS
Kurtis	C. Daigh	1st O.A. 1st B
Troutman-Barnes Spec.	K. Miles	2nd O.A. 1st C
Jaguar Spec.	B. Pickford	3rd O.A. 2nd C
Ferrari 212	H. Wheeler	1st D
Siata V-8	E. McAfee	1st E
Panhard	F. Crouzet	1st F
MG Spec.	M. Playan	1st G

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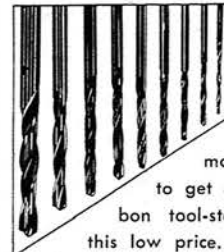
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