

10860 Santa Monica Boulevard at Westwood—ARizona 9-0227

Continued on page 20

HEADQUARTERS—GLENDALE

JULY MEETING

Presentation of the Austin Competition Engine

The highlight of the meeting held July 9th was the presentation by Mr. Botwinick, Austin West Coast representative, of an Austin A40 Sports racing engine. The meeting was held on the first year anniversary of the visit of Alan Hesse to Los Angeles on his trip around the world in an A40 Sports. It was during this trip that Mr. Hesse became interested in FCCA's construction of a racing car and he was responsible for seeing that Austin of England heard about it.

The engine arrived very ceremoniously on Glenn Fancher's back and balanced by various other members of the Race Committee. After all present had had ample opportunity to ooh and aah, John Foster introduced Mr. Botwinick, who made a brief but pleasant speech wishing good luck to the Club in future competitive events...to which we say, good luck to Austin in all future models.

Trophies were awarded to the drivers and navigators on the Good Old Days Rally and to the winners of the Apple Valley Gymkhana. A special trophy was presented to Bruce Mooney, who entered his car in every race for which it qualified at Carroll Speedway, did a very good job of driving, and won the 1500 cc stock car race.

The meeting was wound up in fine style by the showing, in uncut form, of the movies taken at the Apple Valley Concours d'Elegance and Gymkhana, ably narrated by John Foster. If anyone thinks a gymkhana is confusing, he should see one run backwards via the reverse switch on the projector!

Sidelight...It was at this meeting that this issue of Exhaust Notes was born.

Coffee and doughnuts were served during the movie... just like a drive-in!

AUGUST MEETING

The August meeting of FCCA Glendale was held at Griffith Park Manor on August 20th. George Montrose presented medals to the top man in each class on the Scotchman's Drag Rally (*results printed elsewhere in this issue*). A special award for the holder of the seven of hearts, Mel Allen, was announced and will be given to him when the engraver finishes with it.

John Foster introduced Jim McHenry of Honolulu, who sells four-cylinder cars on the Islands. Mr. McHenry has extended an invitation to any member visiting over there to "eat poi" with him.

An announcement of the coming classes for women, to be conducted by Glenn Fancher, was made by Ralph Davis and full details may be found on the Women's Page.

A meeting of the officers of the club was announced for the following Tuesday to discuss branches to be formed in Los Angeles County.

An Ivey Oiler was presented for the best serious and best humorous verse in the Ivey Oil Jingle Contest. The collection of verses was read by John Foster (*you would have to hear to appreciate our John of England reading verse written in Brooklynese - goil, poil, etc.!*)

Mr. Bud Ivey gave a brief but informative talk on additives and answered questions put to him by the members.

Briefing was given for the Hunter Hackney rally and for the Gaynor Peet Poker Rally.

Johnny Orlando and Barney West ran the movies they made at the Rocky Mountain Hill Climb to end the meeting in fine style.

ADVERTISERS

IN EXHAUST NOTES

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LAKE TAHOE RALLY

By Hunter Hackney—H. Q.

The night before the rally John Orlando and I finished checking our Jupiter. The car was in perfect condition. Friday morning we arrived at the start at 6 A.M. sharp. No one wanted to start first so we lagged to see who would.

We started out with a 44 mph average, over the Angelus Crest Highway and the Vincent turn-off to Hwy. 6. Here was the first checkpoint, which was quite a surprise for all.

Now across the desert toward Mojave and onto Hwy. 395. At 9 A.M. we were 120 miles out from the start, near Little Lake. By 10 A.M. we were about 8 miles from Lone Pine, where we stopped for gas. Here we saw our first snow, high above us on the slopes. We headed for Bridgeport, 148 miles away, planning to loaf on in and stop for lunch. During this leg John worked on the maps, figuring when we should get to the next checkpoint. At 11 A.M. we were 115 miles from Bridgeport. At 12:05 we entered Inyo National Park. In 25 minutes we had climbed from 6,000 ft. to 8,041 ft., then dropped down the other side through a nice canyon.

At 1 P.M. we started up another very steep grade. This was as twisty as any Monte Carlo run; the down side was very gentle with long sweeping curves. At 1:20 we arrived at Bridgeport, 328 miles from the start.

We left Bridgeport at 2:57, averaging 30 mph so as to get to the checkpoint at 3:31 as planned. This is where we

Continued on page 21

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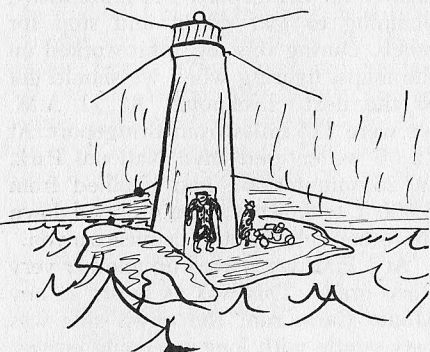
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POBEZA *continued*

from a Jeep. The only thing that was not familiar is the carburetor, a large squarish-looking pot with a flat air cleaner on top. The engine compartment is neat. The starter is the now familiar Chevy component.

The column gear shift has standard American positions, three speeds forward and one reverse. Clutch is firm and the shift mechanism stiff, but this is an extremely new car. Starter is on the floor and though I didn't get to drive it, while I was sitting in the front seat, I felt right at home. Front suspension has independent coil springs and rear suspension has leaf springs slung under the frame. The rear sits rather high, but I was informed that the owner intends to lower it.

The body metal used in this car seems to be of a heavier gauge than in the American cars and, without undercoat, the hood sounds extremely solid, and the doors like those on a bank vault, etc. With the possible exception of the deck interior, which was quite cluttered, the workmanship seems to be of a very high standard.

We'll all have to wait until someone translates the manual before we can get the specifications. My only guess at what any of the countless characters printed upsidedown and backwards all over the car meant is that those frosted on the bottom of the windows mean safety glass.

Our thanks to Mr. Slotkin, Mr. Cohen, and Abbey Rents for letting us look it over.

FOREIGN PAGE *continued*

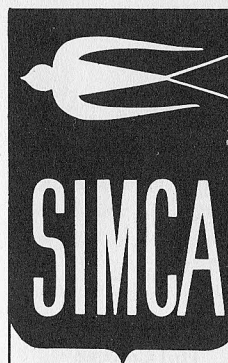
import of fine cars, but the construction of fine cars makes this country one of the major countries that supports the finer things in automotive transportation.

Next issue we will discuss more cars from different countries.

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TAHOE RALLY *continued*

said goodbye to good roads; from here on in all roads are either under repair or they *should* be. We turned left on to Hwy. 108 at average of 34 mph, started up a narrow hairpin road that could compare with any Alpine trail. This was Sonora Pass, with a summit of 9,624 ft., and was the first real test of car and man; however, we rolled into Sonora on time, where there was a secret checkpoint.

We took an hour for dinner and then learned that there was a detour on Hwy. 49. After we passed through this detour we turned back to Hwy. 4 and Alterville.

From Alterville we headed for Tahoe at an average of 38 mph, at night.

At Arnold, 465 miles out from Los Angeles, we stopped for gas, etc. From here on in we drove like mad. These roads climbed up one side of a mountain and down the other with all hairpin turns. We really drove to maintain our average; however, we rolled into

the last checkpoint in good time, at 11:18 P.M. We all loved it.

On Saturday at 3 P.M. the Gymkhana started, with an appreciative audience from the hotel guests. This event added points to the totals, and was won by Bob Alley.

(Editor's Note: Hunter came in first in the Rally and tied for second in the Gymkhana . . . which made him the over-all winner . . . Congratulations!)

Driver	Navigator	Car	Branch	Points
1. H. Hackney	J. Orlando	Jupiter	Gndl	333.
2. L. DeWolfe	Mrs. DeWolfe	MG/II	StaAna	314.5
3. L. Robinson	Mrs. Robinson	MG/TD	Gndl	311.5
4. R. Byrd	Mrs. Byrd	MG/TC	Guest	190.
5. D. Lofthouse	Mrs. Lofthouse	MG/TD	StaAna	165.5
6. B. Alley	R. DeVinney	XK120	StaAna	155.
7. B. Morey	Mrs. Morey	MG/TC	Gndl	51.
8. D. Frazar	O. A. Harkless	(Did not finish)		

CHECKERS: Lyle McDaniel, Bud Hawkins, Mills Miller, Tom Masterson, Paul Miller, Chuck Barret.

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IN EXHAUST NOTES

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IVEY RALLY *continued*

And then remember, just remember, as the firelight flickers on the empty bottles of Ivey Oil.

1. Hunter Hackney
2. D. R. Gustafson
3. Earl Sargent
4. David Albee
5. Curt Parker
6. Norman Berry
7. Willard Moreg
8. Dick Della-Vedowa
9. Bob Wrepper
10. Mrs. Fred Koepke
11. Guy Babgar
12. Harold Peet
13. Albert Van Hise
14. Jerry McDonald
15. Walter Wilkman
16. Charles Short
17. Bill Tietz
18. Bill Cochran
19. Don Whittemore
20. Jim Gillette
21. Bob Copic
22. L. P. Robinson
23. Bob Bellmore
24. Perry Peron
25. Francis Flanigan
26. Ralph Davis



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28. Bob Grimes
29. Joe Leither
30. Bob Shortwell
31. Duane Allen
32. Ralph Wells
33. Gaynor Peet
34. Kennie Dunlap
35. Roy Test
36. Jack Mathews
37. Don Boberick
38. Wayne Ferber

Thirteen guests

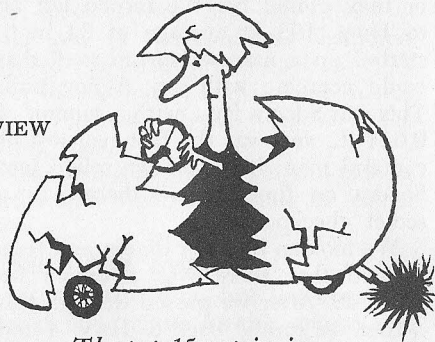
CHECKERS

Jean Burkhard Earl Cowden
John Orlando Bill Preston

HIGH-COMPRESSION MEN *continued*

will be a 25 cent fee per class to cover the cost of chair rental. Oh, yes, Gentlemen are welcome paying guests provided they refrain from heckling.

I personally think that with proper training we can be just as good drivers as the men. At least we can better our times for Gymkhanas, or maybe even win a rally now and then. (*It has been done, you know, by a member at headquarters.*)



CLUB NOTES

OAKLAND, CALIF. A riotous, eventful Reliability Run held by Oakland Region's F.C.C.A. contained all the excitement and spice of a main event, and caused elements of confusion on the part of both drivers and navigators. The club members became lost, missed check points (*including the writer*), ran into extreme winding, twisting turns that drove drivers and navigators half out of their wits, to smooth straight-aways where time averaged itself out.

Three hidden check points were set up, with an average speed to be maintained between points and with an overall time for the completion of the run.

Those officiating were Ray Asmussen, Ringmaster; Elwood Soanes, Timer at finish; Ron Skillings, Checker; and Wesley Hansen, Checker.

The run extended from Oakland to Dublin, through Martinez, Crockett, Vallejo, Sears Point Road to Ignacio, San Rafael and Fairfax, where a family style picnic was held in Marin County's gigantic Redwoods.

Dennis Riley, driving an Austin 40 Somerset with less than 500 mi. on the speedometer, was the over-all winner, being only a matter of minutes off the allotted time of 2 hrs. 25 min. 53 sec. He was awarded a club badge. Guest Jack Lundquist in a 1951 MG-TD was second, and third place went to George Sisson, President of the organization, driver of an Austin 40 Sports Convertible.

Participating members and guests:

Mr. & Mrs. Ray Asmussen
Mr. & Mrs. Ken Wilson
Mr. & Mrs. George Sisson
Mr. & Mrs. Stu Berry
Mr. & Mrs. Dennis Riley
Mr. & Mrs. Arthur Riley
Mr. & Mrs. Elwood Soanes
Mr. & Mrs. Bill Hemphill
Mr. & Mrs. Milton Wompole
Mr. & Mrs. Jack Lundquist
Gilbert Murray Ron Skillings
Wesley Hansen Charles Harvey & Son
"Stu" Berry

DAYTON, OHIO. During the month of June a Gymkhana was held at the Siler farm and we believe that this was our most successful meet to date. Our only trouble was that we had more guests than members, but we have been hard at work getting these guests into the fold and it looks as though it is paying off. The results of the Gymkhana were as follows:

1st (tie)

Clem Bauman.....Volkswagon
Bill AtwellMG-TC
Boyd KeysMG-TD

4th

Hank WeberMG-TC

5th

Harold RoggeMG-TD

6th

Bud RothVolkswagon

7th

F. E. ParkerVolkswagon Bus

8th

James McNamaraCrosley

9th

Jack FosterMG-TC

10th (tie)

Darrel MayMG-TD
Shirley BoalFiat 500

The members enjoyed a game of broom polo, balloon lancing, blind driving, etc. Hit of the day was 5 year old Jeff Siler who toured the course in his King Midget. Already he is fast learning the Siler cornering method. Clem Bauman is now the proud owner of a new Morgan Plus Four. This, along with his two Volkswagons, must have convinced him that a four cylinder car is the thing. Jack Siler has finally traded off his highly polished MG-TD for a new model. Rumor has it that he spent several days just transferring his badges from one car to another. D. Grove

Continued on page 24

GREATER NEW HAVEN, CONN. Our first activity was a rip-snorting gaggle to the Bridgehampton Road Races. Navigators Wilson and Fay were awarded the Grand Prize of a blown head gasket for leading us astray at least seven times. One of the highlights of the trip was the Wagen/Volks (*station wagon*) leading the gaggle with banners and placards announcing the arrival of F.C.C.A. of New Haven into the hinterlands of Long Island. Such a good time was had by all, we are already planning a caravan to Watkins Glen in September.

Our first Rally was held despite heavy torrents of California DEW and by the time the last check point was made the cars had all changed to one color... MUD! In fact part of the route was a typical English trials course. The course was a rough and tough 62 miles over back-country roads. Max Muller in his revamped Prefect "J-2" arrived first. Harry Scott in his MG-TD came in second and a ding-dong battle developed between Tom (*Flying A Standard*) Wilson, and Bill (*Wheelspin*) McFarland in his hot A-40 for third place. Harry Sefried dropped out after the first leg with a ruptured axle on his A-90. Including guests, there were ten cars participating and a jolly good show it was. A picnic completed the day. Plans are already under way for another rally... never knew they were so much fun!

Tom Wilson

LONG BEACH, CALIF. We now have a permanent meeting place at the Lakewood Junior High School, 5301 Centralia Ave., Lakewood. Centralia Ave. may be reached from Lakewood Blvd. near Pan-American Park. We still meet on first and third Thursdays at 8 P.M.

We held a Follow-The-Leader Rally on May 25, going from Long Beach via Carbon Canyon to the County Fairgrounds at Pomona. Here we all met for a picnic lunch. Roy Jarvis, the Rally Master, led us through Carbon Canyon at a rather dizzy clip in his TC, but we all came through without any

brush burns. After lunch, Don Smith took his A-40 sedan on up to the drag strip. After three tries he beat an MG-TD in a match drag. We don't know whether the MG was tired, or perhaps Don was inspired... anyway he did it. Had we been better organized, more of us would have gone through the traps, as it was only a short run from the picnic grounds to the drag strip.

— Garry Seely, Secty.

SANTA ANITA, CALIF. This chapter of the FCCA held "Rally of the 1000 Curves" on Sunday, June 29, prepared by Lyle McDaniel and Gene Elliot. Nineteen cars of various makes, including MG's, Hillmans, Austins, Sunbeam Talbots, Jupiters and Jaguars, competed for the coveted plaque presented by the Club.

A breakfast stop was planned to fortify the drivers and navigators for the grueling test ahead. The well-planned directions took the sports car enthusiasts through the San Dimas Canyon and the Pomona and Hastings Ranch areas, ending in a delightful picnic at Lacey Park in San Marino.

The winning car was an MG driven by Lou DeWolfe and navigated by Louise DeWolfe. Second was also an MG with Dick Alley driving and his sister, Jean Alley, the navigator. Third place was won by Mr. and Mrs. Robert F. Stewert, driving an MG, and fourth was taken by Mr. and Mrs. Mills Miller in their MG.

However, the overall winners were guests from the Glendale Chapter of the FCCA, Hunter Hackney driving his Jupiter and Tom J. Ingram navigating.

• • •

Mel Cooper of GIFTCRAFT, 1526 N. Cahuenga Blvd., Hollywood, has donated two beautiful white nylon safety belts with chrome Four Cylinder Club emblems on the buckles.

These belts are CAA approved and tested at 3,000 lbs. Price to members, \$12.50. Thanks, Mel.

EDITORIAL *continued*

necessary on one of our week-end jaunts. I trust that many Four-Cylinderites share my aversion to the complicated navigational problem posed by the estimable rally-masters.

One ray of hope brightens my personal horizon, and I trust that it may be a profound comfort to you other navigators on our next trek. I state in all humility that this is my own brain-child (*Copyright June 22, 1952*). Do not believe anyone else who claims this method as his own.

Now, to you of the F. C. C. A., is about to be unfolded the greatest aid to navigators since the sextant. My secret is a homely instrument, one easily available to all, and not the least bit complicated. A ONE MINUTE EGG GLASS.

The beauty of this is that you only need to turn it once in each mile to maintain a perfect thirty mile average. How many times have you pulled over to the side and consulted on how long you had to get where you were going? Merely hang this accurate timing device in a convenient spot and watch the sand run.

Have you ever stood and watched one of these simple miracles of engineering? And have you marvelled at the symmetry of the small mound on the bottom gradually growing before your very eyes? Few of us have been so privileged since Grandma got that automatic range.

No longer must the harrassed navigator consult charts en mass, use stop watches, or even simple trigonometry. All this and the esthetic joy of pure art forms.

Perhaps you may even become like my navigator, who on the Semena Nautica run, gazed lovingly at my slightly advanced (*not recommended for beginners*), three minute job, and sighed, "On that beach down there, there is enough sand to give peace to every navigator in the club."

Oh, by the way, does anybody need two dozen soft-boiled eggs?

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FOR SALE — The race committee has an Austin A-40 engine, reconditioned and in A-1 shape for sale for only \$200. Contact John Foster at FCCA Headquarters, 201 S. Glendale Ave., Glendale 6, Calif.

FOR RENT — 16 mm B & W silent films. 1600 ft. of the 1952 Palm Springs Road Races, and 800 ft. of the 1951 Torrey Pines Road Races. Contact FCCA Headquarters, 201 S. Glendale Ave., Glendale 6, Calif.

HUNTER HACKNEY RALLY—GLENDALE

As we go to press we have the results, but little more, of the very successful rally staged by Hunter Hackney on Sunday, August 24. Forty-eight cars left the Rose Bowl in Pasadena at 8 A.M., ending after four check-points and many miles, up near Mt. Baldy in the San Gabriel Mountains. Altitude (around 6500 ft.) took out a goodly number of contestants with vapor-lock, overheating, etc.

Driver	Navigator	Minutes Error
1 H. A. Peet	G. Peet	7.5
2 E. Cowden	D. Cowden	8.0
3 H. Frank	C. Leonardi	8.0
4 B. Mooney	W. Mooney	9.5
5 J. Gillette	I. Gillette	10.0

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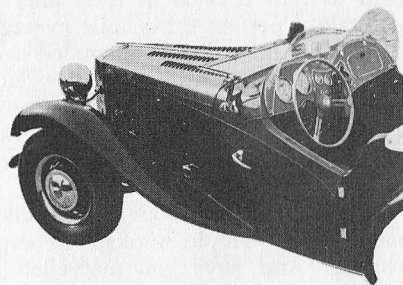
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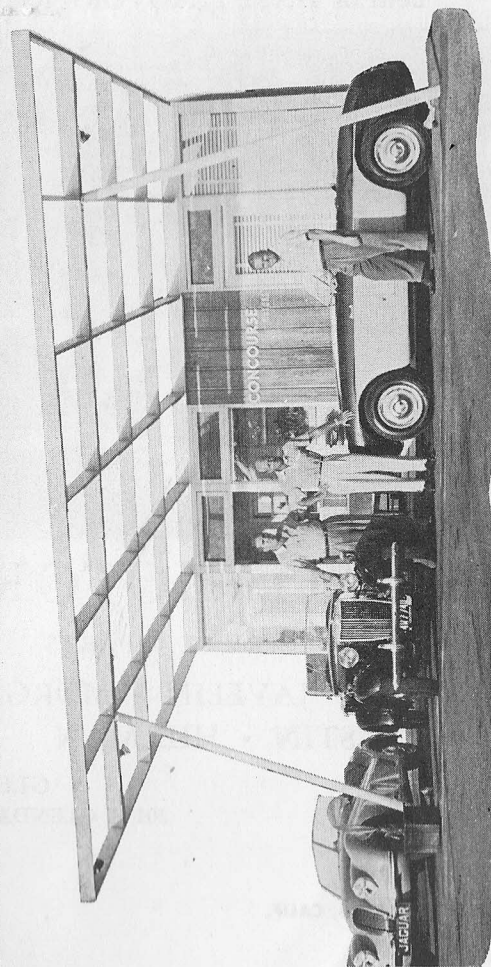
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