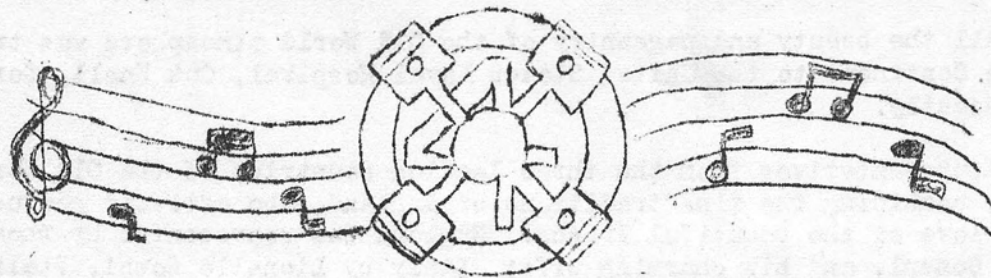


EXHAUST NOTES



SEPTEMBER - OCTOBER 1953

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IT SHOULDN'T HAVE HAPPENED! This austerity issue of Exhaust Notes is necessary for several reasons, the primary one being lack of funds. The printed issues cost real hard cash, far in excess of the small portion of your membership fee supposedly allotted to Exhaust Notes. So we carried advertising, at low rates, that covered production costs. Fine. Except that several of our advertisers somehow developed writers' cramp when it came to a check for Exhaust Notes, and are still on our....delinquent....list.

Another reason is the lack of interest, in Exhaust Notes, by the majority of FCCA members. Several chapters send monthly newsletters to their members, covering their local activities quite well. If each chapter mails a copy of their newsletter to each of the other chapters for pasting on Bulletin Boards, then the primary reason (interchange of news) for having a national publication like Exhaust Notes is eliminated.

We can continue Exhaust Notes....if you want it...but only if you actively support it. The logical person in your chapter, to be on the Editorial Staff of Exhaust Notes, is the one responsible for your newsletter. How about it? Let's hear from those interested, real soon, please! D.W.

FCCA INSIGNIA

Have you ordered your emblems and badges? Here's the price list:

3" Enamel Chrome Car Badge	\$6.21
1 3/8" Enamel Chrome Car Badge	4.14
Sterling Silver Lapel Pins	2.78
Sterling Silver Cuff Links	4.94
5" Diameter Felt Emblem	.36
3 1/2" Diameter Colored (embroidered) Cloth Emblem	1.04
T Shirts with Crest	1.30
Decals of Emblem 2 for	.26

CLUB STATIONERY

500 Letterheads, 8 1/2 x 11.	\$5.18
500 Envelopes, #10	5.18

Available from FCCA Headquarters. Send check or money-order with your order, please!

Zane Falk of the Phoenix Chapter FCCA and his lovely bride, were visitors at Headquarters recently while honeymooning in Los Angeles.

BAY AREA FCCA STAGES CONCOURS D'ELEGANCE

By C. S. "STU" BERRY - Oakland

All the beauty and pageantry of the Old World atmosphere was transformed from the Continent to the United States Naval Hospital, Oak Knoll, for a few short hours recently.

Representatives from the three leading countries of the Old World were present, combining the fine traditions of England, the artistic genius of Italy, and the love of the beautiful France. England was represented by Thomas S. Tull, British Consul, and his charming wife; Italy by Lionello Cozzi, Italian Consul; and France by F. Peter, French Commercial Counselor.

The United States Navy was ably represented by Capt. B. E. Bradley, MC, USN, Commanding Officer; Capt. Herman A. Gross, Exec. Officer MC, USN; and Special Service Officer Lt. (j.g.) R. G. DeWitt.

Oakland's Bay Area Chapter of the Four Cylinder Club of America was the organizing group who was responsible for the tremendous turn-out of foreign and domestic autos. C. S. "Stu" Berry of Oakland was General Chairman of the event.

Every make of auto was represented from a 1910 Vintage Buick to the two finest engineered cars in the world, the Rolls Royce and the Italian Ferrari. Eighty-four engineering marvels from six countries were contestants. Nations represented were England, Italy, United States, France, Germany and Czechoslovakia.

Members of 14 Northern and Southern California automobile organizations participated, including Sports Car Club of America; Four Cylinder Club of America, (Bay Area and Beverly Hills Chapters); Inter-Mountain Sports Car Club, Salt Lake City; Sports Cars Unlimited, Oakland; Stockton Sports Car Club; Royal Coachman, Walnut Creek; Kings Highway, San Mateo; Square Wheel Touring Society, San Rafael; The Bugatti Owners Club, Classic Car Club; Vintage Car Club; Horseless Carriage Club; and Antique Club of America.

To lend atmosphere to the occasion, Robert Valentine, a prominent Bay Area radio broadcaster, was Master of Ceremonies, and in a typical robust, clipped British accent, explained in detail the various features of each car to the spectators, who Naval authorities estimated at better than 3,000 people.

Trophies were awarded to the following first place winners:

Class 1 - Sports	Joe Graves, Oakland	1951 Crosley Super Sports
" 1 - Sedans	Ernest Spitzer, Daly City	1951 Volkswagen
Class 2 - Sports	Barney Gardner, Salt Lake	1952 MG TD
" 2 - Sedans	Denis Riley, Alameda	1953 Austin Convert.
Class 3 - Sports	Catharine Orr, Kentfield	1953 Jaguar XK 120 Convert.
" 3 - Sedans	Ben Purmort, Oakland	1953 Jaguar Mark VII
Class 4 - Sports	Helen Clayton, San Jose	1952 Daimler Sports Coupe
" 4 - Sedans	Hale H. Huggins, Los Angeles	1953 Rolls Royce Convert.
Class 5 - Stock Under 1500cc.	Bill Fox, Berkeley	1951 MG TD
Class 5 - Special Over 1500 cc.	Duke Mater, Walnut Creek	1953 LeMans Allard
Class 6 - Classic	Glen Sheppard, Piedmont	1942 Packard-Darrin
" 6 - Vintage	Jim Williams, Oakland	1910 Buick
Class 7 - Honorary	Allied Sports Cars, Walnut Cr.	1952 Aston-Martin
Class 8 - American	A. M. Mlejnek, Piedmont	1952 Lincoln Capri

* * * * *

Curt and Marge Parker, Santa Monica FCCA are thrilling club members with color movies and slides on their trip to Europe and the 1953 Le Mans Race. The pictures are just wonderful and with Curt narrating, it's better than 3 D any day.

* * * * *

British Automobile Co., 6366 DeLongpre Ave., Hollywood, wishes to announce to Austin owner FCCA members that a 5% discount is available upon presentation of membership card.

SPOT POND RALLY

By LARRY REID - GREATER BOSTON

Eighteen cars carrying members of the Greater Boston FCCA and invited clubs took off from Auburndale on a bright Sunday morning in July for this Branch's third event since its organization.

Starting at two-minute intervals, the competitors followed their clue sheets through Weston, Lincoln, and Bedford. The first check point was located around an extremely sharp bend -- not the kind you spot half a mile down the road and approach at a crawl or a gallop, depending upon the direction of your navigator's miscalculation. Navigation was excellent up to here, but on the second leg, despite a prescribed average speed of only 26 m.p.h., the penalty points began piling up.

Several cars got off course but miraculously got back on again, and all cars reached the final control in Lynnfield, although some were sadly behind their E. T. A.

To break any possible ties in the rally scores, there followed a regularity run, in which each car was required to go over a roughly circular course of about 5.6 miles, and then to run this course in the opposite direction in exactly the same time.

After the short drive from the finish point to Spot Pond, Stoneham, any sandwiches still uneaten were consumed, and ribbons and Revere bowls were presented to the three top cars.

Larry & Joan Reid laid out the rally; Ken Cowin, Hugh Taylor, and Bob and Earla Kershaw assisted at the check points.

POSITION	NAME	CAR	Rally Points Lost	Reg. Run Error in Seconds
1.	Alan Reed	Dodge	0	10
2.	Robert McCue	Porsche Super	1	76
3.	Robert Chase Jr.	MG TD	5	11
4.	Roland Baker	Porsche Amer.	6	19
5.	Galen Wentworth	Austin A-40	6	75
6.	Alan Beck	MG TD	6	125
7.	Gordon Perry	Henry J	7	16
8.	W.R.Christiansen	Austin A-90	8	2
9.	Fred Brown Jr.	Hillman Minx	14	4
10.	Laurence Perry	Austin A-40	19	*
11.	Tom McGill	Plymouth	20	15
12.	Harley Park	Ford A	21	29
13.	Herbert Rierdan	MG TD	24	9
14.	Allen Wilson	Hillman Minx	31	9
15.	Eliot Bachelder	Austin A-40	56	38
16.	Ronnie Day	MG TD	61	11
17.	Gerald Day	MG TD	**	3
18.	Arthur Wilkins	MG TD	***	2

* No Time. ** Got lost en route. *** Took his score sheet home with him.

A fast-growing reputation for staging some well-organized events, with prizes always awarded on the spot, has given the Greater Boston FCCA a good boost in membership. Formed only a few months ago, the Branch now has twenty-six members, all of them hard-working and congenial.

In mid-July, in cooperation with several other small New England car clubs, the Greater Boston FCCA staged a road-race meet on the now famous course at Thompson, Conn. It was a good show, with close to fifty cars entered. In spite of a few spins and some inevitable damage to machinery, there were no injuries; novices and experts alike drove with sober skill and showed a good deal of respect for Thompson Raceway's famed corners. The success of this affair has led to plans for setting up a central committee, composed of representatives of the clubs which participated, to organize what may turn out to be an effective minor-league sports-car racing circuit.

SEMANA NAUTICA

First place on this big annual Santa Barbara rally went to our own Glendale FCCA sharpie, Ralph Wells, who navigated, while Norma did some tricky driving to come in the winner.

NATIONAL SPORTS CAR MOTOR WEEK

From: VALVE CHATTER - S.F.V.

It is practically an impossibility to write a review of the activities of Sports Car Motor Week. So many wonderful people worked together to produce this fabulous collection of Sports Car activities. Each one with a job to perform has given of himself - above and beyond what was expected. To try and name all of the individuals or groups who contributed to this success would take many pages, but special thanks should go to Bart McAlister and Johnny Orlando, as general chairmen, for their organizational work. In order to make so many events run smoothly it was necessary to have many conferences and these two men have done a splendid job.

We want to remember John Foster with special thanks also. This has been his "dream" for a long time and he has quietly and persistently made his dream come true. When all of us were so tired on Sunday night at the banquet that we could hardly speak an intelligent sentence, it was wonderful to hear John give a review of the week which brought out all of the high-lights. I wish we had a recording of it. Thank you John for being such a true sportsman.

The heads of the various committees should also receive our most grateful appreciation - these include Lew Robinson, Chuck Smith, Don Roberts, Walt Stone, Perry Peron, Audra Saunders, Buddy Wright, Robert Beck and Dewey Moore.

Of course the events could not have been a success, no matter how well planned, without contestants. It was a thrill to see the cooperation between the FCCA groups and other sports-car clubs. Did you know that FCCA groups came from Phoenix and Oakland in order to participate? It was fun to get acquainted with the fine people in the Pacific Sports Car Club, Lockheed Sports Car Club, Tri-County Sports Car Club, Singer Owners Club, Riley Club, Women's Sports Car Club and many many others. This kind of cooperation can lead to a lot of fun and progress in the sports-car field.

Our thanks also for the wonderful job the Sports Car Club of America did in putting on the excellent Road Race at Chino, against many odds. Lack of time to properly stage the event and an extremely uncomfortable heat wave combined to keep the crowd away but none-the-less there was adequate cooperation for crowd control and the other routine jobs. Everyone reported that they had a lot of fun in spite of the heat.

During the Road Race and the Concourse everyone was conscious of the hard working women of the Women's Sports Car Club. They helped in many ways to do the clerical work which can be so tedious and the officials certainly appreciated their efforts. Any of our women who are interested in joining this group are welcome to attend the meetings at the Baldwin Hills Playground on the third Thursday evening of the month. It is surprising how much more fun the sports car activities are if you know someone and have something interesting to do. For further information call Jean Burkhard, DUnkirk 2-9298, or Myra Jones, STAnley 7-2579.

Wasn't the Queen's gown beautiful? It was designed and donated by Charlotte Johnson Davis, 9395 Wilshire Blvd., Beverly Hills. The amazing fact is that she heard of the need for a gown on Wednesday, had fittings with the Queen, Maureen Stevenson, on Thursday and had it ready to wear for the crowning ceremony on Monday night. This took many hours of overtime work and is one of the nicest things that happened to us during Motor Week.

Maureen looked very elegant in Mr. Huggins' white Rolls Royce and it is too bad that more of us didn't get to see her arrival.

Two hundred and sixty-nine guests signed the register at the All Clubs Meeting at the Ambassador Hotel on Monday night. This represented 11 FCCA groups and 17 guest clubs.

The Frugality Run, arranged by the Robinsons, was a huge success. The cooperation of the Mobilgas Station at Fairfax and Olympic was outstanding. We hear that it took over 200 gallons of gas to top up all 78 of the cars, both at the start and the finish. Thanks again to General Petroleum for their generosity.

The weather also cooperated so that it was a very comfortable evening trip. Weren't the lights on both sides of Mulholland Drive beautiful? Wonder what all of those parkers thought when some 70 sports cars passed them?

The Reliability Run, put on by the Chuck Smiths, really tested our cars over some of the dirtiest roads in these parts. Over 110 cars participated and we heard of many acts of true sportsmanship on this run. This is the kind of thing that will really build our clubs.

Chuck did a mighty fine job of picking roads to test both the car and the occupants had the added help (?) of some of the local residents who either sprayed the cars or added obstacles to the course! In order to decide the winners there was the added handicap of a timed stretch through the roughest part of the course.

Don Roberts and his crew from Santa Anita, are to be congratulated for their fine work on the Friday night Rally. While most of the roads were familiar to the local club, things were evened out by having all of the milages and times measured from the start. Directions were very clearly given so that the main job of the navigator was to figure out how fast to be going and not where to turn next.

After many disappointments, Walt Stone finally located a suitable place to hold the Gymkhana. We wish to thank the Oxnard Airport for their cooperation and again to thank Walt for working out the many details which an event of this size had. It was really great to see the turnout and to see how many contestants volunteered to help after they had run the course in order to allow the other helpers to enter. Tri-County MG Club also should be thanked for officiating.

The style show at the Concourse was presented by L. W. Smith, 311 Wilshire Blvd., Santa Monica, and Don Anderson, 8537 Sunset Blvd., West Hollywood. If you get a chance be sure to drop in and let them know that we appreciated their efforts in producing such a beautiful show. The arrangements were made by Audra Sanders and Buddy Wright of the Women's Sports Car Club.

The judges for the fabulous Concourse at the Ambassador were among the best that are available, according to Ed Ness, who was in charge of the judges. Reg Collins is an authority on antique cars and he can tell if the parts are genuine or replacements. Alan Young is from England and has had a great deal of experience with Foreign Cars. Alan Dinehart was a member of the famous Auto-Union Racing Team. Bob Stack has been a speedboat racer for many years and now is interested in sports cars. Bill Leyden is a TV announcer and owns an MG. It was a tough job to decide who to give all of those wonderful trophies to with such a beautiful turn out of shining cars, but the judges can be thanked for a job well done.

We are hoping that Gaynor Peet and his excited wife will tell us how it feels to win a trip to England and also how they did it. The lucky couple are planning to go next spring so that they can go on to France and see the famous Le Mans Road Race.

There were over eighty cars competing toward this trip and the officials did their best to make it fair for everyone concerned.

Congratulations, again, to Gaynor and Wilma Peet!

Congratulations also to the Neelys, of DeLongpre Ave., Hollywood, upon their winning that beautiful MG. We are sorry that you weren't at the dinner to receive the car that night but we hope that you will join one of the FCCA Chapters and find out how much fun it is to own a sports car.

SANTA ANITA FCCA MOVES

An announcement in The Check Point, the newsletter of this chapter, tells us that their headquarters will now be the Clifford T. Nutt, Packard, MG and Citroen Agency at 245 Foothill Blvd., Monrovia.

SAVE \$ \$ ON AUTOMOTIVE PUBLICATIONS

One of many benefits of your FCCA membership is reduced rates on magazines, books, etc. Check with Jean Hill, our National Secretary, at Headquarters and be pleasantly surprised!

BOSTON, MASS. FCCA CHAPTER COMES THROUGH !

Larry Reid of the Greater Boston Chapter is one of Exhaust Notes' most faithful contributors. The stories (with pictures) of their first and second rallies, arrived too late for inclusion in the last real issue of Exhaust Notes. The complete story of their third rally appears elsewhere in this issue. Thanks, Larry!

GYMKHANA BY HOLLYWOOD CHAPTER SEPTEMBER 13.

John Schmeiter, Hollywood Chapter President, announces their first gymkhana to be held Sunday, September 13th, Douglas Aircraft Parking Lot, Santa Monica. Entrance on 27th Street. First car through pylons at 9:30 A.M. Trophies to be awarded the winners of each class. Separate class for the ladies.

SPORTS CAR MOTOR WEEK RALLY

By DON ROBERTS, Rallymaster

Just as it takes a single raindrop to start a flood, a single sports car, arriving at Victory Park about 5:00 P.M. on Friday, July 17th, started the biggest rally these parts have ever seen. By 6:00 P.M. more than thirty cars had already arrived and more were arriving every minute. By 7:00 P.M. the parking lot was swarming with people and cars, and just about everything with wheels was represented.

MG, Jaguar Porsche, Singer, Austin, Riley were all well represented, but some of the less common cars such as Citroen, Allard, Sunbeam, Alvis, Morgan, Mercedes Diesel and Jupiter were also on hand.

Navigation setups ran all the way from a navigators compartment complete with a bevy of stop watches, maps, etc. to the hardy 'solo' drivers with nothing but a watch and a flashlight.

Promptly at 7:00 P.M. the first car got under way and cars zoomed out of the parking lot at a rate of two cars per minute for a solid hour and a half before the lot was cleared. A full thirty minutes after the cars had left, a lone Singer appeared and it was sent merrily on it's way, making a total of 156 cars to leave the starting line.

The first leg carried the contestants thru Pasadena, across Devil's Gate Dam, and out thru Montrose, La Canada, Sunland and to the first check point at the start of Little Tujunga Canyon.

To those of the contestants who never did figure out why they were constantly being passed or passing other contestants, be it now known that alternate cars were given different speed averages during the first leg just to keep 'em on their toes and prevent any follow the leader business.

The second leg wound up thru Little Tujunga Canyon, down thru Bear Canyon, to the intersection of Sand Canyon Road and Soledad Canyon Road. The navigators who could keep up with their 'paper work' and still hang on without getting butterflies in their stomachs during this leg were indeed of very hardy stock!

The third and fourth legs were the easiest to drive as no real twisty roads were encountered. This led the contestants thru to Saugus, Castaic Junction and to the town of Fillmore.

The fifth leg got a little rugged again, turning south from Fillmore, thru Grimes Canyon to Moorpark. This leg was also reported as being a bit rough on navigators as speed changes here were as close as 3 miles apart.

From Moorpark, the sixth leg took the contestants south from Moorpark to Highway 101. Quite a few missed the left turn just out of Moorpark and took the scenic route out Highway 101 to Saticoy.

The seventh leg gave a short breather to the contestants as they proceeded East on Highway 101 until the turnoff onto Cornell Road, where the next few miles really separated the men from the boys.

The last leg carried the cars down out of the mountains to the ocean and East on Highway 101-Alternate to the finish at the foot of Sunset Boulevard.

Most all the contestants stayed at the finish for awhile to watch the later cars come in and then finally staggered off for a few hours sleep before starting out again for the Gymkhana at Oxnard.

When all the smoke had cleared and the scoring completed, A. L. Bowman with D. O. Chandler navigating emerged the overall winner with a total error of only 3 minutes and 01 seconds.

C. A. Warren and G. L. Lowe were second with a total error of 3 minutes 41 seconds. And Harold Peet with John H. Boomer finished third with a total error of 4 minutes 06 seconds. Gaynor Peet, the winner of the trip to England, finished 6th overall and 4th in the Four Cylinder Club with a total of 4 minutes 50 seconds error. In all 135 of the 156 starting cars finished the 130 miles, without missing a check, which is proof of the fine skill shown by the contestants.

P.S. If the driver of car no. 148 will please write me a note telling me how he managed to miss the first check, make the second, miss the third, make the fourth and fifth, miss the sixth and make the seventh check and the finish, I'd be mighty grateful. I don't think it's possible and would like to use his route for a new rally!

SPORTS CAR MOTOR WEEK FRUGALITY RUN

By

LEWIS ROBINSON, RALLYMASTER

After swamping the Ambassador Hotel Parking lot, and causing the parking Attendants to work at a mad pace trying to leave enough room to enable some chrome plated Detroit iron to unload passengers, the first Sports Car Motor Week Frugality Run was under way.

After having their fun and receiving numbers and instructions, seventy-eight shining and spotless little foreign cars headed out the driveway and pointed their radiator caps toward the intersection of Olympic and Fairfax, where they had their petrol tanks filled to the brim with Mobilgas and sealed by General Petroleum Corp. As always, General Petroleum Corp. is in there pitching to make each sports motoring event a success.

The first car was off at 7:30 P.M. on the seventy-four mile run, to be completed within four hours, the others following every thirty seconds. The route consisted of a short spin down to the beach and up the Coast Highway, to the Malibu Beach Resort, thence up over the Santa Monica mountains, descending down into the San Fernando Valley, and soon after, stopping for a short coffee break. Rumors overheard at the coffee break has it that one M.G. driver with his mother-in-law as navigator, checked in dripping wet. It seems that one of those American battleships seeking revenge for lack of attention, knocked the top off a fire hydrant causing a cloudburst to rain down on the route taken by the contestants!

Note: Mother-in-law was in good humor, putting on a great show of true sportsmanship.

Leaving the coffee-break, the route led up to the top of Mulholland Drive with a clear view of the Valley and Los Angeles. A wonderful sight, looking down on the lights stretching for miles around. Following Mulholland Drive to the end then turning down into Hollywood and back to the finish at Fairfax Ave. and Olympic Blvd. Here the Petrol tanks were topped off again and the amount recorded. Points of interest at the end were: drivers letting air out of their tires, putting their right shoe back on, reconnecting water injecting system, leaning on the door on the opposite side of car where tank was being topped off, watching the man with the gas hose like a hawk so that he wouldn't spill any gas!

The wonderful sportsmanship shown by everyone assured the success of the first Annual Frugality Run. It is felt that with the experience gained, an even more successful run will take place during next years' Sports Car Motor Week.

The results of the winners of the four classes are as follows:

CLASS A	M. P. G.	CAR	DRIVER	CLUB
1	53.335	Renault	Ralph McCraw	SFV
2	47.349	Austin A-30	Nancy Moore	SM
3	47.347	Morris Minor	Clair Young	SFV
CLASS B				
1	48.335	MG-TD	Frank Martin	Glendale
2	45.491	Austin	Don Boberick	Glendale
3	43.366	Persche	Rodney Schapel	Douglas SCC
CLASS C				
1	32.677	Riley	Dave Allee	
2	29.368	Morgan	Charles Thompson	SM
3	26.822	Lea Francis	Perry Peron	SFV
CLASS D				
1	29.936	Jaguar	Rich. Nelson	SA
2	26.068	Austin	Earl Cowden	SFV
3	25.356	Jaguar	H. A. Peet	Glendale

Louis Panuse, Hollywood FCOA, is now the proud owner of a custom body Mark II MG. We understand he isn't speaking to anyone now.

FRIDAY EVE. MECHANICS

Earl Sargent's Friday evening classes for the gals started July 31st and are continuing once a week. Anyone (ladies only, that is) who would like to join the class will be most welcome. Call Jean Hill at FCCA HQ (CI 4-4988) or just show up at HQ, 201 S. Glendale Ave. at 7:30 PM on Friday. Classes continue for eight sessions. It's a wonderful course, so let's see more of you gals next Friday!

SEPTEMBER SAFARI

Like long overnight rallies that are punctuated with curves, scenery, coffee breaks, and easy check points?? If the answer is, "Yes"...read on.

Called the 'Rallye de Carmel', it will be held on the weekend of Sept. 26th and 27th by Glendale FCCA in cooperation with the Pebble Beach Sports Car Club. Plans call for a dinner-dance on Sat. with the members of the Oakland Chapter FCCA and the PBSCC. On Sunday morning a giant gymkhana. Call Jean Hill at CITRUS 4-4988 for latest dope.

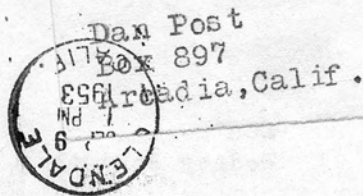
FCCA CHAPTER FORMED IN WHITTIER, CALIF.

The newly formed Whittier FCCA chapter staged their first rally August 23. Called the Four County Rally, 33 cars entered. When Rally Master Bob Horseman had finished tallying - Frank and Jane Beagle were first; Howard C. Cunow and Howard J. Cunow, Wm. and Barbara Gillman, J. B. and Ella Melendez, and Dick and June Knox were in a four-way tie for 2nd spot; Jack Lamb and Ward Brand, third, and Howard and Doris Cole were tied with Richard and Betty Macneil for fourth.

Meetings the first Wednesday of the month at 8 P.M., Henshaw Dept. Store Auditorium, Whittier Quad, Whittier. Next rally Sept. 20. Phone Carl Shipman at OXFORD 9-6396 for information.

EXHAUST NOTES

201 S. GLENDALE AVE.
GLENDALE 5, CALIF.



FCCA CHAPTER IN WESTCHESTER

Another chapter in the Los Angeles area, this time Westchester. Les Boros, of Larry Reed Inc., (MG-Hillman-Sunbeam-Talbot-Humber-Rover-Morris-) at 5208 Centinela Ave. is spark-plug for this new group, which will take in Westchester, Inglewood, Culver City and Leimert Park areas very handily. Drop in and see him, and put your hot little hands on the cool wheel of that gorgeous Sunbeam Alpine!

The Thunderbird Foreign Car Club asked if we permitted other than four cylinder cars to participate in our rallies. The rallies of the FCCA Chapters are open to all foreign cars, no matter how many cylinders they have. The number of cylinders a car has makes a difference when the owner applies for membership in the club. Only owners of four cylindered automobiles may be Active members, vote and hold offices in chapters and national headquarters. For those who have other than four cylindered cars there is an Associate membership which allows them to all the privileges of the club except to vote and hold office.