

THE 1-1/2 LITRE JOWETT JUPITER

CLASS WINNER LE MANS GRAND PRIX—1952-1951-1950

The car accelerates to 60 m.p.h. in approximately 15 seconds and has a happy cruising speed in the seventies with a top of approximately 100 m.p.h. Cruising at 50 m.p.h. will give you 33 m.p.g. The body gives snug coupe comfort with convertible top and glass windows up. A detachable hard-top is now available.

ANGELL MOTORS

SALES — SERVICE — PARTS

JUPITER • JAVELIN • MORGAN • AUSTIN • HILLMAN

PASADENA

1145 S. FAIROAKS, RY 1-1987

GLENDAL

201 S. GLENDAL AVE., CI 3-3193

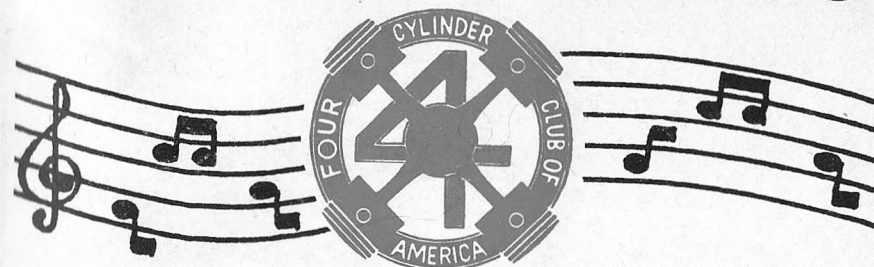
EXHAUST NOTES

201 S. GLENDAL AVE., GLENDAL 6, CALIF.

Dan Post
Box 897
Arcadia Calif

FORM 3547 REQUESTED
FORWARDING POSTAGE GUARANTEED

EXHAUST NOTES



JANUARY 1953

25¢



WELLS MOTORS

IMPORTED CAR CENTER

"In the center of the San Fernando Valley"



SALES • SERVICE • PARTS

LOW BANK TERMS—HIGH TRADE-IN ALLOWANCE—ALL MAKES

SPEED & SPORT

is your weekly television show, Friday evenings
6 to 6:30 over KTTV—Channel 11

SPONSORED BY

WELLS MOTORS

ST 5-8079 • 14550 Sherman Way, Van Nuys • ST 0-5641

FOUR CYLINDER CLUB OF AMERICA

John Foster, *President*
Bob Menafee, *Vice President*
Glenn Fancher, *Vice President*
George Montrose, *Treasurer*
Jean Burkhard, *Secretary*
Luanne Privett, *Asst. Treasurer*
Harwood Jones, *Asst. Treasurer*
Mrs. Walker Edmiston, *Asst. Secretary*

DIRECTORS

Curt Parker • Johnny Orlando • Ralph Davis

LIST OF CLUBS

California	Illinois
Glendale	Chicago
Long Beach	Maryland
Monrovia	Baltimore
Oakland	New Jersey
Salinas	Belville
Santa Anita	Ohio
Santa Barbara	Canton
Santa Monica	Cleveland
Colorado	Miami Valley
Denver	Pennsylvania
Connecticut	Philadelphia
Greater New Haven	Wisconsin
Greenwich	Fort Atkinson

EXHAUST NOTES

William Cochrane—Editor

EDITORIAL STAFF

David Albee	Dora Hutchison
Glenn Fancher	Bill Martinez
Bill Ferree	Don Whittemore

BUSINESS OFFICE

Evelyn Edmiston—*Advertising Manager*
Peggy Martinez—*Circulation Manager*

Published bi-monthly, on the 15th. Closing date for articles and advertising the 1st of publication month. Subscriptions are available to nonmembers of the club at the rate of \$1.50 per year. Offices located at 201 S. Glendale Avenue, Glendale, Calif. Phone CI 3-3193.

As the official publication of the Four Cylinder Club of America, EXHAUST NOTES carries authorized notices of the activities of the Club, but the Club assumes no responsibility for opinions of contributors on any other subject.

EXHAUST NOTES copyright 1952 by The Four Cylinder Club of America, a California non-profit corporation.

Photographs appearing in this magazine can be purchased by writing to Glenn Fancher at 201 S. Glendale Ave., Glendale, California.

EDITOR'S PAGE



William Cochrane, Editor

The third issue is here and so is a new year and so is a brand new FCCA organization, and whole swarms of new members. This is great!

Yeah, grand, but EXHAUST NOTES has got a beef. We have a great big complaint. All members take note. Look at the last three issues. Yeah, look at this one, too—it's no better. What do you see? Hah! All the stuff in them are about Southern California and two-thirds of all the words are about Glendale members. That's lousy. It's one-sided and nobody even knows that there are other FCCA members around anywhere.

You know why? It's all happened because nobody paid any attention to what we said in this column long, long ago in the first issue. We can't print anything about you, and you, and you unless YOU write it out on paper and send it to us. We didn't get any copy... we can't print blank paper. (*Sure it costs less, but who needs it?*)

Send us some copy we can print. Send it in before our deadline on the first of each publication month. That's March, May, July, etc. (*by the Glendale calendars... not Egyptian ones*). Send it in to EXHAUST NOTES, or else!

Or else what? Or else we forget all about everybody and write nothing but fairy stories about five cylinder MG's and Austin "Seven's" winning the Grand Prix de Paris (*Illinois*).

There are some guys that are real swell. Stew Berry up in Oakland writes us volumes (*and sends pictures*) and we love him dearly. We get trickles in from Santa Barbara and San Diego, and if we holler loud enough Gary Seely in Lynwood sends us postcards, but they don't have any personal news in them and we can't have any fun cutting out lines and throwing away words.

Another thing, please watch how you address your envelopes when mailing

Continued on page 30

PRESIDENT'S COLUMN

By John Foster

The era of chaos and confusion is upon us as I write this. Xmas and year's end always bring a mild panic as many of us are working late hours, entertaining relatives or guests from "back east" or busy with the many pleasant duties that keep us a little closer to our homes over the festive season. Added to these crowded hours comes the scramble to organize the last rallies, add up the year's points, hold elections of officers and get everything ship-shape for the 1953 season.

Until all the new officers throughout the Club have settled into their respective jobs we must ask you to bear with us should you find a delay in receiving your new membership cards or badge, etc. Believe me, your letter *will* be answered and your order filled in due course. Plans are afoot in the new "streamlined" By-Laws to allow for a professional, paid (!) (?) Secretary, the poor soul doesn't know it yet, but every officer in the Club has a dossier, compendium or old suitcase chock full of urgent jobs-to-be-typed marked "Needed Yesterday."

I have just realized that when you folks read this issue of E.N. we will be into the 1953 season... and what a year it is going to be! To listen in to one of the National Board of Directors meetings is to hear history in the making and '53 promises to be a big step forward for all branches of F.C.C.A. I extend a most hearty welcome to all the new members of F.C.C.A. throughout the country and hope that within the club they will meet many new friends and enjoy many hours of happy motoring. I would like to emphasize to everyone at this time the utmost importance of injecting a full measure of friendliness into their every club activity. Plan your rallies, meetings, etc., if possible, so that there is a full measure of fun for *every* member and guest, not just a select few. If you think you can improve on the previous event, *please*

volunteer to put on a future one incorporating your improvements. And to all you old members, keep up the good work. If each one of you will grab a new member by the hand, shake it and make him feel he is one of us, we will be well on the way towards another bang-up year of good fellowship and good motoring.

ATTENTION FCCA MEMBERS

GIANT MOTORWEEK OFFICIALLY APPROVED

FCCA National "Motorweek"

Rally and Gymkhana has been
officially OKed by the National
Board of Directors. The exact
dates and rules will be announced
later.

FCCA members from all over
the U. S. will compete in an FCCA
sponsored Gymkhana for the
Grand Prize:

3 WEEK TOUR OF ENGLAND

ALL EXPENSES PAID

Donated by some of the more
enterprising motor car manufac-
turers, and Wells Motors, Van
Nuys, California.

THE DOUBLE ACTION EXHAUST CAM

The subject of cam design is one which has been widely discussed and debated. Standard procedure is to design the cam lobes to provide for a valve opening to allow for exhausting of the burnt gas and a second valve which is opened to permit entry of a combustible mixture.

A radical departure from orthodoxy was introduced last year. This new cam, involving the use of one doubly lobed cam per cylinder, to be used together with a single large valve, has been incorporated in a new German design by Wolfgang Bahrum of Stuttgart.

At present the design engine is of four-cylinder construction with 1500 cc displacement and has given 76 HP at 4400 RPM at a 7.6 to 1 C.R. Present plans extend to mounting it in a specially modified Porche for an experimental attempt at several records during the '53 racing season.

The following rough outline of the action of this cam will be of interest. The first cam lobe has a tryci-logarithmic lift action which opens the valve, and rocks it forward thru an angle of about 17 degrees by use of a hydroflex coupling. (See magazine "Descengetuickgleicklen" of May '50 for a description of this coupling.)

This rocking action releases an elliptic type clutch which allows for entering of the combustible mixture. Great difficulty was encountered in the design of this stage. The first clutch action used allowed gas flow relinearization, resulting in several serious plutic type explosions. As the gas enters the cylinders it is prewaxed by the adiabatic effect of having a single valve used for both intake and exhaust. Combustion then takes place more evenly because of a plura-dome in the cylinder proper.

It was found that the plugs were

needed only before the effectivity of the prewax and the current design has been set up to take full advantage of this feature at low torque factors, and 73 percent of this design integer at high speeds (100-120 MPH). The torque boost at this high gear ratio is a closely guarded factory secret, but engineers say that special instruments may have to be designed to record boost in this range.

The exhausting is a beautiful example of German ingenuity and meticulous design. As the second cam lobe lifts the valve, the valve rocks aft thru 10 degrees. This is achieved by having the camic acceleration rate of the second lobe twice as great as the first. This is of course a sexti-logarithmic curve ("Descengetuickgleicklen" Supplementary May issue). The hydroflex coupling then picks up the variable camic acceleration and translates it into the appropriate rocking action. Exhaust gases then flow past the lip of the valve and the hydroflex temperature differential immediately actuates a Ziess type, ambiveist, double-bearing, gate valve, which cannels the gasses into the suitable porting system. A slight loss results through secondary burning of escape intake gasses, but hope is held that this will be corrected.

The down portion of the cam lobe again rocks the valve and the procedure is then repeated for the next power cycle.

This interesting adaptation will bear close watching during the coming racing season. Although no American exporting can be expected until after the European racing season provides the necessary research data, we have been given to understand that MG modifications may reach the east coast by January of '54. Yours for happier motoring.

THE LAST CHANCE RALLY

By Jim Martin — Glendale

Glendale, California . . . where women are women and men wear fingernail polish! For the edification of Dr. Kinsey or other skeptics, I am not casting aspersions at the virility of the Glendale male. In fact, the cause for any deviation from the normal behavior of these southland men can be traced directly to the scheming Burkhardts and Robinsons. For it was they and their "Last Chance Rally" that undermined the moral standards of thirty-six perfectly normal men. Let me explain.

On the crisp, clear morning of November 21, 1952, seventy-two odd people (and you can take that however you please) bravely departed for destination unknown. Principally the run was designed as a scavenger hunt, but the thoughtful rally masters added zest to the venture by interspersing cagey questions and having all drivers put on fingernail polish! We counted so many lamp posts, parking meters, and palm trees I began to feel like Fido on his daily walk. The route was very well planned and avoided dirt roads com-

pletely. A new gimmick for this type of rally was injected which proved quite interesting. In addition to charting our course, doing "things" and hunting for the hidden "goodies," we were required to maintain an *average speed*. A breakfast stop was included at which time blood transfusions were given to those suffering from "rally fatigue."

Roughly, the route led us from headquarters in Glendale, through the valley and over Old Topanga Canyon Road. From there to the ocean, then back through Santa Monica and Westwood, and finally back to North Hollywood. Each car's odometer was checked at the start, then again at the breakfast stop, and finally at the destination. The object being to drive the least miles and still make all the stops. Total distance was somewhere in the vicinity of 70 to 75 miles. Coffee cans crammed with cards were carefully concealed in crevasses and cracks. Shh! help me, one can was 20 feet up in a tree! There were seven of these little containers and each envelope within them contained new directions for the hapless drivers and navigators.

In addition to the fingernail polish, the contestants were required to have in

their possession the following items: A sample of the Pacific Ocean (and sand); a rusty tobacco can; a rusty beer can; a straw; a matchbook from "Gay Cafe"; the bottom of an ice cream cone; a piece of toilet tissue; a bottle cap, and an ice cube.

As a tie-breaker, either the driver or navigator was required to eat a soda cracker and then—whistle. This, of course was timed with a stopwatch. As a clincher, we were asked to expend some of our hot air by blowing up a balloon and popping it—also against the clock. Didja every try to blow up a balloon with a mouth full of cracker crumbs? Messy, isn't it? At this point I would like to explain how we won the rally. We cheated—not only did we have *one* navigator, but we had a *navigator-and-a-half* as my frau was four months pregnant at the time! Second place was won by Bill Weigel and third was captured by Phil Curry.

ALLEN-HORNER RALLY

By Bill Ferree — Glendale

Little Jack Horner—along with Mel Allen—sat in a corner and came up with one of the most exciting and well planned rallies to date as they sent forty-eight members of the Glendale Branch on a 114 mile trip that was punctuated with every type of road and weather condition.

The rally got off to a start at 9 a.m. (*this is awful early when it's Sunday*) and the "sheep" headed for Palmdale via Angeles Crest Highway and U.S. Highway 6.

Along this stretch the drivers were hit with their first check point and "dead-on" was 47 minutes—no more, no less.

Palmdale to Lake Hughes via Palmdale Boulevard provided the second "place of judgment" which was (*according to the "slide-rule boys"*) one hour and 46 minutes away.

Lake Hughes to Saugus via Elizabeth Lake Canyon and U.S. Highway 99 to Saugus, where everyone stopped for a little bite to eat and to find another check point down the road a piece that put you on the chart with a no error

mark if you checked in with a total time of one hour and three minutes from the last check point.

From Saugus to Solemint via Soledad Canyon Road and to the finish at the trout pool at Rainbow Woods via Sand Canyon Road was the next lap with a total time of four hours and forty-five minutes.

All the roads, with the exception of a stretch of eight-tenths of a mile, were paved or in good condition. This appealed to the guys who wash under their fenders—don't laugh—I do it.

WINNERS WERE: Gordon Proctor, MG TD, 1st place; Hunter Hackney, Jupiter, 2nd place; and Norman Berry—who did his own navigating—3rd. CHECKERS WERE: John Foster, Merritt Barker and Fred Koepeke.

TED CHENEY WINS

SANTA BARBARA RALLY

Ted Cheney wound up the year's activities of The Four Cylinder Club of America, Santa Barbara Chapter, by winning first place in the December Rally in his modified Hillman Minx with Mrs. Oran Boyd navigating.

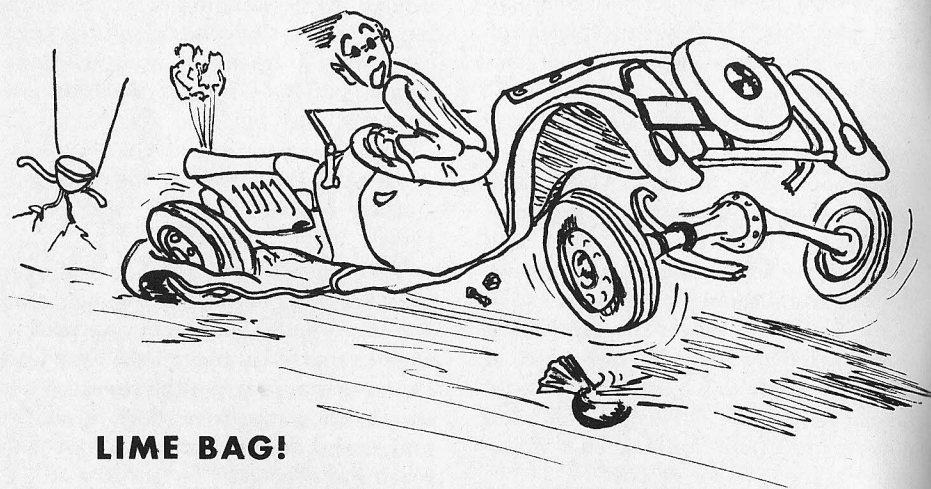
Second and third place were so closely contended that only a re-check of the day's figures determined final positions. W. A. Anderson and Mrs. Anderson were the second place team of driver/navigator, in an MG-TD.

Proving the ladies can drive well too, Alma Clawges placed third in a Singer 1500 with Don Clawges computing and map-reading.

The route left the Breakwater and followed Hwy. 101 southward thru Ventura, then thru Saticoy and over the hills thru Fillmore to Kenney's Grove, where a picnic lunch was enjoyed in the warm winter sunshine. Returning via Santa Paula, Ojai and Casitas Pass the checkered flag was found at Bird Refuge.

This rally was made more difficult than usual because the Rally Committee, Mr. & Mrs. Harry Peyton, Mr. & Mrs. Clair Tellefson and Fran Brabe, at the secret check points, were hidden behind trees, in the bushes and up side roads.

Following the rally Mr. & Mrs. Colin Clare entertained all contestants at an egg-nog party in their Hope Ranch home.



LIME BAG!

NAVIGATING

By Wm. Cochrane—Glendale

To start, let me state that this article will be designed to solve the needs of new members of the FCCA, people out on a rally for the first time. At the same time I will attempt to make the instructions general enough to cover all types of rallies.

Navigating is simple. It consists of instructing a driver on how to get from one check point to the next with given average speed.

Now that is an oversimplification, of course, but what I'm trying to say is that while the whole process of acting as navigator may seem a terribly mixed up blunder to the beginner (and the old hands, too), it can be reduced to a few simple jobs repeated over and over again.

Let's go into it a bit. First you will need a watch, pencil and paper. The watch should have a second hand and you should know how many seconds it is off every hour. Check it for three or four hours against the telephone company or Western Union. (A school clock is corrected every hour and may be considered the last word.)

Now we start out. And here is the first rule. **YOU WILL BE REQUIRED TO NAVIGATE YOUR CAR FROM ONE CHECK POINT TO ANOTHER IN A CERTAIN ELAPSED TIME.**

You may be given that elapsed time in one of three ways:

1. **DIRECTLY:** Go to Hunter's Junction by way of Highway 67, timing your trip to arrive at 11:45.
2. **BY AVERAGE SPEED:** Your average speed to the 1st Check Point is 24 MPH.
3. **BY DISTANCE:** Distance to Check Point is 22.1 miles.

In the first case you will know your speed for this leg of the trip or your time or you may be required to maintain highway speeds.

Worried? Well, don't be. We are still only obeying Rule One.

Now, with the 2nd and 3rd rules, you've got to do a little figuring; math



and algebra, no less, because all you need is the **ELAPSED TIME.**

The formula for time rate and distance problems is most easily remembered by the designation for speed itself, MPH or mi/hr. That is, the distance covered in miles divided by the time in hours will give you an average speed in MPH. Mi/hr equals MPH (SPEED). See — that's algebra!

Mi/hr equals MPH speed. That is 15 mi. divided by the time in hours (we don't know it) equals (SPEED) 30 MPH. Then dividing 15 by 30

$$(15 \text{ equals } 30t; \frac{15}{30} \text{ equals } t)$$

gives us the time one-half hour (multiplying hours by 60 will give you time in minutes.)

This is the 2nd basic action of a navigator using this math to tell the driver how fast he has to drive, how far, and when he will arrive. You as navigator will check the driver as frequently as you can to find out if you are going to arrive on time at the check point.

It works like this: You have started out and are driving North on Baker Drive at 30 MPH. From your starting time you've figured out that you should be at the first check point at 12:30. The

distance is 15 miles and you are cruising along enjoying the scenery, when the driver says, "How're we doing?"

That means he wants to know if the car will get to the check point on time.

You look at the odometer and subtract the reading of the start and come up with 7 miles. Then you look at your watch and see that you have been on the road for 20 minutes. A few swift calculations show the appalling fact that you will arrive at the check point 6 minutes late. You have 10 minutes to go 8 miles; at 30 MPH, 8 miles will take 16 minutes. So you do some more figuring.

Eight miles left in 10 minutes... tell the driver to drive faster... he speeds up... you start watching the clock and odometer... the car covers the miles real fast... $\frac{2}{10}$ ths of a mile from the check point... still one minute to go... slow down... 12 MPH... check point in sight... still one minute to go... 6 MPH... $\frac{1}{10}$ th of a mile to go... 3 MPH... tick tock tick... now hurry... a clash of gears... you're in right on

the nose!

Fun? Work? Sure, but just think, you get to do it all over again on the next check point and the next and the next all day. Ha! You'll love it.

Start your time over from the 1st check point to the 2nd one and don't try to make up time lost on one check point during the next leg.

Got it straight? Run over it once more. (1). Find out what time you are due at check point. (2). Tell the driver how fast he has to drive and where. (Don't get lost!) (3). Check your time and average at frequent intervals. (4). Have new speeds ready for the driver to adjust your time so that you get to the next check point on schedule. (5). The formulae are Time equals Distance divided by MPH; MPH is Distance divided by Time; Distance is Time multiplied by MPH. (6). The Time in the formulae is in hours, so if your time is in minutes, remember that there are 60 minutes in an hour.

Continued on page 23

SPEED TUNING



Our trained-in-Europe mechanic will get the most performance for the minimum cost from your sports car. Come in, or 'phone us for details and costs of various stages of tune.

BRITISH-AMERICAN MOTORS

122 S. HOLLYWOOD WAY • CHARLESTON 0-8579

BURBANK • CALIFORNIA

TOM BAMFORD

(at Warner Bros. Studio)

KEENAN WYNN

ANNUAL CHRISTMAS PARTY

By Bill Ferree - Glendale

Old Saint Nick pulled the best Yule party of the season out of his bag on December 19, when more than three hundred members of the Glendale Branch of the Four Cylinder Club held their second annual Christmas Party at the Marabu Club in Eagle Rock.

Although the old bewhiskered gent and his helpers were somewhere in the North Pole at the time, the "good little kiddies" made merry with plenty to eat and drink and lots of fine music to dance to.

The highlight of the evening was the presentation of awards to the various winners of the last two rallies and also to the high point man of the year who, needless to say, was Hunter Hackney.

Even though the rain - pardon the expression - was falling faster than the enthusiasts could wipe under their fenders, someone organized a Concourse de Elegance with the judges being any-



one who would venture out into the heavy fog.

RETREADING SPECIALISTS

ALL FOREIGN CAR TIRES
ONE DAY SERVICE

FULL RETREADS

USED ON RACING CARS
20,000-MILE GUARANTEE

FISCHER TIRE COMPANY

1023 EAST COLORADO BLVD.

CL. 3-2202

Glendale

CH. 5-5294

They say the winner - he is not known by name but was last seen wearing rubber boots and a Mae West with built-in polishing rags - worked some ten hours on his little beauty.

As a door prize for the "good little kiddies" of the club, Old Saint Nick gave away a tiny version of an Austin Sports Coupe to the holder of the right ticket.

The party was so good that Bill Cochrane and his bride of one hour, Jeanne, interrupted their honeymoon to join the fun. Brother, that is love for the Four Cylinder Club!

Even Santa Claus didn't show up - he was busy kissing mommy.

• • •

LOST!!!

Where are these people? EXHAUST NOTES would like to know!

Robert C. Bellmore
1517 Dixon Street
Glendale, Calif.

Robert L. Poore
8525 Walnut Drive
Hollywood, Calif.

Harvey C. Bjornlie
1702 Hill Street
Ann Arbor, Mich.

T. D. Fairchild

(Wrote Road & Track for info about FCCA... no address on letter.)

• • •

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

*Allow at least 60 days for delivery.

CLUB STATIONERY

500 Letterheads, 8 1/2 x 11.....\$5.18
500 Envelopes, #10..... 5.18
Available from FCCA Headquarters.
Send cash with your order, please!



The Motor
ROAD TESTS
OF 1952 CARS
price \$1.50

29 cars including American, British, German & Italian makes are thoroughly tested by the British MOTOR magazine. This is the most complete & unbiased performance data available to the public anywhere. Photos, charts & descriptive commentary of all cars are accompanied with a page of tabulated test results, dimensional data & maintenance information. A BOOK OF INDISPENSIBLE FACTS FOR ALL INTERESTED IN 1952 CAR PERFORMANCE.

CAR DRIVING
AS AN ART
price \$3.00

S. C. H. Davis, past master in the art of driving of all types, has written a book that should be studied by every person driving an automobile. Chapters include: Gear Changing; Overtaking & Reversing; Driving in Traffic—Rain—on Snow & Ice; Driving for Performance; Unditching & Other Troubles; Towing & Trailers; Care, Maintenance & Diagnosis.



YOU CAN
DRAW
CARS
price \$2.50

is the answer to putting your car ideas on paper to look like something that can be built. From pencil outline to finished rendering the subject is thoroughly covered in text and illustration. Anyone who has used a pencil with the thought of sketching a car will appreciate this book.

RALLIES AND RACES.....\$5.00
An extremely interesting account of M. Gatsonides ("Gatso") competition work. Covers six Monte Carlo Rallies and many other famous events. Recommended reading.

KINGS OF THE ROAD... by Ken Purdy.....\$5.00
Enthusiast-author Purdy thoroughly brings to vivid recollection such famous names as Bugatti, Rolls-Royce, Mercedes, Nuvolari, Mercedes, Zagato, Cord, Bentley, Duesenberg, Hiss, Isotta and others.

ROUND
THE BEND
with
BROCKBANK
price \$1.00



You'll get a bellyfull of laughs from this fine collection of Britain's most famous motoring cartoonist. Some of the best chuckles will come from watching others try to solve the British sense of humor. AN ALL AROUND SHOW BOOK.

COME IN AND LOOK OVER OUR
350 AUTOMOTIVE ITEMS
MAGAZINES

All American and British motoring magazines available before they appear on the newsstands.

Complete selection of back issues.

Subscriptions taken for any automotive publication.

MAIL & PHONE ORDERS PROMPTLY FILLED

Phone Charleston 0-8696

AUTOBOOKS

2708-T MAGNOLIA BLVD., BURBANK, CALIF.

SINGER FAMILY SPORTS ROADSTER

35 M.P.G. 80 M.P.H. LEFT HAND DRIVE



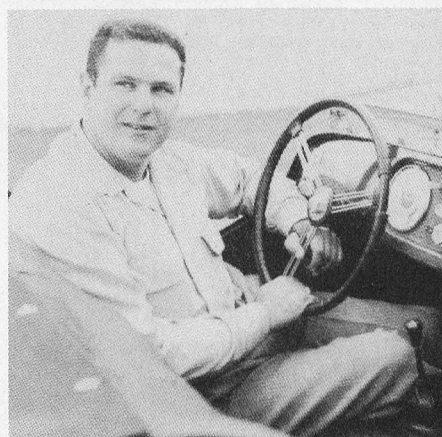
STANDARD EQUIPMENT

- Turn indicators
- Tonneau cover
- Leather upholstery
- Laminated glass side curtains
- Grab handles and side mirror
- Complete set of tools
- Hydraulic and mechanical brakes
- Independent front wheel suspension

LAMOREAUX & MILNE

SALES & SERVICE

310 W. COLORADO ST., GLENDALE 4, CALIFORNIA • CITRUS 2-9674



Duane Alan

SAFETY PATROL NOW FORMING

Duane Alan and Glen Fancher of FCCA Glendale are forming a National FCCA Safety Patrol. All FCCA Branches *will be given full details* just as soon as the boys have operational plans completed.

This should be a busy group as their functions will be many, such as safety checking cars at rallies; checking rally routes, before the rallies are run, for dangerous blind intersections; private roads that *may* be blocked off by irate owners (*yes, it has happened*); notifying and cooperating with the police in towns along the rally route; helping with crowd control at road races, etc.

Discussion of their plans with John Eggers, Chief of Police of Glendale, gave them the official blessing that sent Duane tearing off to his favorite badge-maker. He got some beauts, too, which he will tell you about in his first bulletin!

Officers of the National FCCA Safety Patrol are:

Duane Alan, *Chief*.
Mel Allen, *Captain*.
Lawrence Ritter, *Lieutenant*.

Johnny Orlando, Earl Sargent, Lewis Himmelrich, Barney West, Jim Gillette and Fred Koepke, *Sergeants*.

Glen Fancher is an honorary member.

AN EXPLANATION

In 1951, a committee was formed, headed by Phil Curry, to incorporate the FCCA under the California Corporation code and to draw up a set of By-Laws to govern what, at that time, was a purely local organization. Since then the Club has outgrown that set of By-Laws both numerically and geographically, so last year the Glendale Board of Directors, the only "National" Board, appointed another committee to draw up a new set of By-Laws adapting the FCCA to its now national status.

At the November 1952 regular club meeting the new By-Laws were presented to the membership. The membership was briefed on the new organization as set forward by these By-Laws, and the By-Laws were voted and passed as read.

In an attempt to publicize this rather important change in the FCCA we have held up publishing the magazine until we could print, in its entirety, the new By-Laws of FCCA.

First a word of caution to forestall the expected flood of letters in regard to what may be considered a high-handed railroading of some legal shenanigans by the Glendale membership.

While the Local organizations in Santa Anita, Westwood, and New Haven have for some time now been a purely local organization with good old fashioned American Local Autonomy there has been one and only one *legal* organization — the Headquarters "Branch" in Glendale. All other members all over the world were members in the Glendale FCCA, to all intents and purposes.

As you can readily see this is unfair, impractical and it just won't work with the membership as big as it is now, and it gets downright unwieldy when we think of the 1953 membership!

For a time John Foster tried to solve the problem by forming branch organizations in Westwood, Van Nuys, Santa Monica, etc., and for a while this worked fine. Then the paperwork began to pile

up. John couldn't get around to see if things were going right with the new clubs and the new clubs couldn't figure out what they were supposed to do as new FCCA branches and the rallies got to be filled up with from 85 to 100 cars and the rally planners were going nuts.

The solution to this problem was to create a regular permanent business organization to handle a rapidly growing organization that threatened to break up under the weight of its own growth.

By incorporating FCCA as a non-profit corporation under the California Code we gained several advantages. For one, we created a corporate body which could handle business without undue delay. Two, we relieved the membership from any responsibility in event of legal action against a member or a club.

In this new FCCA we have the makings of an organization on a par with the RAC (*Royal Auto Club*) and there is no doubt that we will be that big in no time at all.

Now the thing that seems high-handed about the whole setup is that the business was done exclusively in the Glendale meetings. This and the fact that the Directors nominated were from Southern California was *occasioned by the fact that we were limited by the old club organization*.

We couldn't get really fair votes on any subject of business because the members just can't get together often enough. And with the club expanding into Northern California and Connecticut and Arizona, etc., the thing gets worse.

The biggest problem of all and perhaps the major reason why FCCA has incorporated is the fact that FCCA is in business. We sell badges, we receive donations, we buy parts for the race car, we publish EXHAUST NOTES and sell advertising and all the time we keep telling the State of California and the Federal Government that FCCA is a non-profit organization. Now naturally these

two tax-collecting organizations won't just take our word for it. They demand we keep and submit accurate financial records. The FCCA's got income tax problems just like you and me.

Under the old setup this recording would have to be done by each branch or group in the FCCA and sent to HQ and checked by the Board of Directors and sent back and audited and approved and errors picked up and sent back to HQ and mailed to Sacramento or Washington... Gee, it's even tough to write about!

It's tough to do, too, and try to maintain a club chapter business at the same time. So we separated the HQ business offices from the Glendale Branch or the San Fernando Valley Branch or any other *branch* to give the HQ staff a chance to get the work done.

As to whether or not the club branches will benefit, there doesn't seem to be much doubt under the new setup. There will be Directors elected by the branches and an Advisory Council from each branch and National Vice-Presidents to handle business in areas outside Southern California. We will be able to open up as many new branches (there's one starting in Phoenix this month) as our increasing size demands.

We have patented our Badges and copyrighted our magazine, and deal with business firms as a unit instead of a bunch of individuals. The Branch Clubs now have a central clearing house for the problems and decisions on matters affecting the National Club and a coordinating mailbox to let other Branch Clubs know what is going on. (*We need lots of copy from you local secretaries for EXHAUST NOTES... send it!*)

We haven't been able to do more than scratch the surface under the old system and with this new setup working the sky's the limit.

For example, see page 4 for a really swell National FCCA Motor Week, set up by John Malone.

Now more points and then you can read the By-Laws for yourself. (They're printed on pages 18-21.)

1. We have to keep the Board of

Directors down to members in Southern California so that we can do business. Other car clubs have had Directors scattered all over the United States and if they got together once a year it was real news, and no business was ever accomplished.

2. The provision about sending all dues into National HQ is necessary because of the precise nature of the tax reports we have to make to the State and Federal Government. A percentage of the moneys will be remitted to the Local Club.

3. Provisions are included whereby the articles may be changed or modified and Directors elected by the membership so you members in other areas can make yourselves heard. Remember, it's your club and we want to hear from you.

• • •



**PLYMOUTH (4) 1932
DELUXE SPORT ROADSTER**

"Prerequisite to join is a four-cylinder car..." and that is what Mr. A. O. Kircher of Fresno, California, has in this beautifully preserved 1932 Plymouth (4) Deluxe Sport Roadster. Mr. Kircher is the original owner, having purchased this car in October of 1932.

Let's have more pictures from members, of the car they love and cherish... be it Minx, Austin, Morris, 1913 Ford Speedster, or what have you. Send a picture and a brief rundown on its history. If you have a car you're proud of, let's see it. North, East, South, West, it's your magazine; they're your cars... let's get them together.

POLISHED ALUMINUM VALVE COVER

LOUVERED HOODS

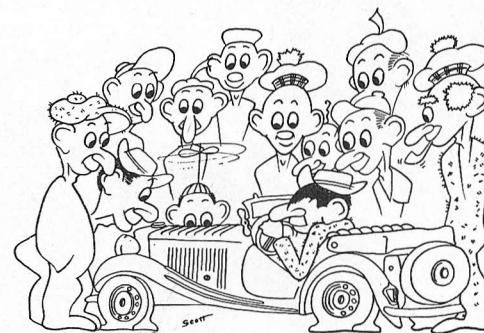
SIDE CURTAIN KNOBS

FORMICA COVERED FACIA

POLISHED ALUMINUM FENDER STRIPS

TONNEAU COVERS

BADGE BAR



TIRE COVER

YOUR CAR WILL ALWAYS ATTRACT ATTENTION
WITH ACCESSORIES FROM

Raykraft



**5344 Cahuenga Boulevard
North Hollywood, Calif.
STanley 7-6658**