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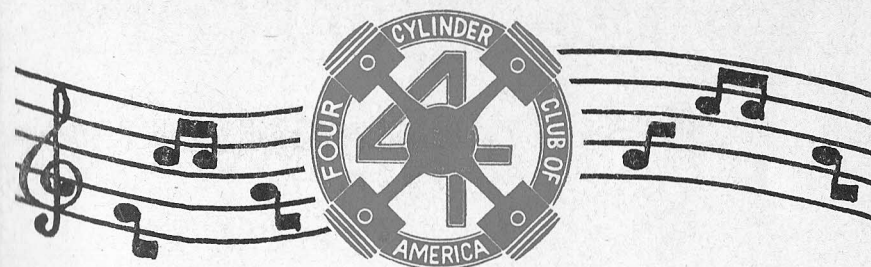
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MARCH-APRIL, 1953

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PRESIDENT'S COLUMN

By John Foster

We are always very happy to hear from members now serving in the armed forces and many of us would like to see a column of news from these boys. This month we have heard from Warwick Gregson, now with the Air Force. Warwick is our oldest charter member and winner of the first FCCA rally back in 1950. Seeing there are now no 4 cylinder military aircraft, Warwick tells me he will be satisfied with no less than a four motor job. Also heard from Steve Geraghty now re-organizing the 20th Infantry up at Fort Ord—close enough for Pebble Beach! Young Wally Westwood is having a busy and exciting time with the Navy over in Hong Kong. "Capt." Coddling a real "old" member is having himself a ball stationed in England and making Silverstone and Goodwood and enjoying real pukka rallies with his Morris Oxford. We still miss Harwood Jones and eagerly look forward to his return from the Marshall Islands possibly this summer, then watch the sparks fly around HQ!

Many club members have mentioned that they miss their monthly copy of local news, the old mimeographed copy of EXHAUST NOTES with its essentially personal and topical gossip. With the advent of the bi-monthly printed edition and its many production problems, the advance notice of a meeting or rally and complete breakdown of results is missed by many. The Santa Anita, Santa Monica and San Fernando Valley Chapters have solved their problem by producing their own monthly news-sheet with the real personal touch containing all their results and local news. What a good idea it would be if each chapter could follow their example, and drop a copy in the mail to HQ so that the EXHAUST NOTES Staff would have details on everything that's happening and could include excerpts in the national magazine. Congratulations Santa Anita, Santa Monica, and SFV.

On behalf of all the officers and club members I wish to extend a big vote of thanks and our sincere appreciation to Glen Fancher who devotes so very much time and energy to the club. Glen's day starts at a 8 a.m. and goes on until midnight with the million jobs which befall this conscientious Vice-President!

To John Wells of Wells Motors the FCCA and other Southern California clubs

owe a vote of thanks for providing the clubs in this region with a TV program of their own. The 30 min. program "Sports Car News" (Channel 13, Wednesdays at 10 p.m.) offers a newscast of up-to-the-minute bulletins on forthcoming events and also introduces interesting personalities. All club secretaries are cordially invited to mail or phone in their forthcoming events by each Wednesday for announcement over the air. Club members are asked to keep an eye on this program for all sports car and club activities.

As the club continues to grow, more and more volunteer help is needed in every branch and we earnestly request that all new members joining who wish to have a hand in the building of this organization, make themselves known to their local officers, all of whom have a hundred and one interesting jobs to be filled. The success of the FCCA, the amount of pleasure and benefits we can enjoy is in our hands. If each one of us can devote a little time or energy, constructive criticism or ideas, the club will grow from success to success and every last one of us will be assured of Happy Motoring.

FCCA NOW IN HOLLYWOOD

The Hollywood Chapter of the FCCA held its first rally Sunday, March 1st. Fifteen cars turned out, including National President John Foster and San Fernando Valley Chapter member John Riggs, with his sparkling MG-TD.

Riggs and Seymour Friedman *Austin Somerset*, tied for first with 7 min. 25 sec. error. Friedman was declared the winner after the tie-breaker. Riggs was second. Tony Pavao *Austin Somerset*, was third, 7 min. 50 sec. error. Lou Panuse *Austin Sports*, and Mitchell and Bob Kaits *MG-TC*, tied for fourth. Army Dagner *Austin Somerset*, was rallymaster and John Schmieter, *Hillman*, and Mert Gese were the checkers.

Officers for this chapter are: John Schmeiter, *President*; Frances Abel, *Secretary*; Jean Friedman, *Treasurer*.

Board of Governors: Stuart Barnet, Irving Anshen, Seymour Friedman and Louis Panuse.

Safety Patrol: Army Wagner.

Phone Hillside 4113 for further information regarding this up-and-coming club.

KINGS HIGHWAY CAR CLUB BOWS TO FCCA WIZARDS

By "Stu" Berry—Oakland

A rally which was sponsored by the newly created Uorthern California Sports Car Council, a co-ordinating group, found Four Cylinder Club of America (*Oakland Chapter*) the guests of Kings Highway Motor-Car Club is a gigantic 60 car rally, Sunday, February 22nd.

Alameda and Contra Costa County's most beautiful and scenic routes were chosen as the area for the rally, which started at the Hayward Airport, winding its way through the scenic Oakland-Berkley Hills, past jewel-like Lake Anza, to Point Costa, through the rugged, twisting, short-turning Crockett Hills, through the cities of Martinez, Avon and Concord, through Pleasanton, up rugged Mt. Diablo and finally the home stretch into Niles, and rendezvousing at the famed International Kitchen. Distance covered was approximately 150 miles.

Five hidden check points were established enroute, with nine legs to be followed. An average speed was established for each leg and time was recorded to the nearest minute. Any traffic citation automatically disqualified the contestant and each entry was required to take a written traffic safety test as part of the event.

Unfamiliarity of the terrain combined with time as the unknown factor, made the whole event a hotly contested activity between various driver-navigator teams. Four Cylinder Club (*Oakland Chapter*) swept to a team victory by winning seven out of the first ten places—2nd, 4th, 5th, 6th, 7th, 8th and 10th place. Winners of the event were:

- | | |
|-------------------------|------------------------|
| 1. Dick Lyons—KHMC | 8. Jerry Fletcher—FCCA |
| 2. Bob Edmonds—FCCA | 9. Dick Newhill—KHMC |
| 3. Bill Bain—KHMC | 10. Ted Thiel—FCCA |
| 4. Glenn St. Louis—FCCA | 11. B. G. Miller—FCCA |
| 5. R. J. Asmussen—FCCA | 12. Duke Mater—KHMC |
| 6. Stu Berry—FCCA | 13. K. Kramer—KHMC |
| | 14. D. M. Gagen—KHMC |
| 6. Pinkerton—KHMC | 15. Jay Levinthal—FCCA |
| 7. Vern Williams—FCCA | |

The Austin Motor Comany, Ltd., (England) advises that following the recent amalgamation of Austin and Nuffield, and the formation of the British Motor Corporation, the combined products of the Corporation, (Austin, M.G., Morris and Riley) were responsible for 53.65% of all foreign car registrations in the United States in 1952.

FCCA DIRECTORS MEET

At the regular March meeting of the FCCA National Board of Directors, membership in FCCA was changed from a calendar year to a fiscal year basis, in this manner:

"The tenure of membership in the Four Cylinder Club of America shall be 12 months beginning with the 1st day of the month in which the annual dues are received by the treasurer of the local chapter concerned. At the end of such 12 months period annual dues shall again be due and payable."

Motion made by Robert Hall. Seconded by John Foster. Vote carried unanimously.

LONG BEACH "4-BANGERS"

By Carl Chamberlain, Publicity Chairman

It was a sight for sore eyes to see Ex-Pres. Leroy Jarvis looking so well at the Long Beach Veteran Hospital when we held the Sports Car Show for the Vets. You know Leroy was clobbered in his Hillman Minx last month going home from meeting, by a knot-head that ran a red light while being chased by a police car, which put Jarvis in the hospital with a broken leg and a split kidney. The driver of the car that hit him is in the pokey. Leroy, sporting a 4-Cylinder Club emblem on his bathrobe, and wearing his familiar plaid cap, was all aglow when the parade of cars came by his rolling bed. You fellows that know him drop him a line, as he will be "on blocks" for another month or more.

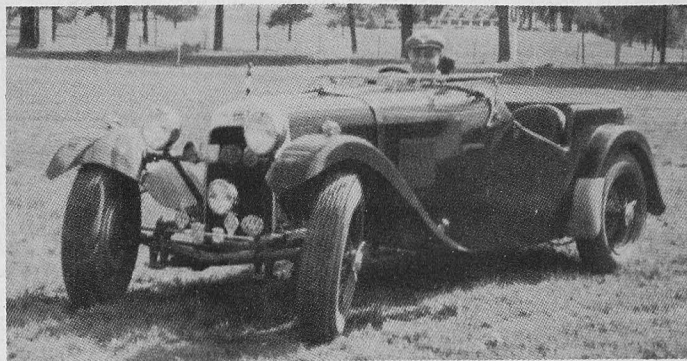
Glen Hostettler is now sporting a new Porsche coupe. Took it down to Costa Mesa to the MG Club time trials and brought home first place in the 1500 cc stock class. Glen is a fine driver with a hot car so look out in the future.

Donn Smith has his Volkswagen engine spread all over the garage, polishing, tuning and putting in new pistons, in preparation for the spring road races. H. Sibley is Donn's mechanic on the job and together they intend to turn out a winner.

Bill Quinn is down to his last car now, having sold his Riley convert. He is still holding on to that beautiful red Austin A-40 Sports.

Howard Johnson just completed a re-bore job with new pistons and all the trimmings on his MG-TD. You know HOW-DEE has developed quite a sideline of manufacturing wind wings for MGs and Jags, and they are very reasonable too.

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LEE RAP WINS HAWKEYE RALLY

By Bob Alley—Santa Anita

Washington's Birthday saw 31 Santa Anita FCCA members and guests start from the Pasadena Rose Bowl on the first Hawkeye Rally. (A *Hawkeye Rally* takes its name from the hawk's eye view the competitors get of the check points and also from its inventor, J.N.A. Hawkins, who also invented the "Hawkins Shuffle" Rally of two years ago.)

Thirteen check points were pointed out from the Glen Oaks Lookout and the clue sheet gave questions to be answered about each check. The object was to visit each check in any desired order and route and finish at check #13 with the least elapsed mileage.

All the checks were easy to see from Glen Oaks Lookout but not so easy to locate once down off the mountain. Several cars had to return to the lookout to relocate the checks.

Five cars made all 13 checks and Lee Rapp won with 27.5 miles. The next four places were E. D. Williams with 28.9 miles, Jim Bradeson with 31.1 miles, Tom Tompkins with 41.95 miles, and R. G. Pharo with 56.4 miles.

The lowest number of checks found in four hours was three. This type of rally is a refreshing change from a diet of continued reliability runs and the reaction of the Santa Anita gang at the finish implies that there will be other Hawkeye Rallies in the future.

CHERRY TREE RALLY

By John Pares—Long Beach

This rally, offered up by Rallymaster Jim Carroll, aided and abetted by Bill Happ and Ken Cox proved to be one of those If-You-Don't-Get-Lost-You-Have-A-Chance affairs. The run skirted the Vernon Industrial alley-ways, skipped over the Hollywood Freeway into the cracks and crevices of the Hollywood Hills from which it slithered into Elysian Park for a lunch stop.

The afternoon began by wandering out of the hills—Jim Cowell's Jag got lock-jaw (transmission locked in first gear) on the down side of a hill that looked like an inverted V and he DNF.

The East Los Angeles industrial maze befuddled most entrants; the endeavor being to get lost as little as possible. Marion Brown's Jag refused to go over a CROSS-

country dirt chicane and she missed a check point. Those Jag's are one-way. Then Don Long had to make a water stop, took a short-cut and missed the same checkpoint. And speaking of checkpoints, Don (*The Brush*) Larkin was sooo late arriving at Cox's checkpoint that that intrepid one pulled stakes and left—Don was only 38 minutes over!

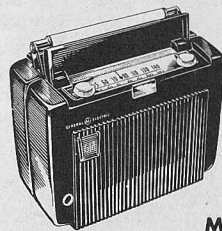
E. K. Bartlett hit the second checkpoint (in these #!?! hills) with zero error; Howard (*Fence*) Johnson w/o navigator had less than 1 minute error through the first two checkpoints; Lee Owen's Mary computing from kilos to miles—came in third.

Then there was the party at Bill and Margie John's Los Altos Inn—a perfect ending Monday (*AM that is*) for Sunday's rally.

CREDITS: Marion Brown for the car numbers; Ron Teeters, Bill Happ, Ken Cox and Gary Seeley for assisting rally-maniac Carroll.

WINNERS: 1st—Carl Chamberlain TC; 2nd—Lee Owen, Simca; 3rd—E. K. Bartlett, Minx.

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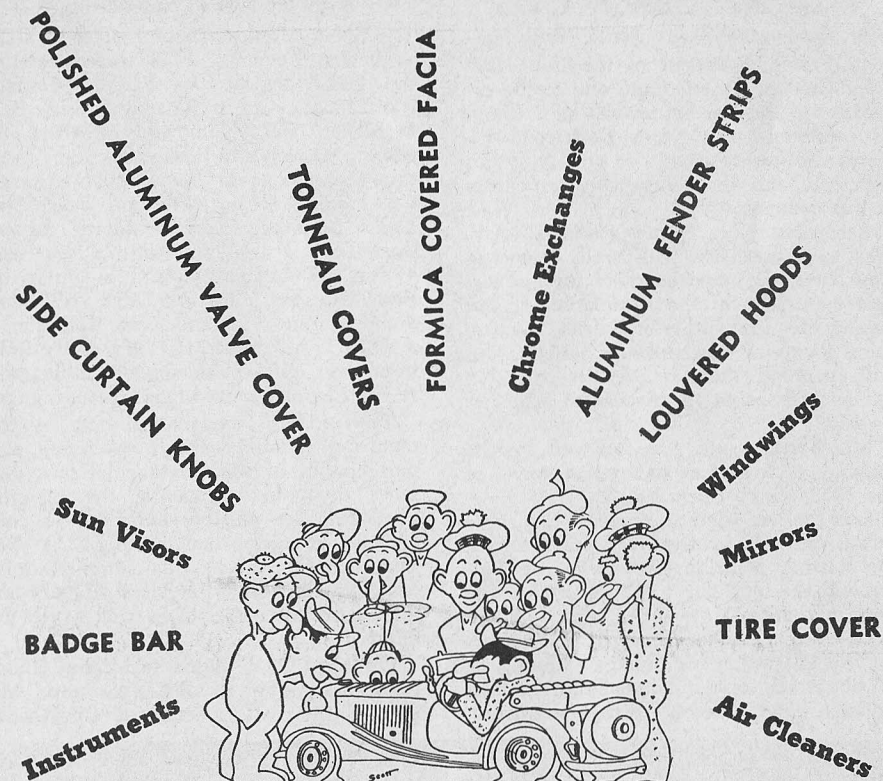
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VALLEY KIWANIS APPLAUD TALK ON FOREIGN CARS

By Alta Sorensen—San Fernando Valley

John Foster, President of the Four Cylinder Club of America and one of the organizers of the San Fernando Valley Chapter, addressed the North Hollywood Kiwanis Club recently on the subject of foreign cars and their increasing popularity in this country.

According to Mr. Foster, a former R.A.F. pilot, now associated with Wells Motors in Van Nuys, the importation of foreign cars aids materially in the stimulation of our own trade with other countries, and in the recovery of war-bankrupt nations. This will eventually help relieve the strain on the pocketbook of the American taxpayer, he said.

Mr. Foster's talk was followed by the showing of a motion picture, in color, of the 1952 Monte Carlo Rally.

Local rallies, some competitive and some social, are held nearly every Sunday with the starting point somewhere in the Valley and the total trip-time well within the daylight hours.

The recently elected Board of Directors for this chapter is composed of Conrad L. Webb, A. R. Said, Clinton Schmidt, Earl Cowden, Jack Dorset, Mitchel Rabuchin.



If you have a yen for king size trophies, compete in some of the week-end rallies THIS year! Look what De Wolfe, Hackney, and Robinson took home from Los Angeles-Lake Tahoe run last fall!

HANFORD WINS GYMKHANA

By Walt Stone—Santa Monica

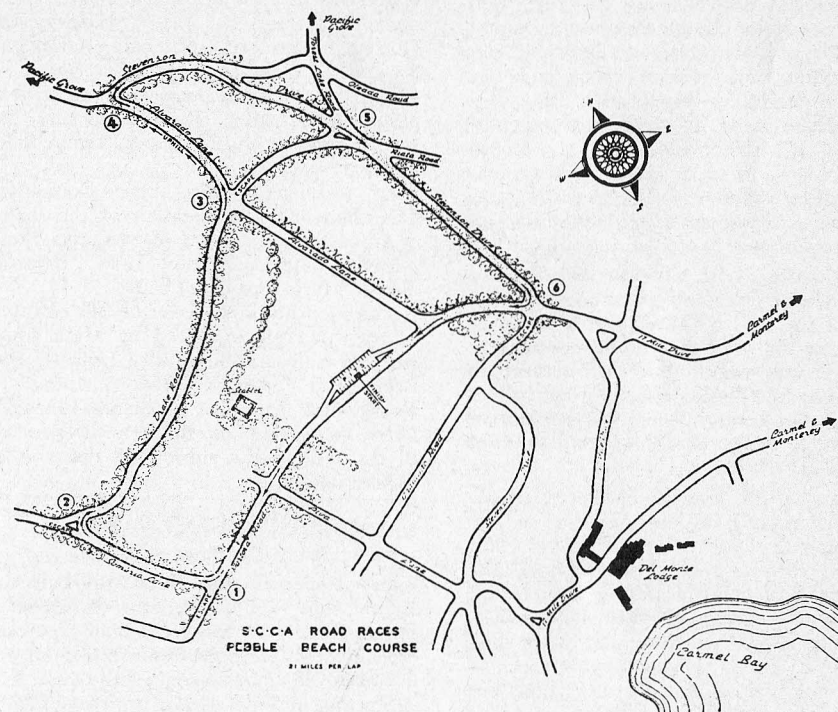
The Santa Monica Chapter of the FCCA as their 2nd event of 1953, ironed some of the kinks out of the FCCA Standard Gymkhana in its initial usage. With Bart McAlister, Mel White, and Al Allee officiating, 22 lads and lassies took their turns thru the pylons in the Douglas Aircraft Co. parking lot at 27th and Pearl Sts., Santa Monica. Harry Hanford showed them how it was done with a very fast 4 min. 17.0 sec., followed in order by Frank Burger, Jr., 4 min. 45.5 sec., Walt Stone 4 min. 51.5 and Lew Robinson 4 min. 52.1. All drove MG-TD's. Betty Robinson was quickest among the ladies and R. M. Laviolette the highest placed guest.

The program was marred only by the recurring thoughts of all spectators and participants, of the monumental task that faces them in conducting the gigantic gymkhana for possibly hundreds of contestants in connection with FCCA National Motor Week, this summer. John Malone will need the services of every last one of us, but it should be well worth the effort.

On April 26th, the Santa Monica Chapter will play host to all Chapters and will present the FCCA Standard Gymkhana.

PEBBLE BEACH ROAD RACES

APRIL 18 and 19



A large field of top drivers will be burning up the blacktop again this year on the beautiful 2.1 mile course at Pebble Beach. Bill Spear and Jim Kimberly are expected, with hot Ferraris, to uphold the honor of the East. Our local talent are grooming their mounts to stave off the challenge. Don Parkinson and Phil Hill will be at the wheels of new XK-120-C Jags. Barlow, Van Dyke, Al Coppel Jr., Jack McAfee, Bill Pollack and all the rest of the leadfooted gentry will be in there fighting it out.

Saturday, April 18

- 8 A.M. to 11 A.M.—Technical Inspection for Novices and Formula III.
- 11 A.M. to 2:30 P.M.—Technical Inspection for cars competing Sunday.
- 11 A.M. to Noon—Practice for Novices and Formula III drivers
- Noon—Drivers Meeting for Novices and Formula III drivers.

- 1 P.M.—Novice Race—The Cypress Point Handicap.

(This event may be run in two heats if entries warrant.)

- Formula III race—10 laps—immediately following Novice Race.*

- 2:30 P.M.—Practice for drivers competing Sunday.

Drivers Meeting for those competing Sunday immediately following practice.

*Single seater cars with up to 750 cc side valve or in line overhead, or 500 cc with hemispherical head engines, will be considered Formula III.

Sunday, April 19

- 1 P.M.—100 Mile Pebble Beach Cup. Cars up to and including Class F, Supercharged.
- 1 P.M.—100 Mile Del Monte Trophy. Cars in Class E through A inclusive.

International F.I.A. Sport Car Classes

A—over 8,000 cc	E—2,000 to 1,500 cc
B—8,000 to 5,000 cc	F—1,500 to 1,100 cc
C—5,000 to 3,000 cc	G—1,100 to 750 cc
D—3,000 to 2,000 cc	H—750 to 500 cc

TRI-COLOR RALLY

By Bill Happ—Long Beach

With those "little foreign cars all over the place" this Chapter's rally took off from Long Beach in all directions and wound up at Oxnard. Mr. Clayberg, owner of several antique automobiles, very graciously escorted our group through his collection. There were so many cameras observed it was difficult to tell if we were an automobile club or an enthusiastic camera club. (*Why didn't these enthusiastic camera fans send glossy prints, with descriptions, to Exhaust Notes?—Ed.*)

Rallymaster Carl Chamberlain, blessed with sunny California weather assigned each of the 32 cars a color—red, white or blue. The routes of the various colors were followed by seeking out the answers to questions. Lee Owens vows he will henceforth gather enough energy to get out of his Simca when counting coin slots at ice houses.

Following the route to answer questions and maintaining a low mileage on the odometer increased the count of gray hair in this club by several score. From the first check point near Malibu we took off into the hills. Using all gears on the winding hilly roads, we struggled with slide rules and steering wheels, hoping the next check point would appear at a time our average speed was correct. Then with two more check points and speed changes we arrived at Oxnard.

This was an excellent rally thanks to the planning and enthusiasm of Carl Chamberlain, Howard Johnson and Ken Cox. Degnitely one of the finest rallies yet held by the Long Beach Chapter.

WINNERS WERE: 1st, Gill Smith, MG; 2nd, James Carroll, MG; 3rd, Bill Happ, Hillman; 4th, Gary Seely, Austin; 5th, E. K. Bartlett, Hillman.

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SAN FERNANDO VALLEY CHAPTER ELECTS GOVERNORS

The new Board of Governors for this chapter is as follows: Perry Peron, *President*; Jack Dorsett, *Vice President*; Kay Dorsett, *Secretary*; Mitchell Rabinchin, *Treasurer*; George Baker, *Entertainment Chairman*; Robert Beck, *Trophy Chairman*; Earl Cowden, *Rally Chairman*; Bill Levy, *Membership Chairman*; Arthur Said, *Governor-at-large*.

In addition to the above Committee Chairmen who are members of the Board of Governors, the following are also Committee Chairmen: Dolly Levy, *Refreshments*; Myra Jones, *Publicity*.

The monthly news-letter of this chapter, VALVE CHATTER, is edited by Myra Jones and her able assistants, Kay Dorsett, Bob Beck, John Foster, and Earl Cowden. Continental Tire Kit Co., on Riverside Drive between Los Feliz and Glendale Bldvs., will give a substantial discount to FCCA members.

ANNUAL SNOW RALLY

By "Stu" Berry—Oakland

Rain, sleet and snow failed to halt the annual snow rally. The tour consisted of some of the most rugged terrain yet covered by this Northern California group, as it kicked off its first event of the year.

Starting in San Leandro and wending its way to the Banta cut-off via Highway 50, on to Manteca, Oakdale, Sonora, the rally finally ended up at Jamestown, the picturesque little mining settlement nestled in the fabulous Sierras.

The event found 28 cars participating, with Bob Fish in a brand spanking new Austin Somerset winning the first place award, Glenn St. Louis in his competition-wise MG placed second, and a tie for third place went to "Woody" Soanes in his Morris Minor and "Doc" Wilson in his beautiful Jag XK 120.

Vice President "Buzz" Schmidt and his co-workers, Ray Asmussen and Chuck Britt deserve all credit for the success of the year's first big event. Those serving as checker and starter were Vern Williams and Glenn St. Louis.

Lorry Grube, in a special drag race for small light sport cars held at Lodi, placed first with his MG with a time of 57 miles per hour. On a Sunday following this event Bob Edmonds, in his special MG, outpaced the pack in a drag race and took a first.

NAVIGATOR WANTED

By Anonymous Mamma

It all started the day we drove by a light car sales room in Hollywood, and Papa decided, with the gentle persuasion of one John Foster, that he *would* have an Austin. Gone were those pleasant Sunday afternoons when we would drive around Griffith Park in our Ford and I would sit back and do a few rows of knitting and we would stop and admire the view. Happy far-off days . . .

I can remember the day he came home with the news that John and Glen had opened a place on Glendale Avenue selling cars, and they thought it would be a good idea to have rallies on Sundays.

"What's that?" I asked innocently.

"Well, we all meet and go some place for a picnic. All those folks who have Austins and such."

It sounded like a nice idea. I visualized a few of us having a nice spot of tea in some picnic place and then some pleasant chatter and bit of knitting whilst the men talked cars. Dreamer.

It started innocently enough by all going in convoy up to Crystal Lake but then the boom was lowered and the next time . . . I took a deep breath when I heard the news.

"We are going to some place and have to keep to a speed average. So you watch the speedometer and tell me how many miles per hour I am doing and if I go too fast, work out how slow I am to go, to make up for it later."

It all sounded easy, but I was quite bosseyed by the time we reached Bouquet Canyon. I got no knitting done nor did we stop and admire any views. At the end of the rally we were at the bottom of the list, and much was the disgust I incurred.

I had my troubles . . . "Turn south at the next intersection," said the paper. I twisted my head to find south. The sun? Oh right overhead of course. How does one figure out the south when the sun is overhead? Well of course (*says my Grand Old Man scornfully*) the sun is never overhead in California." By this time we have sailed right past the intersection. So back we go and there and then I get my lecture how to find out which is north and south (*I still can't tell east from west unless the sun is rising or setting*).

But I have learned to tell right from left without resorting to imaginary writing. However, the day he pushed a slide rule in my hand was the day I almost gave him arsenic in his coffee, and the last blow was the day he presented me with the calli something or other. I never have got its name right. You twist the wheel of this cardboard thing and it tells you the speed you are supposed to be doing. I gaped at the darn thing and almost crowned him with it.

"Now, (*says he quite optimistically*) we shall win a cup."

Brother, I thought, if we win a cup I shall have it gold lined!

We set off one fine Sunday with this calli something or another in one hand, the pencil and pad in the other hand, compass in the glove compartment, map on my knee, papers from the starter in my teeth.

"Which way?" hisses he dashing out into the road. "Follow that MG" hisses I back and away we go. And the fun starts.



WIND WINGS

Top-down weather makes wind-wings a *must* for your MG. These wind-wings are highest quality, made from either clear or colored Lucite with heavily chromed brass fittings.

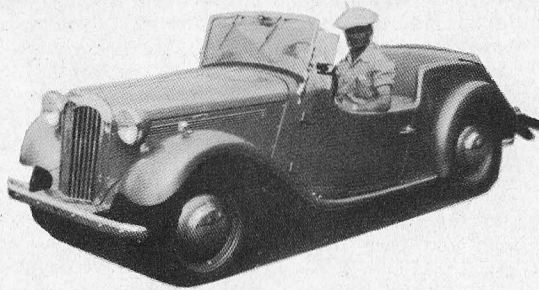
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I look at the gadgets we have arrayed beside me to win a cup. I vow I shall *buy* him a cup for his next birthday. All this and rallies too is not worth it. But the map, pad and calli something or another slips to the floor, the papers I sort (*hoping the MG in front won't go too fast*) and away we go. Off for another day of fun and games! So far we have had three divorces, umpteen murders and the usual Sunday rally fight.

My better half solved the navigator problem of following the car in front instead of taking my advice, so we ended up by trailing a Hillman into a private driveway. They were probably calling on Aunt Hilda for tea or something. So were a lot of the Glendale club! There are others who look a lot brighter than I do with their calli something or others, but it makes me think when they follow *us*. I thought they all were such a brainy lot!

Now I am home from today's rally. Oh yes, the G.O.M. and I *are* speaking again. I have lost him and the car so often today that I could lead a rally on places where you would get lost. Some of the places were nicer than the route they gave us. We went through turkey farms and

orange groves, which were good to drive into but not at all easy to get out of.

I have vowed again the same: vow I have been vowing since I went on the first rally . . . that today's was my last! So the position of navigator is open. I think that in the future, I shall drive my own car. I will also need a navigator. It's simpler to drive. All you have to do is bawl out your navigator and keep your foot on the gas pedal.

Wonder when the next rally is and where. On second thought maybe I should go with the G.O.M. and see that he does not get lost!

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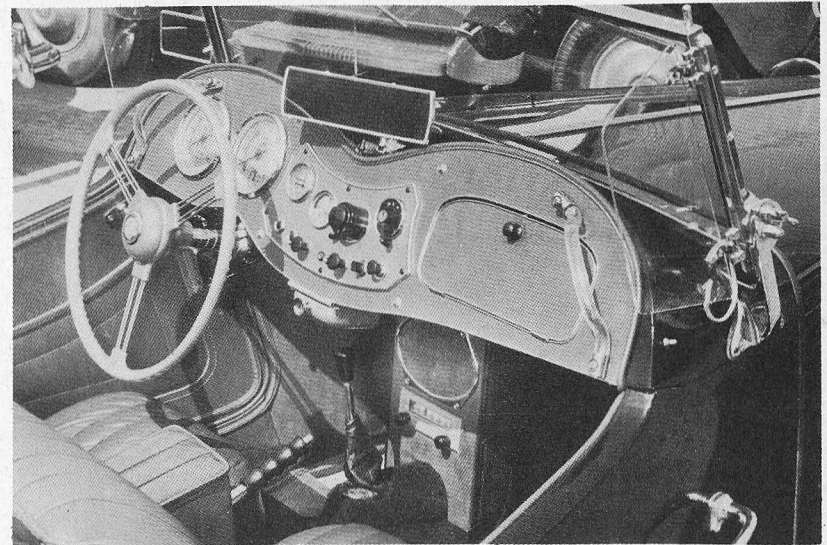
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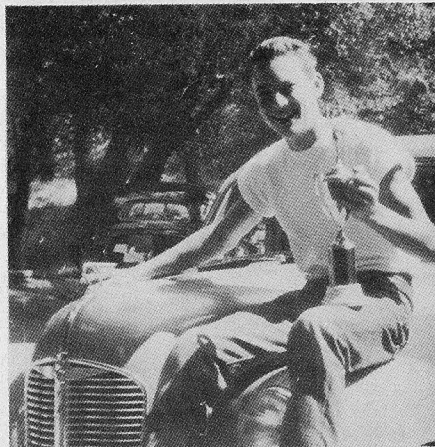
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FLASHBACK

Sunday, August 6th, 1950, the first Four Cylinder Club Rally went to Crystal Lake. No competition was held. It was just a trial run, but it was a beautiful day and about 15 cars turned out.

Sunday, September 10th, 1950, the first timed competitive run to Bouquet Canyon, etc. The first FCCA trophy was won by Warwick Gregson with Phyllis Gregson as navigator. The prize, a cup, inscribed and presented by Foster & Fancher, Foreign Cars, Glendale.



Warwick with his cup, squatting on the fender of their Austin A40 Devon, and wasn't he proud!

He is now in U.S. Air Force (A/B W. K. Gregson, A.F. 19464678, Flt. 59, 3285 B. M. T. S., Parks A.F. Base, California) and welcomes letters from club members.

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SPORTS CAR SHOW AT LONG BEACH VETERANS HOSPITAL

By J. Pares and C. Chamberlain — Long Beach

Sunday, March 8, was a history making day for FCCA and the Long Beach Chapter, with the holding of a Sports Car Show at the Veterans Hospital. Carl Chamberlain of the Long Beach Chapter FCCA came up with the idea, and Walt Masters Chairmanned the event. Walt says his primary assistants were Bob Quinn, in charge of marshaling; Bob Hall, who took over the Concours; Carl Chamberlain and Glen Hostettler, publicity; Lee Owen in charge of gathering the bed-ridden patients for the festivities; and Jim Carroll who handled the legal problems involved.

At two o'clock in the afternoon, 53 foreign cars assembled at the Long Beach State College parking lot. From there they paraded slowly through the grounds of the hospital escorted by two motorcycle police officers. This procedure enabled all bed patients (*who were unable to leave their wards*) to get a good look at the array of fine cars. After the parade the cars were assembled in Concours formation in a roped-off area. Wheel chair and bed patients were then rolled around the display. (*Thanks to the lady FCCA members for bed-pushing.*)

From 3 o'clock until 5:30 the cars were inspected by the vets. The drivers stuck by their cars and answered multitudes of

questions thrown at them by the interested patients. Then a committee of vets took over as judges for the Concours d'Elégance. The overall winner was Bock Lockness' beautiful black MG-Td, followed by Perry Peron's Lea-Francis, Dick Alley's Volkswagen Bus, Jack Bennett's MG-TD, Don Crisswell's MG-TD and Phil Curry's Nash-Healey. Other entrants were: Porsche Coupe, Riley Drophead, XK-120, Alvis Drophead, Allard J2X, Rolls Royce Silver Dawn, Jaguar SS-100, Alfa-Romeo Gran Prix, Siata Gran Sport, and the usual swarm of MG-TC and TD's.

Following the awarding of the trophies, the hospital served sandwiches, cake and coffee in the recreation hall, as a prelude to the evening show. Color movies were shown of the Monte Carlo Rally, and of the 1952 "500" at Indianapolis. Following the movies, the Indianapolis winning team was on hand in person—J. C. Agajanian, owner of car #98, Clay Smith, wizard mechanic who prepared the car, and lead-foot Troy Ruttman who won the race with a new track record of 128.92 mph for the 500 miles. They gave a brief talk on the last "500" and their plans for the coming race. A brisk question and answer period followed, and lights-out time at 9:30 came all too soon.



Photo by BOB HALL