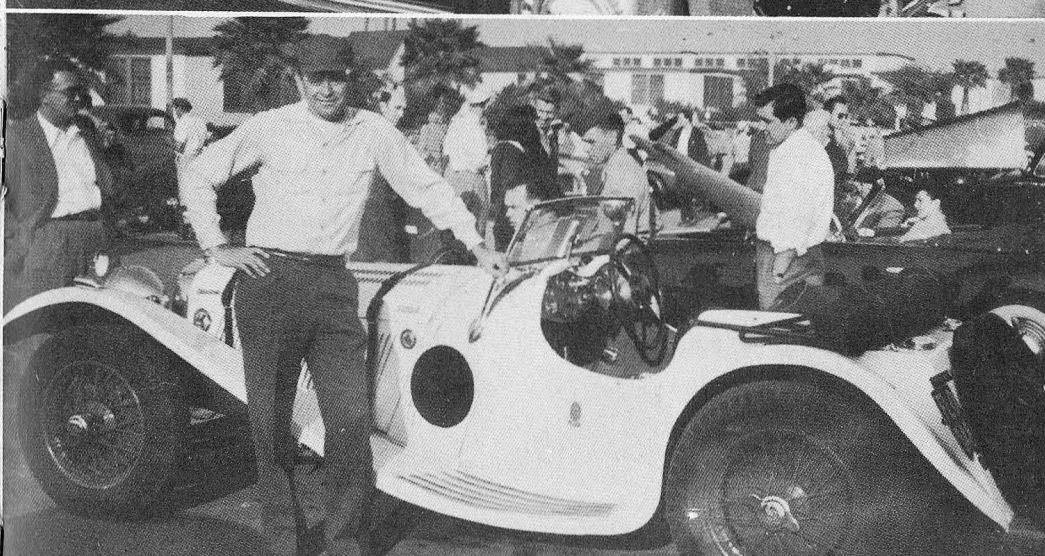


FCCA AT VETS HOSPITAL
 These pictures, and the one on the cover, were taken by Glen Hostettler of the Long Beach Chapter. The car in the middle of the right hand page is an SS-100 Jaguar.



TURNABOUT RALLY

By Fran Brabo—Santa Barbara

Leaving the breakwater in Santa Barbara at one minute intervals, the entrants progressed to, and traveled northward on Hwy. #101 to the summit of Nojogui grade, then deviated over a particularly curving bit of country road, where they were joined, temporarily, by a dear old lady in a Detroit product of not too recent vintage, who apparently decided, if *those* cars can do it, I can too!

The cars continued past Alisal Guest Ranch, thru Solvang and Santa Ynez, then returned over San Marcos Pass, new and old, to the finish and a picnic at Tucker's Grove.

A usually reliable check on one's self in any rally is an occasional glimpse of the car ahead of you which started out just before you, and the car behind, which started just after you.

However when a particularly sly rally committee, in this case, Don and Alma Clawges (*Singer 1500*), Clair and Betty Tellefson (*Skoda*), and Ted and Del Cheney (*Minx*) decide to give each car a

different average speed, and vary it in each leg, and not tell the contestants, no end of confusion results.

Warning to let's-do-it-too designer-enthusiasts: This procedure is guaranteed to produce driver/navigator verbal duels even amongst those couples who think more endearingly of each other for not yet having been joined in matrimony. I can prove that statement!

How does one know how to figure, when the guy that started behind you suddenly wishes by as if he didn't want to miss a fire that is about to start; then on the next leg he is being passed by butterflies?

At the coffee stop when you check with one or two of the usually reliables, their ETA for the next leg—computed from starting time—is nothing—but nothing, like yours.

Do you sit back, relax and have coffee? No! You dash back to your own computations, figure like mad, then bellow to your beloved navigator about getting under way. She gives you a I-was-just-beginning-to-enjoy-this look and resignedly drags back to your vibrating little monster.

Top off all this with a beautiful sunshiny day in February, and conclude with a bang-up wiener roast, and you have the ingredients for a most successful rally.

Certainly one which will be talked about for long: "No wonder you went by me like a bomb!" "Couldn't figure out why you were going so slowly," etc.

Ignoring all confusing elements, Colin and Marianne Clare, *MG-TD*, toured the course with only a 2 min. 6 sec. error to win first place. The W. A. (*Winning Always*) Andersons, Andy and Grace, *MG-TD*, took second place with a total error of 3 min. 22 sec. chalked against them. Attempting to capture second place, but placing third with an error of 3 min. 25 sec. were the still speaking team of driver/navigator, Fran Brabo and Cathy Saunders, *MG-TD*.

PLAN TO ATTEND

FCCA MOTOR WEEK

COMING EVENTS

April 18-19. Pebble Beach, Calif.

Road races sponsored by the SCCA, San Francisco Region.

April 26. Santa Monica, Calif.

Tentative date for Gymkhana. All FCCA Chapters invited to participate.

April 26. Glendale, Calif.

Rally—The Goat and the Gazelle. Call Linda Lockwood, CL 7-9312, for reservations (\$1.50 each) for Italian dinner after rally.

May 1. Burbank, Calif.

A 24 hour rally sponsored by the Lockheed Sports Car Club.

May 3. Phoenix, Ariz.

Road Race at Luke AFB. Sponsored by Phoenix Chapter FCCA, and Sports Car Club of America. Entry forms from FCCA Headquarters, Glendale, Calif.

May 17. San Fernando Valley, Calif.

May rally. Contact Sam Bowerman, S.F.V. Chapter, FCCA.

May 22-24. Glendale, Calif.

Weekend Rally to Boulder Dam—side-trip to Las Vegas for expense money!

May 30-31. San Francisco, Calif.

Road Races, Golden Gate Park. (Tentative dates.)

LOCKHEED SPORTS CAR CLUB 24-HOUR RALLY

Open to members of all sports car clubs and to unaffiliated owners of foreign or sports cars. Each car *must* contain two (2) operators with valid driving licenses.

Starts Friday, May 1st, 9:00 p.m., finishes Saturday, May 2nd, 9:00 p.m. Approximately 600 miles finishing in the Los Angeles area, with 17 hours of driving and 7 hours of rest stops. The Victory Dinner and Award Presentation, Sunday evening, May 3rd, \$2.50 per person including tip and tax.

Entry fee: \$5.00 per car, mailed by April 20th. Post entry of \$7.00 will be accepted until April 27th only.

All entries will be acknowledged by mail and full details as to the starting point (Burbank) and other important information will be sent after April 20th to each owner.

Entry forms now available from Howard W. Frank, 10725 Wilshire Blvd., Los Angeles 24, California.

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BUS DRIVER'S HOLIDAY

By Don Whittemore — Glendale

Perfectly named, the March rally of the Glendale Chapter was a bit rough on amateur navigators. There were no jumbled names, fragments of maps, or weird articles to be scavenged. Covering approximately 100 miles, there were 17 time changes! These time-legs came fast and furious, and ranged from 1.8 miles at 21 mph to 14.2 miles at 38.15 mph. Enroute were 3 hidden check points.

Over thirty cars met at Sears' parking lot in the San Fernando Valley at 8:30 a.m. on a sunny but windy Sunday morning. Checking out at regular intervals, the cars headed in a westerly direction by zigs and zags, past Lake Sherwood, through Hidden

Valley, Potrero Valley, back to Thousand Oaks, then north to Moorpark for a 30 minute coffee break.

Leaving Moorpark in a northerly direction, the route took us through several scenic canyons on good paved roads, with just enough wind-blown sand on the curves for a few fast 3rd gear power-slides! Journey's end was beyond Fillmore in Kenny's Grove where picnic lunches were in order.

RALLY MASTERS: Earl Sargent and Lester Faus.

WINNERS: 1st, Wells/Wells MG-TD; 2nd, Frank/Crull MG-TD; 3rd, Gustafson/Gustafson A40.

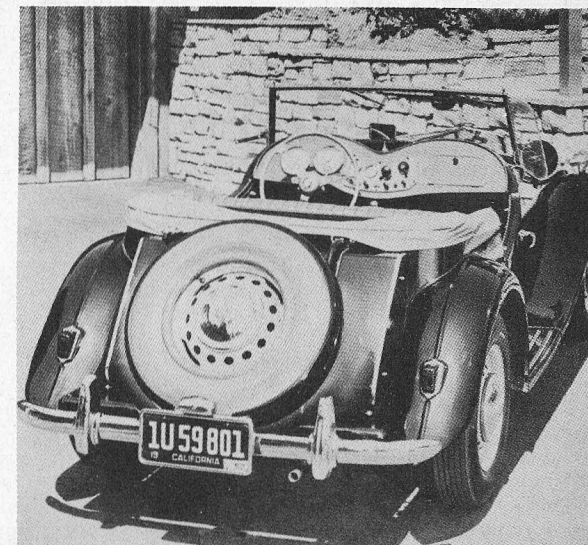
TROPHIES DONATED BY: Mack Motors, Burbank; Ray Kraft, North Hollywood; Jimmy Shaw Wind Wing Co., Burbank; and Hellings Co., North Hollywood.



Earl Sargent and Lester Faus present trophies to Norma Wells, Howard Frank and Dick Gustafson, at the March meeting, as Glen Fancher pictures the event for posterity and Exhaust Notes.

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THE CARE AND FEEDING OF MIDGETS

By Doktor Josef Denker OMG - Glendale

Basically we must approach the arrival of a midget in much the same manner we would any full size offspring. If the parents will realize that in most respects their midget compares quite favorably with those of normal size much heartbreak will be avoided, the the youngster will have an opportunity to age gracefully and healthfully. Remember, though small and perhaps oddly proportioned, she has two perfectly healthy eyes, a well built body, a very capable voice, and four wheels.

Her problem will be as great psychologically as physically and thus we will dwell most heavily on the phase of adaptability to surroundings. It is inherent in all of us to desire the admiration and respect of those around us. Gaining this respect will be no problem for the little one. Physically they are quite capable of staying with all but the overgrown bully type, and you will find that in trials of skill their small size and stability will more than serve as a compensation factor. However admiration will have to be earned and superior performance does not necessarily

lead to this end. My experience has been entirely the opposite with accusations of "foul play" and "show off" actually being thrown at the midget.

Admiration can and has been won by the simple expedient of personal cleanliness above and beyond that offered by frequent bathing. If you will closely examine her hide you will find that the quality is far above that of her brethren. Here you should start.

I do not recommend a great deal of sun. In fact I see no reason for exposure longer than that necessary for going between destinations. Care such as saddle soap or fine commercial leather preparations available will keep the hide soft as a baby's skin while its fuzzier upholstered brothers will wear out from plain usage in two years.

Warmth and protection from the elements will point up care of her little top and side curtains. Presentability will follow hand in hand. Derided by many because of its shoddy look when new the top is actually made of the finest duck available and is far superior to many of-

fered by local top shops. If you will go to the trouble of vacuuming or brushing the dirt from the top, avoid putting greasy tools on it when in the down position, the sun will bleach it out to an even white. When dirt and grease have made a splotchy mess of the top the only cure is drastic bleaching with the possibility of weakening the fabric. This will also necessitate removing the top material or the top and frame. A particularly unrewarding task due to time involved and shrinkage.

The clear material in the side curtains is quite delicate and demands extreme care when stowing in the compartment so provided. If you wash them (don't dry dust) do not dry in the sun. They will check, turn yellow, and in addition to impairing vision they will become extremely fragile. Enough plastic replacement material can be purchased for about six dollars, but it, too, scratches easily. It does have the advantage of not disintegrating under water and sun.

The good doktor has said it before and says it again. Don't use a dry rag on her tender skin. She has a pretty fair paint job, but the gloss can be scratched away in a year.

The rivets serving as pivot points on the top supporting frame will chrySTALLIZE and snap occasionally. A light application of lubricant deters this.

If you have got one of the priceless Midgets with wire wheels you'll find that a concentrated solution of detergent, and a paint and tooth brush will make short work of that grease that accumulates on the spokes. Just dab it on with the brush, hub hard with the tooth brush and hose off. While you're at that give your tires a quick going over and the area around your grease fittings. But do remember that if a detergent removes petroleum deposits from the outside it can do the same for the inside. Give those nipples another shot of grease when through.

Detergent can also be used on the outside of the engine with a fair amount of success, but commercial preparations are faster. Beware though, wise guys say this will damage the covering on your wiring. You should be wiping it regularly anyhow and avoid all this mess. And if she doesn't start off the next day check the distributor for water. You may have a quarter of a cup of water, or possibly just a dry rag wipe of the inside of the cap will start you on your way.

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That grease on the rear wheel spokes may be a barometer indication of high grease content on the brake lining due to leaky grease seals, while in turn leaky grease seals may mean, on the TC model, that you're using 90EP grease in the rear end instead of 140EP. Bother your lube man about this. And if you don't want grease on the rear spokes do what the old timers do. Stuff a cork or a rag in the hub.

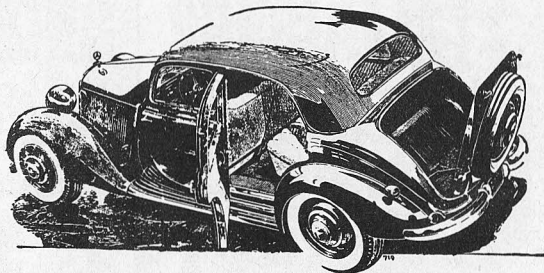
Is she wetter than you think proper? Check the rubber boot around the brake and clutch pedal if your ankles get a surprise dousing now and then. Another leaky spot is the boot on the fire wall around the steering post. Your wiper motor may get water in it, too. Just remove the shell and pour.

Do her doors droop? Do her friends lean on her doors? First eliminate her friends then check the hinges for tightness and don't go hog wild unscrewing anything unless you are prepared to rip out part of the upholstery. It really isn't a hard job, just time consuming. Well if the tightening of nuts and bolts don't seem to do the job try shimming. That's merely the readjustment of the placement of the door hinges by placing metal, wood, or other

hard material between the hinge and the door frame. The toughest method, but probably the right way is to remove the door, fit it in the frame the way you think an MG door should fit then notice the relationship of the hinge to the frame. You can then reset screws or shim as needed. But some doors are near hopeless. That's from the warping of the wooden structure inside of the door. An eager afficianado will steam the frame to proper position then weight and wait overnight. Still won't be a permanent cure claims a body man that uses this method.

Those silent latches on the door could be part of the trouble. Try a colorless lubricant on it. It may make an amazing difference. And if the door is sagging, but you're too busy to get into a major hinge operation, then try undoing the latch and switching a few washers from front to rear or rear to front. In most cases this makes a good temporary repair.

If she's real new to you you won't know that dirt collects under the rubber weather stripping across the bottom of your windshield and grinds away paint. Some owners tuck this back under the windshield toward the cockpit, while others make a



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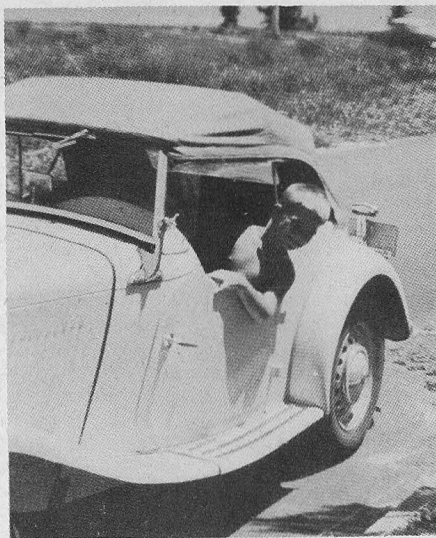
(at Warner Bros. Studio)

KEENAN WYNN

point of cleaning under there every day, and it just about takes every day.

Maintaining the Midget in Concourse trim takes grim determination, and to the mind of many, some of the fun out of using the little car. For instance that floor covering won't stand up under feet. We suggest rubber pads. If you put seat covers or blankets over your leather you ain't living, but it's done. Extra years can be gained out of the leather seats by adjusting the squab so that it doesn't press down on the seats. This will be a daily project though.

Now, do you see why she should have a tough time when she goes out in the world? She's prettier than most, real peppy for her size, and from the rear—well she and Marilyn could have gone to the same finishing school.



A future FCCA member, Calvin Campbell, West Palm Beach, Florida, age 7. His preference among cars is the MG. He can start the car and shift gears—just can't quite reach brake and clutch pedals. Will wash your MG for a fast ride!

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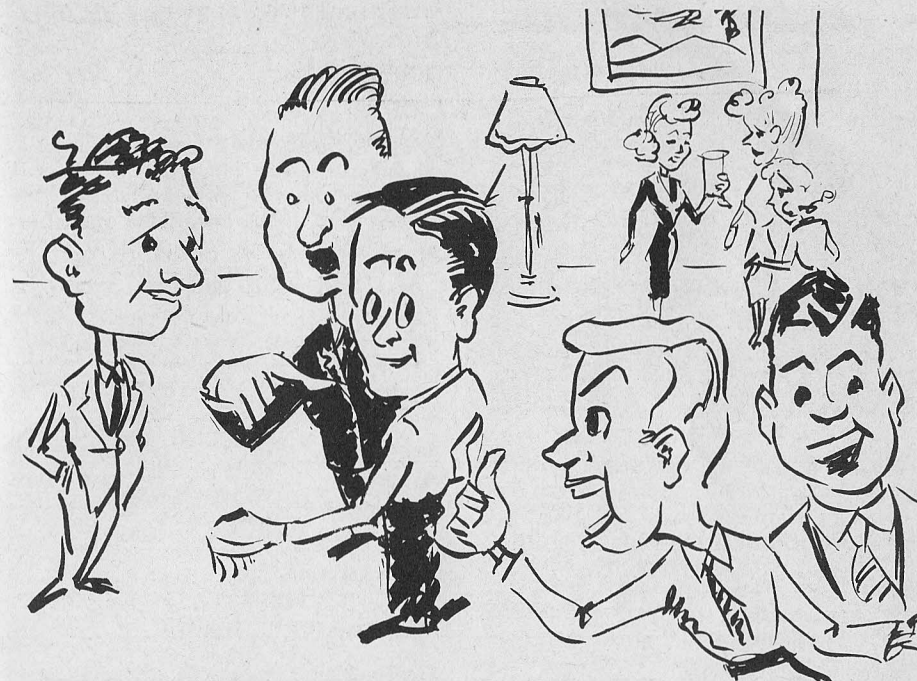


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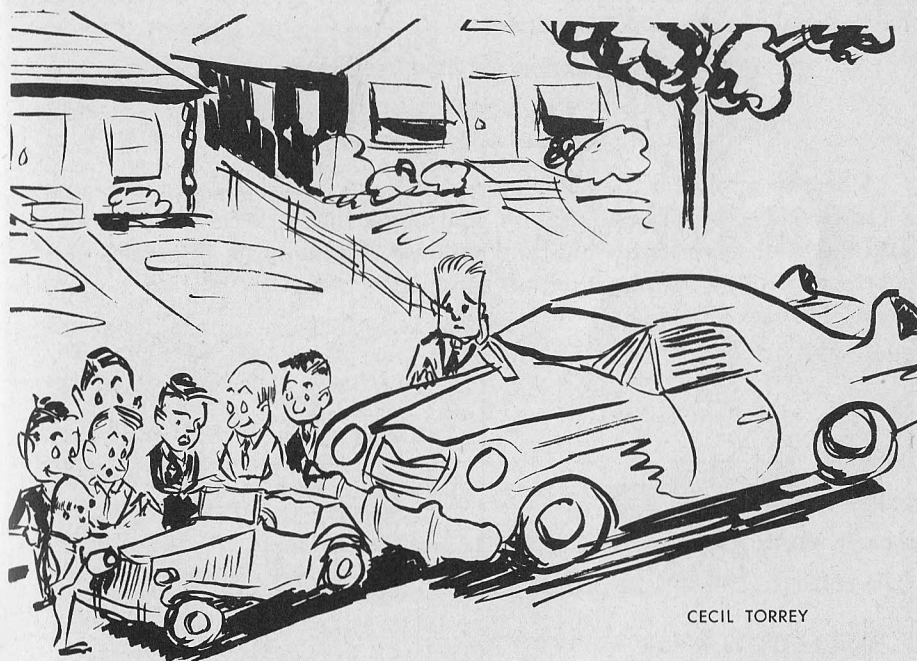
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Please Print:

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Please Print:

Name.....Number.....
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City and State.....
Name of Auxiliary Member.....
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GOOD NEWS FOR MEMBERS

Those of you who have been a little (??) slow with your ten bucks for memberships for the calendar year 1953 will be glad to hear you've had lots of company! So at the last meeting of the National Board of Directors a change in policy was made. Your membership year now starts from the date your application and check are received by your local FCCA Chapter. No short term rates any more . . . a full 12 months for 10 bucks. Use the forms at left . . . there's an extra for that procrastinating friend of yours, so sign him up!

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SATURDAY NIGHT PARTY AT PEBBLE BEACH

The Pebble Beach Sports Car Club has made arrangements for FCCA members to meet *their* members and, at the same time, have a good feed on Saturday night April 18. They have reserved the recreation hall at the Mission Ranch in Carmel. A buffet supper for the reasonable charge of \$2.00 per person will be served. If you will be footlose that evening, by all means get over there! The PBSCC will appreciate your notifying them *in advance* so there will be enough chow for everyone. Send your letter, postcard, etc., to Al Wintringham, Secretary, Pebble Beach Sports Car Club, Box 3391, Carmel, Calif.

HOW TO WIN FRIENDS . . .



Photo by GLEN FANCHER

At every meeting of the Glendale Chapter one person always takes over all the nuisance jobs, and does them quietly and efficiently. We members come to talk, not work, and we keep one eye peeled so *we* won't get tagged—so we have seen what goes on, Jack Elliott. That's why at the March meeting we unanimously voted you a year's free membership and a 3" badge for your Austin 8. Happy Motoring!

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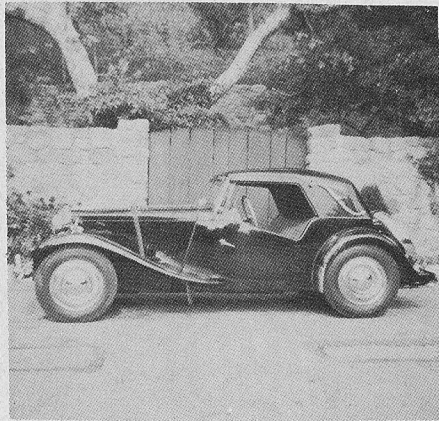


ROVER • SUNBEAM-TALBOT

tran SPORT ation

By Fred Usher

To the casual observer the great increase in the number of foreign cars seen on our roads must be rather difficult to explain, even though most of the owners of these vehicles, when questioned can give many valid reasons why this development has taken place. While most American car-owners spend a great deal of time discussing the relative merits and demerits of the various makes available to them, this great debate is carried on in the very unobjective atmosphere of personal prejudices supported by evidence gleaned from vividly colored advertising campaigns. Fortunately, a minority pursue their interest far enough to discover some of the underlying basic realities, and are consequently



This beautiful MG-TD, owned by Lee Flynn, Westwood-Beverly Hills Chapter, won a trophy in the Concours d'Elegance at Palm Springs.

better able to evaluate the contemporary product, relative to the existing technical possibilities, current aesthetics standards, etc. In search of a more satisfying car and partly out of protest at what Detroit has to offer, this minority finds more merit in the products of foreign automobile makers. To some extent this has always been true, but does not satisfactorily explain the greatly increased interest in foreign and sports cars following World War II.

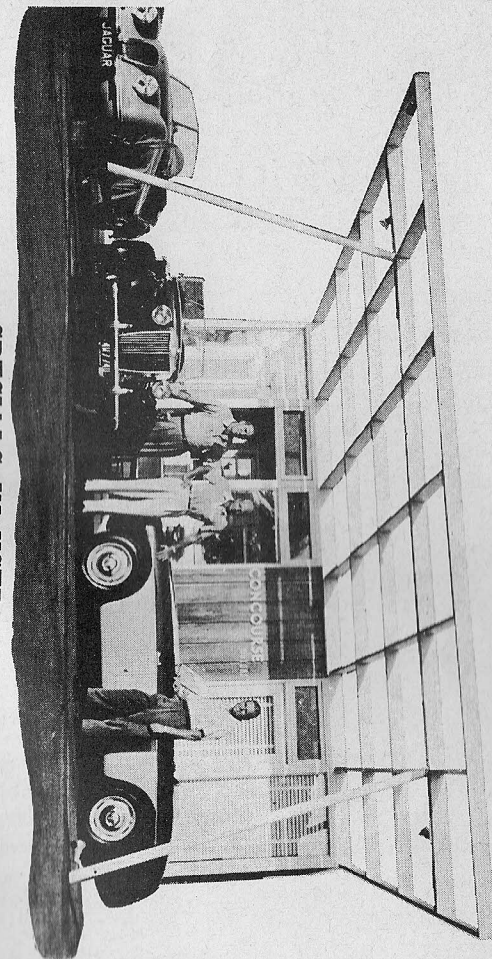
To reach an understanding of this situation, we must consider the automobile from the broadest standpoint, primarily as a tool of modern man, and secondarily as a further means for his enjoyment of life.

It is an inseparable part of all our activities, viewed either from the part its production plays in our national economics as one of the major consumers of man hours and basic materials, or from the standpoint of sociology and anthropology which consider the automobile one of the major influences on contemporary human behavior. As trite as it is to repeat the statement, it is important to understand that the automobile is a necessity and aside from any other considerations it should first provide transportation with the emphasis on low initial cost, reliability, economical operation and maintenance, and be capable of safe operation by those who are given the license. The secondary aspect, and one which developed side-by-side with the concept of efficient transportation, is that of the car for avocational enjoyment, that indefinable object, the sports car.

Having approached the subject from an overall viewpoint, we now find ourselves confronted with a paradox which can be simply stated as follows: Within the context of our present engineering knowledge and industrial production capabilities, cars adequately satisfying either basic transportation or sports requirements are not furnished by American manufacturers. Very few think of Detroit when they think of sports cars, but there are probably many who will take issue with that part of the statement which refers to Detroit's passenger cars. However, a representative slice will show the vast majority of Americans driving slightly battered second-hand models, many in chronic mechanical condition. When new these cars were merely imitations of the more expensive models of the previous year or two. Mechanical advances are applied very gradually to new models, like the classic Chinese water-drop torture method. (*Slight exterior hints reveal that someday the engine and spare tire will have changed places.*) Operating on the principle of artificial obsolescence, with the main competition taking place in the battle of words, each timid step of progress is accompanied by voluminous ballyhoo. As parking problems become more acute, cars are made wider and longer. As gasoline prices increase, expensive research is conducted on experimental cars with engines of greater fuel consumption.

(Continued in next issue)

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