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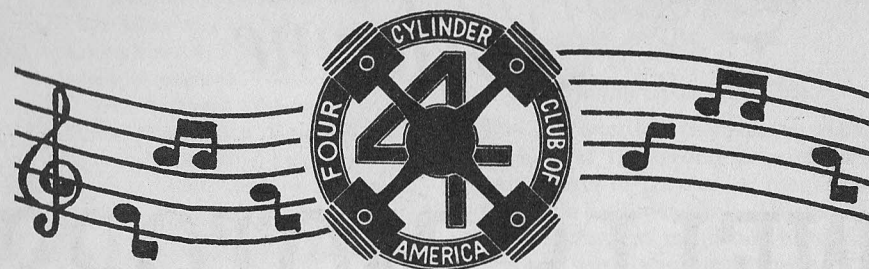
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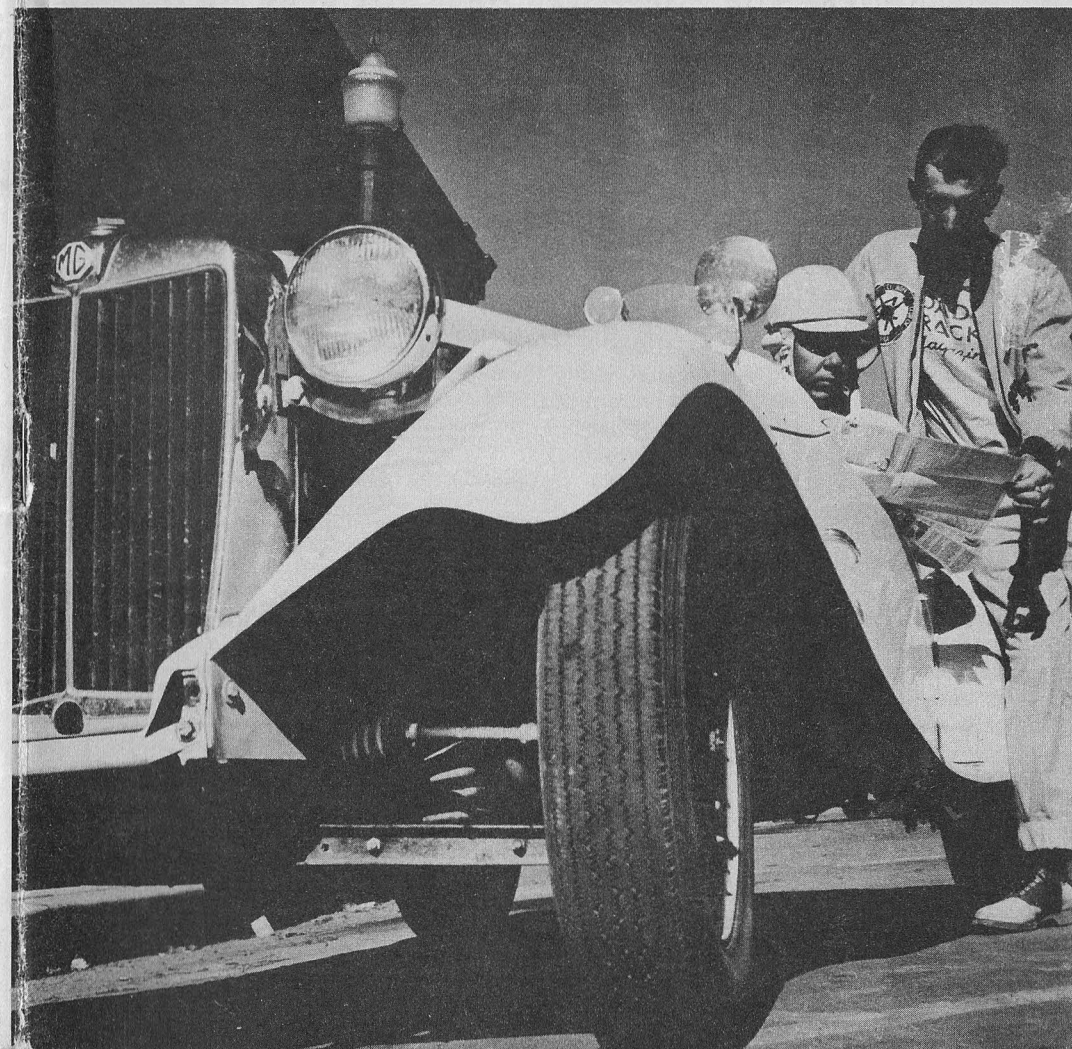
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EXHAUST NOTES

William Cochrane — *Editor*

EDITORIAL STAFF

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EDITOR'S PAGE



William Cochrane, *Editor*

The first words of this column mark the opening of the second issue of our valiant efforts to produce a magazine for the Four Cylinder Club. This issue will be the toughest in all our history. The first one was a smashing success... well received... top hole... and all that. Now everybody is looking forward to the second issue. They expect it to be at least as good. They all are telling us how to improve it. Nobody wants to volunteer to help make it get to the printer. Everybody wants to write articles on how to drive a road race. See what I mean?

And to top it off the editorial staff has gotten the silly idea that the magazine ought to be... BETTER!

In one fell swoop we have to satisfy everybody and break down the stubborn pride of the editorial staff to the point where the third issue will be "fine just the way it is and I wouldn't change a word of it."

This year is election year and the FCCA is no exception. Committees are forming all over the place. The garage at Angell Motors in Glendale has a quorum in every corner. Ain't it fun?

EXHAUST NOTES has been handed a small axe and a portable grinder from the shop. So to work. This club started out as a means of holding together those few insane persons of normal income who found they could afford to drive a *foreign car* on odd Sundays. Our collective madness has grown to the point where we include those conservative breeds of idiots who are certain that they can drive RACE CARS on odd Sundays. So, the few maniacs who fostered the club (sorry, John, those puns do creep in) have got to rear back a little and consider whither we are withering.

EXHAUST NOTES is going to take the fuddy duddy attitude that anybody who thinks he can drive like Tartuffi and that

Continued on page 30

PRESIDENT'S COLUMN

By John Foster

The meeting held September 20 at Grif-fith Park Manor was a slightly hurried affair for a very harassed John Foster who left the following evening for Eng-land.

Here are a few impressions of an exiled Englishman's return to his native coun-try: First impression, My God! Look at all the English cars! I stand in awe, oblivious of people and things material and cannot take my eyes off the road where I see thousands of such eye open-ing heavenly objects as Bentleys, Rolls, Lagondas, SS, 1½ litre Jags, Magnettes, Allard Sedans, Renowns & Mayflowers, Healeys, Riley Monacos, Talbot Lon-dons, Austin Sheerlines, A-90's, A-70's, A-80's, and Somersets . . . everywhere.

It is very apparent that the reason there are so many cars on the highway is that their owners have kept them immaculate. The pre-war cars still look and smell new. My hometown, South-port, is thick with Bentleys, Rolls, Sheer-lines, Daimlers and Triumph Renowns, many of them chauffeur driven. Saw a beautiful Lea-Francis Saloon . . . just like Perry's at front, like an A-90 side view, with the back like a Sunbeam-Talbot. Allard Sedan is better looking than its photos, beautifully small and massive. Most cars look out of place to me here except the Sheerline, Bentley, and Triumph . . . which look so typically . . . and beautifully British. The Vauxhall looks very American . . . and very nicely appointed. The Consul-Zephyr looks much larger here; Austins of all sizes are used everywhere as taxis and by far out-number all other makes. The buses and coaches are far more streamlined and modern than their American counter-part. Lots of MG coupes and sedans, few TC's or TD's. Few U. S. cars . . . all look cumbersome and goey and out of place. No used car lots!!! Only five or six used cars on showroom floors . . . all look like new regardless of age . . . even under-ways polished. Lots of Bond Minicars;

I can pick one end up . . . one hand — really small, wheels size of lawnmower wheels! News of a totally new Humber Hawk and Sunbeam Talbot to be shown at London Show. Somerset Station Wagon is a knockout, would sell in U. S. Jaguar most respected car in Britain today. Lots of Javelins, few Jupiters. Owners say terrific but must do 3,000 miles under 45 mph, then they perform like a bomb. Wire wheels everywhere on every make of car. Car badges every-where . . . I'm bringing back a prized possession of R.A.F. car badge (*my old outfit*). Have picked up some swell books on racing, rallies, and tuning that all FCCA members will want to read. Only three car dealers in my hometown of 100,000 population!!

No drive-ins! Roads are very much narrower, but nicely surfaced. Women police on traffic duty! Traffic very much slower in city than in U. S., but they go like bombs on highway, lots of changing down for braking . . . even on buses. Will be visiting Austin, MG, Jaguar, Daimler, etc., in next day or so and will report on things new or impressions.

For now, Bye and all the every best.

I DON'T MEAN TO BE IMPUDENT, SIR, BUT I WASN'T SPEEDING.
— IN FACT, I WASN'T DRIVING



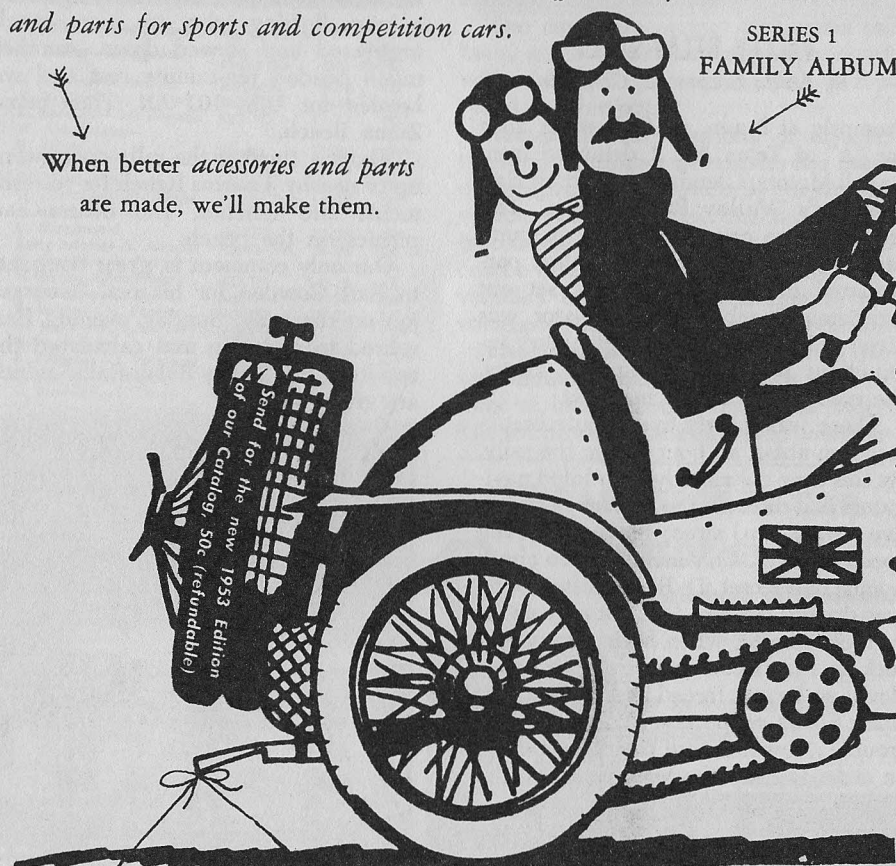
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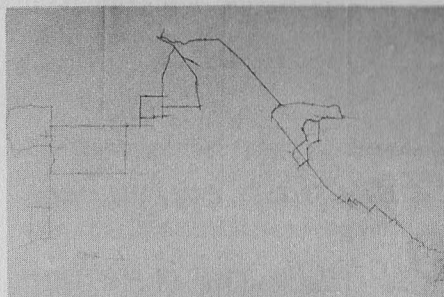


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*Jack and Jean Burkhard touring
the Balkans, shortly before the assasin-
ation of Archduke Ferdinand.



VALLEY RELAY-RALLY

By Linda Lockwood, Glendale

Promptly at 8 a.m. on September 28th car "A" of Team No. 1 departed from Angell Motors, Glendale, to lead off Earl Cowden's "Valley Relay-Rally." Ten teams of five cars each and two more cars, whose drivers and navigators participated individually, bravely set out for Zuma Beach. Each navigator was given a LONG sheet of preliminary instructions before checking out. To us, the navigators, it was madness.

There was a forty-five minute break-fast stop about an hour out on the rally. By this time the already befuddled navigators had directed the drivers on thirty-five (count 'em) street turns and seven speed changes. This included two check points, one secret. D. R. Gustafson, who was driving car No. 1-A, got only as far as McBroom St. when he had very bad luck and his steering mechanism broke down, so he was forced to drop out. The black Simca coupe also had mechanical trouble... even before the rally started. In order to keep the team intact and in

the running Dave Frazeur went home and got his other car, though not a four cylinder model, and finished the rally with much applause.

Part of the route led into Box Canyon where the terrain is extremely rocky, very dry, and there are only a few dwellings. A marvelous road for sports cars! One of the members of the religious retreat up there told us to "slow down." Because he had a full beard and wore a long, flowing robe, we were much impressed and slowed down. Another much needed ten-minute rest and we headed for U.S. 101 Alt. Then came Zuma Beach.

About a third of the rally-goers went up to nearby Trancas Ranch for refreshments and lunches, and others had picnics on the beach.

Our only comment is, great bouquets to Earl Cowden for his real "George" job on the rally. Sunday evening Earl retired to seclusion and calculated the results of his "Valley Relay-Rally" which are given below.



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970 Vine Street, Hollywood
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Winning teams were Nos. 4, 7, and 9.

Points	Driver—Navigator	Make Car	Min. Off	Car No.
52	J. Martin—M. Martin	Hillman	9-36	1D
51	M. Whited—M. Whited	MG-TD	9-46	1E
50	A. Harkless—Doc Denend	MG-TC	11-17	9D*
49	W. Lamoreaux— D. Kober	Singer	11-30	7E*
48	H. Shaw—Alice Shaw	MG-TD	11-48	4D
47	Roy Test—Mrs. Test	Hillman	11-52	7D
46	G. Lockwood—D. Albee	Austin Sp.	12-57	3B
45	J. Macdonald— D. Macdonald	MG-TD	15-32	5B
44	Betty Adams—S. Adams	Austin SW	16-39	10B
43	H. Frank—Lois Steiner	MG-TD	17-30	9A
42	N. Berry—Eileen Berry	MG-TD	18-30	4B
41	H. Hackney—J. Barr	Jupiter	19-24	3D
40	R. Rebber—N. Rebber	MG-TD	21-22	2C
39	G. Krull—W. Schmitt	MG	21-32	9B*
38	Bobby Adkins—J. Leither	MG	21-55	6D
37	R. Peterson—J. Peterson	"Y" MG	23-21	9C
36	J. Martin—G. Loucks	Singer	23-45	7C*
35	R. Shotwell—L. Stone		23-51	4C
34	W. Swanson—M. Maizuss	Austin	24-02	6C
33	B. Tabor—D. Stanton	Crosley	24-19	4E
32	R. Walsmith—T. Berkey	MG-TC	24-59	2A
31	H. Peet—Marj. Peet	MG-TD	25-13	3E
30	F. Martin—J. Martin	MG-TD	25-37	5A*
29	Bill Burns—G. Burns	Austin	27-40	2E
28	F. Koepke Jr.— G. Koepke	MG-TD	28-23	4A
27	M. Barker—J. Horner	MG-TD	28-31	5C
26	W. Ferber—D. Allee	MG-TD	28-53	3A
25	L. Robinson— Betty Robinson	MG-TD	29-30	7A
24	S. Kander—Alice King	MG-TD	29-33	5D
23	Bill Morey—Gina Morey	Morris	32-04	2D
22	N. Neumann— Mrs. Neumann	MG-TD	33-58	10C
21	LeRoy Jones—Myra Jones	Singer	34-58	7B
20	K. Copic—J. Rogers	Singer	36-15	6E
19	S. Soltesy—V. Soltesy	MG-TD	36-47	8C
18	Bob Copic—Dick Adkins	Henry J	38-07	6A
17	L. Horn—M. Horn	MG	39-41	8B
16	W. Cochran—J. Morgan	Jupiter	41-04	10A
15	G. Badger—B. Tubbs	MG-TD	42-11	6B
14	C. Daniels—F. Aselin	Jaguar	43-06	8E*
13	R. Hedberg—G. Hedberg	MG	48-49	1C*
12	D. Hutchison—C. Adams	MG-TD	54-16	10E
11	Bob Flanigan—None	MG-TD	54-18	11B
10	P. Dexler—W. Stanton	Crosley	54-54	8A*
9	B. Lieberman—R. Gibbs	Austin	55-39	2B
8	R. Matheny— G. Coblenz	MG-TD	79-45	1B
7	J. Fitzgerald—C. Gano	MG-TD	99-00	10D
1	Dick Gustafson— Marie Gustafson	Austin	MCP†	1A
1	D. Alan—R. Whitney	Morgan	MCP†	3C
1	N. Wells—R. Wells	MG-TD	MCP†	5E
1	N. Tyler—S. Tyler	MG-TD	MCP†	8D*
1	D. Frazeur—G. Frazeur	Simca	MCP†	9E*
1	W. White—M. White	MG-TD	MCP†	11A

*Guest.

†Missed a check-point.

CHECKERS: Curt and Marge Parker, John Orlando, Jim and Irene Gillette and family, Ralph Davis, Bill Preston and family, Jean Burkhard, Perry Perone, Earl and Kay Sargent, Mr. and Mrs. Mel Allen.
RALLY MASTERS: Earl and Dorothy Cowden.

NEW MORRIS MINOR NON-STOP TEST

From The Birmingham (England) Mail.

On the 2.38-mile Goodwood motor racing circuit today, Oct. 9, a new Morris Minor completed 9,000 of a 10,000-mile non-stop run, which started on Oct. 1st at 6 a.m.

The new overhead valve engine is the first benefit from the Nuffield-Austin merger (British Motor Corporation) announced last November.

The car is averaging 45.3 miles an hour, at 43 miles per gallon, powered with the 803 c.c. engine, with a top speed of 65 m.p.h.

Refuelling and changing of drivers, tyres, oil, and other necessities has been done through a specially designed vehicle which "cradles" the test car. It is so devised that any of the four wheels can be lifted and changed although the vehicle's other wheels continue to revolve and the engine continues to thrust.

The driver has to keep his foot on the accelerator to maintain a green light in front of him, denoting the car is under its own power on the non-stop journey.

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A FOUR-CYLINDER CLUB DRILL TEAM

By John Welsh — Glendale

Following is a description of something that has to be imagined. It has never been seen for the simple reason that it has never existed, but maybe the Four Cylinder Club of America could create it. A drill team of four cylinder cars.

A "cop" on a motorcycle provokes hardly more than casual interest, but put twenty of them in a parade, have them wheel their machines through intricate group maneuvers, always with precision, and you have a fascinating exhibition that never fails to please a crowd.

A cowboy on a horse looks good, but when the Sheriff's Posse, or the Long Beach Mounted Police, come by... especially when each rider holds a big flag... the effect on the spectators is a nicely calculated jolt to the emotions. A marine is a marine, but a closely ranked battalion of them is a perfect example to warm a sergeant's heart.

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Why people like to appear in a parade is something I wouldn't know. Men who appear otherwise sane go clear across the country just to march in the heat of conventions and buy expensive trailers just to lug their horses around so that they can ride for all of three or four miles in a parade. Which brings me to the point. How to get into a parade the easy way. And steal the show while doing it.

Picture this: The parade has been good so far. The horses were spirited, the girls were lovely, and the floats were pretty good for amateurs... and then here comes something new, and the crowd hears a sound the like of which they have never heard before. Deep vibrant tones, plenty of color, and the fascinating sight of a flock of things moving as one. Sixteen Four Cylinder cars appear, four abreast and four ranks deep, crawling along in first gear with just a little gunning of motors now and then to let the folks know they're ready. Each one piloted by a driver as erect as a cannoneer on a caisson, each one holding a navigator who now is steadying a staff resting vertically on the running board and topped by the club pennant, each one polished to the nines.

They stop. The pennants come down to the front fenders... all in unison. They let the rest of the parade get well ahead, and then with an almost imperceptible signal, the flags go up and the right line takes off. Not too fast, but at a fair clip, and with lots of exhaust notes. The front car of the second line falls in behind the last car of the first line, and by the time the leader is in fourth gear, all sixteen are strung out in single file. The leader doubles back and you have a serpentine. Suddenly they seem to scramble, but out comes a big V, with the leader at the apex and the others spread out like ducks in flight. There are other maneuvers... lots of them... but because they are precision drivers and each has practiced faithfully, every car knows its appointed place and goes there.

When they get to the reviewing stand, they really sparkle. A big figure eight. Single file, stepping right along, but where the two loops cross at the center... first a car going North, then a car going South, then one going North, then South, North, South, NorthSouth (OOps)... the crowds on the sidelines go crazy, the navigators bite their fingernails, and the jockeys do a tap dance between the throttle and the brake. But they all get through and that applause sounds good. Four Cylinder cars have been introduced to people, including those who always thought father backing the Roadmaster out of the driveway represented the acme of driving skill. Maybe somewhere one will feel stirrings in his breast, and in due time, another soul will cross over to the ranks and start living in the strange wonderful realm of cornering abilities, center-locking hub caps, cubic centimeter displacements, and power to weight ratios. The sorry old world will still be there with its problems and dire warnings of doom, but somehow it will have lost its ability to worry him. He's happy now. Completely and delightfully happy... except for one thing. The damn carburetor! Isn't quite right yet.

Well, there it is. It is not intended as a detailed plan, and not even intended to be taken too seriously. Just something to talk about over beer. It would call for lots of practice, and a tricky maneuver in a street lined with women and children would not exactly be a stroll through the park. Only drivers with all their marbles would need to apply. But a FCCA, Glendale, drill team would be something. It might even be wizard!

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THE POKER RALLY

By Bill Ferree — Glendale

Making the goings-on in Las Vegas look like a charity bazaar, sixty members of the Glendale Branch played poker recently using the San Fernando Valley for a card table.

With Gaynor Peet doing the dealing, the mobile card sharks armed with flashlights and road maps that were "according to Hoyle" stormed over the local countryside in search of the elusive cards which were hidden within fifty feet of a broken lime sack at eight different points.

The players left the club house at Griffith Park Manor beginning at 8 p.m. and were instructed to end up at Hody's drive-in in No. Hollywood at midnight.

The first point on the instruction list... they did not have to be taken in order... was Berry Drive between Amanda Street and Canton Drive where the players not only found a bonus card but two neckers also playing some kind of poker in the front seat of a truck! A quick check under the hood... bonnet... of the truck revealed eight cylinders and both participants were disqualified.

Roscomare Road south of Mulholland Drive, the second dealing point, found many unhappy four cylinderites... but their reward came with an easy find at the third point, Wilbur Street and the Los Angeles River.

At one time more than twenty players piled up at Valley Circle Drive near Plummer Street... the fourth point... for lack of space. Someone at this stop broke the international record for the number of empty lunch sacks picked up and looked through in a half hour's time.

Bellaire and Coldwater Canyon, the fifth "deal," was claimed by some to be

Continued on page 27

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1st place..... John C. Mehan Co.,
2001 Ventura Pl., Studio City
2nd place. Jimmy O'Brien's Cocktail Lounge,
11960 Ventura Blvd., Studio City
3rd place..... Selby & Yard's Valley Village
Top Shop, 5420 Laurel Canyon,
North Hollywood

RENO RALLY

By Stu Berry — Oakland

"Fabulous Reno" did it again! The Biggest Little City in the World played host to 87 cars from twelve Northern California and Nevada sport car clubs. The Reno Chamber of Commerce in cooperation with Representative Robert MacLean of British Motor Car Co. of San Francisco and E. R. "Bud" Oden of Oden British Cars, Reno, working in conjunction with Reno Police Dept., rolled out the plush carpet and opened up the town with a roar.

Clubs represented in the gigantic rally and tour were Four Cylinder Club of America (*Oakland Region*); Sports Car Club of America (*San Francisco & Stockton*); Stockton Foreign Car Club; Peninsula Car Club; Marin Sports Car Club; Redwood Empire Club; Kings Highway Motor Club; Sport Cars Unlimited (*Oakland, Vallejo, Stockton & Modesto*); Anvant Garde of Orinda; and Reno Sports Car Club.

The two-day event started in Oakland and covered 523 miles, with police escort through Vallejo and Sacramento (*where the California State Highway Patrol briefed the entire group on rules of highway and safety precautions*), and into Reno.

Capable Sgt. Paul Broberg of the Reno Police Dept. provided escort through Reno. The Nevada State High-

way Patrol provided police escort to picturesque Virginia City and through Carson City, the State Capital, in convoy which extended over six miles of highway.

The Reno Chamber of Commerce and E. R. Oden made public announcement that a rally of a similar nature will be an annual scheduled event.

In conclusion of the weekend's heavy schedule, a giant size picnic was held



at the Bower's Mansion, a historic landmark just out of Carson City, with the Reno Sports Car Club as host.

Those attending the rally from Oakland F.C.C.A. were: "Buzz" & Joyce Schmidt, Glenn & Pat St. Louis, Bill & Betty Hemphill, Art & Marion Riley, Elwood & Rae Soanes, Henry & Estelle Carl, "Stu" & Luella Berry, Johnny & Ronnie Ochsner, Charles & Irene Britt, "Doc" & Mrs. Wilson, Marjorie Wilson, Wesley Hansen, Beth Odle, Mr. & Mrs. Vern Williams, Mr. & Mrs. Doehler.



WOMEN'S CLASSES

By Bill Ferree

To the many wives and sweethearts of the male members of the Glendale Branch, the eighth wonder of the world until recently has been located under the bonnet of their sports car, saloon or drophead.

But with the birth of Glen Fancher's "School For Gal Grease Monkeys" the girls are wielding a pretty mean spanner.

Not only can they repair the gear box with ease, remove the facia in order to get to the dip switch mechanism and tune the carburettors by ear, but know just where the boot, hood and bonnet are located.

They can fasten a collar on a shaft with a grubscrew and at the same time use a spanner to tighten the sparking plugs while being sure to leave one piece a few thousands proud of another.

If they should encounter a flat tyre on a rally just leave it to the gals to take off the nave plate and go on to give a good show for the whole opera-

tion.

They won't have to call Scotland Yard if they have any trouble with a strangler nor will they scream for help if the venturi float on the carburetter sticks.

But of course, this doesn't impress us fellows... we gained all these facts at birth.

All we want the little ladies to do is to row through the gears smartly and come home sporting undented wings... ain't that so???

An explanation of the above may be obtained by attending the first evening of the new session of classes which will begin sometime in February. By that time Glen will have some movies on fuels, maintenance, etc., and a large cut-away chart of an engine (*he had no idea of just how uninformed we gals were until someone asked him what a spark plug looked like!*).

Announcement of the date for the new session will be made in the January issue of EXHAUST NOTES.

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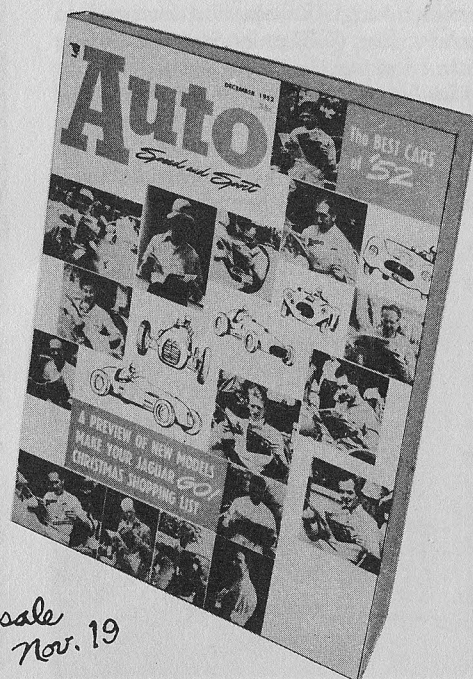
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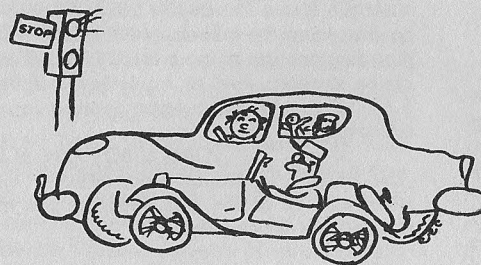
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THE BADGE BAR

AROUND THE WORLD IN THREE COLUMNS



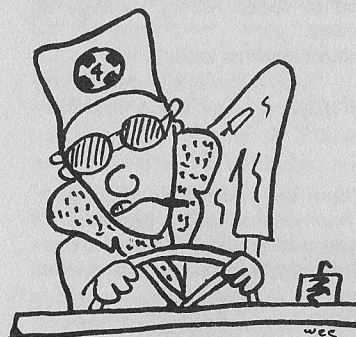
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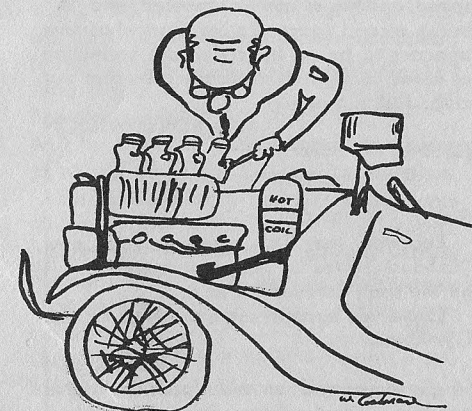
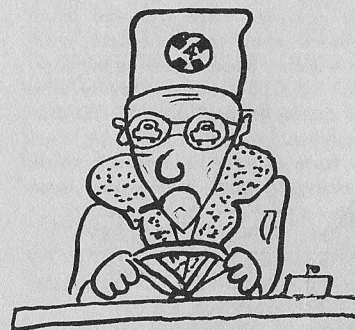
4500 RPM IN FIRST

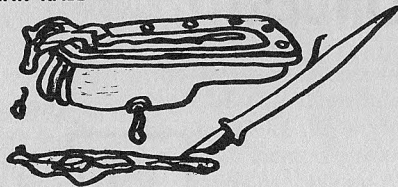


FIRST TURN



SECOND TURN





Dear Ed:

In your column you quote your secret navigational instrument "A one minute egg glass."

Now I'll admit I'm not very bright BUT turning a one minute glass, once each mile equals a 60 mph average in my book. Now I've only got a beat up Jeep (4 cyl.) and a darned small island and you've got me worried. I always thought (maybe I'm wrong) a 30 mph average was 1 mile to every 2 minutes or extra soft, please, on the soft boiled eggs.

HARWOOD L. JONES
APO 187, c/o Postmaster
San Francisco, Calif.



(Start with sand in top and end with it in top. See ... one turn per mile.)

Dear Ed:

Since you invite suggestion, I have one to make. Your musical staff on the cover offers a wonderful opportunity for displaying the initials of our organization, namely "F" in the first space, "C" in the third space, and this of course repeated, and "A" in the second space. Rather than what now appears to be an indiscriminate sprinkling of notes, this would musically advertise our club. Just a thought!

MRS. KEN E. WILSON

(Look at the cover.)

Sir:

Received the first copy of your new "Exhaust Notes"... congratulations... it hit the spot. Enjoyed all of it.

Could you explain some of the terms, as: Gymkhana, etc.

A. F. KLUTH

(A Gymkhana is an old Japanese horse exercise... in 4 cyl. cars it is a driver exercise... more in next issue.)

Editor:

A moment's reflection reveals that a 6.40 setup results in a relative rear axle ratio of 4.77 to 1, when the stock ratio is 5.125, acceleration and torque characteristics suffer notably.

At the Pismo Beach Hill Climb I found it hard to keep the wheels and the RPM spinning fast enough to have torque to pull out on the straights. And so, I quietly reinstalled 5.50-15's... performance is now much improved.

JOHN L. BENTON, M.D.

(The answer is simple, Doc, White's MG is hopped up to the gills and that ups the torque. See your garage.)

Dear Ed:

Thought I might warn other club members to check their insurance policies for a Foreign Car Endorsement which voids the policy when "used in any pre-arranged contest, road or speed racing, mileage or endurance tests."

We now have another policy!

M. M.

(Check on this.)

Dear Sir:

Can you send any information about your club? I am contemplating the purchase of a Volkswagen and would welcome correspondence from any of your members who have one.

ZELDA GALLATIN

Postmark: Detroit, Mich.

(No address on this one... write us again.)

Sirs:

I have the somewhat dubious distinction of being the sole sports car enthusiast on the isle of Eniwetok, Marshall Islands, and after being confined here with the usual variety of Buick lovers for some time, went nearly wild with joy upon receiving my copy of EXHAUST NOTES from my lovely wife who is now at the helm of our MG-TD during my stay here.

The new form of your little gem is swell, and I'm looking forward to the next issue from my crow's nest in a palm tree.

Pfc. KEN LEFF, US51089173

T.G.132.1-ESL-APO 187 HOW

P.O. Box S-12, C/O Postmaster

San Francisco, Calif.

P.S.—Wife and TD are in New Jersey.

(Harwood Jones is in the Pacific too... have a Rally!)

THE DARRIN: K.F.-X.P.

By Dora Hutchison — Glendale

Scoops, my dears! Imagine little ol' me getting a story ahead of "Life," "Look," "Pic," and "Peek"; and that, dear readers, is just what this correspondent has done! At a secret rendezvous (Ciro's), under cover of black velvet and sequins, and with a brace of martinis under my well-cinched waist, I did my best to look coy, innocent, and as if I "really didn't care" while I pounced on my prey faster than Louella Parsons can say Hedda Hopper. My prey was none other than Dutch Darrin, the man who built the Darrin Packards, and whose shop built "the most expensive bodies in the world" in Paris, before the war. For the past seven years he has been the design consultant for Kaiser-Fraser, Inc., and his latest achievement is the new Kaiser-Fraser sports car, the Darrin K.F.-X.P. This is definitely a car to impress ex-boyfriends with; and it comes in a four-cylinder model! It will not be on the market until some time next year though, and, Dutch told me Mr. Kaiser is reluctant to release any information until that time, but I batted mascaraed eyelashes, and smiled at him sweetly; what he told me follows.

The Darrin, as low and as racy as anyone's dream car could be, has a fibreglas body (made by Glasspar, of Pasadena); in fact the whole car, except for frame and engine, is made of this plastic. Fibreglas has many advantages, besides high strength and low weight; if it is dented, or badly torn, the piece affected is cut out, and a slightly larger piece glued in its place; just like mending a torn lace dress! Smooth off the rough edges, and paint it carefully — the dent has never been, and the whole job takes about an hour.

Now some of the duller but essential details: the Darrin is built on a Henry J chassis, and uses Henry J parts throughout, including steering wheel, horn ring, and brake, clutch, and accelerator pedals (you can drive in high heels now, girls, without nearly breaking an ankle when you try to show that boy next to us at a

light that you can drive fast even though you have bleached hair!) Column shift, three speeds ahead, with overdrive optional; pistol-type emergency brake between driver and passenger seats; ashtrays and cigarette lighter are standard. The Darrin will have either the Henry J four or six cylinder engine, and there are tentative plans to have them available in varying stages of tune. If not, arrangements will probably be made with one of the speed equipment manufacturers to make special heads, manifolds, exhaust systems, available to purchasers wanting more power. Through the car appears so extremely low, ground clearance is normal, and all parts of the engine are accessible (no stethoscopes, or curved dental mirrors are necessary). And, of course, the advantages of a low maintenance, low rpm American engine for long trips, or for parts of the country where there are few foreign cars are obvious. You won't need to get your hands (and clothes, and face) dirty explaining to service station operators just how to change oil, or drain the radiator, and the long discussions necessary before it goes on a lube rack will be no more. Aside from all this, not having to explain the shift pattern to every friend that wants to take the car around the block "to see how it runs" will be a relief, as well as less gear shifting in traffic (oh, my blistered hands), thanks to the high torque engine. The final points in convincing a friend who has always wanted a sports car, but... will be the cost: \$2850, and the choice of any or all of the Kaiser-Fraser colors.

The dash is very simple, instruments in a level row, including oil temperature gauge (one excuse now for not letting the car warm up), as well as tachometer, speedometer, oil pressure, water temperature, ammeter, and gas gauge. But, though I did my best, wiggling my fringed skirt when we rhumbaed, and putting on more perfume ("Joy," of course), in the ladies' room, I couldn't

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