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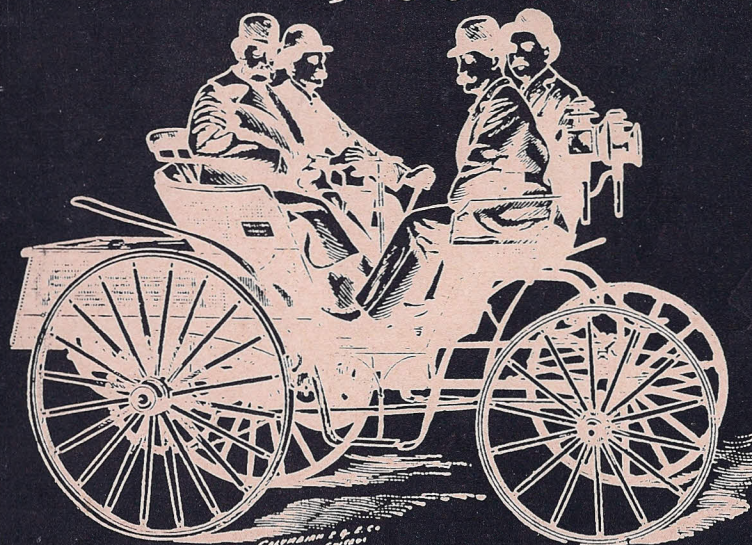


RALLY

SPECIAL MOTOR SPORTS WEEK ISSUE

OFFICIAL PROGRAM

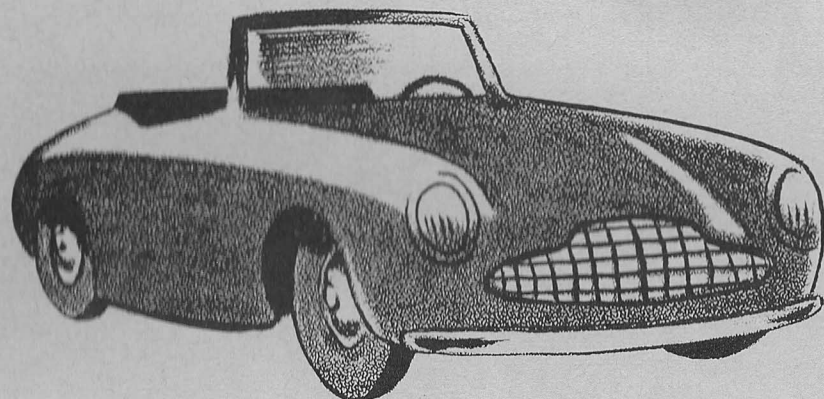
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THE 1954 SECOND ANNUAL
MOTOR SPORTS WEEK
Beginning on Page 15

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MOTOROLA, largest supplier nationally of Custom Tailored Foreign car radios, is the sole source of the revolutionary new "NO-TENNA". (No aerial to mar or scar the beauty of your car. No cutting. No aerial to see. Proven more efficient than conventional car aerials.) ENTER THE AL DAVIS "NO-TENNA" CONTEST.

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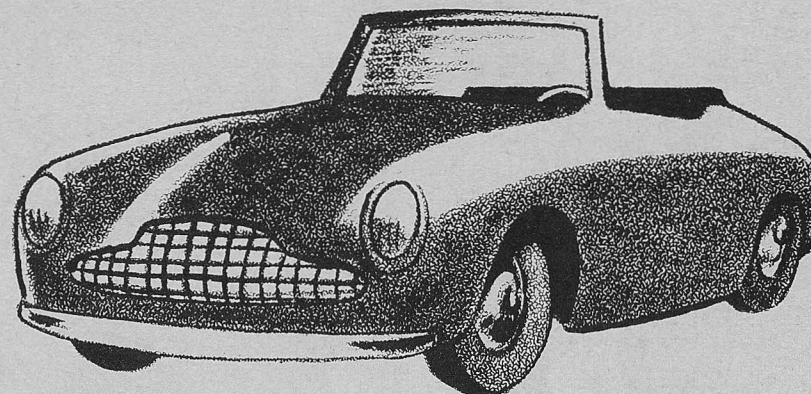
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The President's Page

by JOHN FOSTER

THE talk all around seems to be centered on Motor Sports Week; what to enter, what are the chances of winning, what is the Sports Car Proving Ground going to be? One thing is certain, the events are as well planned and organized as any group of enthusiasts could wish. None are set up so that the results are a foregone conclusion, and although the experienced will be a little more at ease I'll wager that many of the events and various classes are won by the novice, for luck still plays a large part in these motoring calisthenics.

I am fully convinced that "the week" will bring most enjoyment to those who enter for the sheer fun of participation, the excitement of friendly competition and the pleasure of meeting such a grand bunch of devotees.

It has been most gratifying, during this past year, to recognize the handsome dash plaque on some stranger's car and, upon introducing myself, spend a pleasant half-hour or so in discussing last year's "week" and the events in which this particular enthusiast entered.

One of the most joyful memories of last years "week" was the winning of a new MG by a young couple who were then strangers to us. It couldn't have happened to two nicer people and today Penny and Curry Neeley are real active members in our club with a much wider circle of friends.

To those of you who are entering the events in Motor Week for the first time I have a few tips. Mail in your entry early for competition numbers will be assigned contestants in the order in which they are received and that number will be used by the contestant during the whole week's activities. An early application will insure the contestant of an early start and his name will appear in the program. Get to your event early with plenty of gas, local detailed maps, flashlight, driving license, good timepiece and air in the spare tire!

On the Frugality Run, economy of operation is the prime factor and there is more than one way to help squeeze that extra mile out of each gallon of gas. There are literally hundreds of tricks that can help but I will mention only a few of the most common. I saw a demonstration on an engine that has worked wonders for my gas mileage. At a constant 3000 revs on an MG engine (43.46 mph) the amount of gas go-

ing to the carburetors was only one eye-dropper full per second, yet every time the accelerator was depressed, as in acceleration, a whole cupfull of gas was dumped into the carburetors; most of which was wasted. If the 3000 rev figure could be kept constant gas mileage would be astronomical! So remember at all times, constant pedal pressure and an easy right foot will make all the difference in the world in your economy. Some other important contributing factors are: tire pressure, one minute warm-ups tuning, idling speed, mixtures, clean air cleaners, spark plug gap and even the toe-in or toe-out angle of the front wheels.

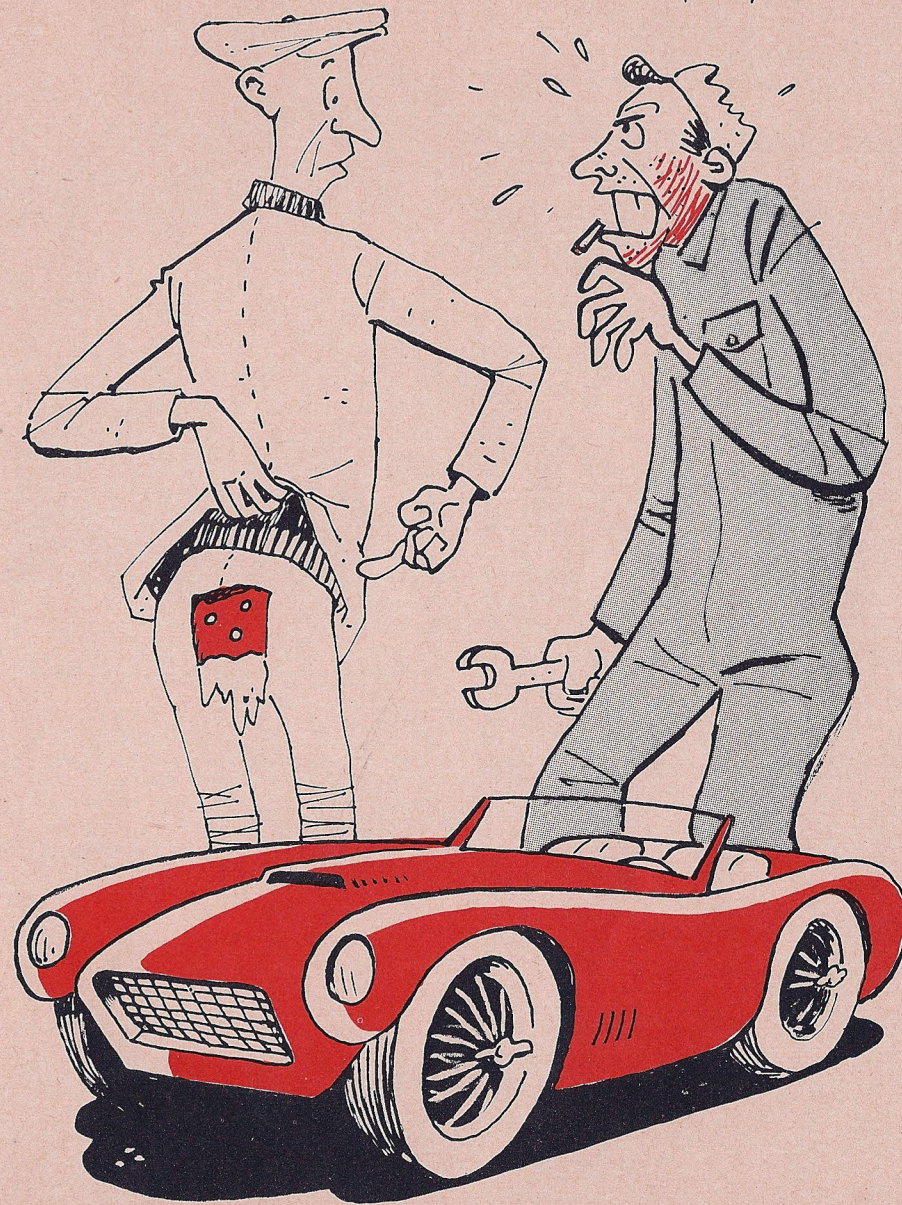
Coasting will be allowed this year in the Frugality Run! Knowing that some boulder will no doubt take advantage of this fuel saving stunt we have made it legal for everyone. In England, during the rationed war years, coasting one's car whenever possible became an art and gas mileages were possible up to three figures! So watch for some fantastic figures on the Frugality Run and watch those brakes—they're expendable!

Everyone I have spoken to was happy to receive his copy of RALLY and pleased with the contents. Everyone wants more and more of the stories like: English Trials at the Owl's Roost and My—Our First Concours. And, more of those fine cartoons. Some have told me that they would like to send in stories and articles but they cannot—for they are not writers. Gads! Who is? Just leave it to our RALLY Editor; he will gladly re-arrange your verbage and punctuate your paragraphs. You just write it down the way you see it and let him do the rest—and you will get the by-line.

In closing, a word of thanks to our chapter secretaries for sending in their local newsheets and for helping distribute our first issue and our sincere thanks to the advertisers in this, our club magazine. I strongly suggest, or rather insist, that we all make this one little effort in appreciation and that is: whenever you decide to buy something for the car look through the pages of RALLY and find the address of one of our advertisers; make your purchases from them and be proud, just as I am, to tell them you are an FCCA member and that you saw their ad in RALLY. ●

Sincerely,

JOHN FOSTER



"Hell . . . you said LOWER IT!"

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editorial

OH happy confusion month! Motor week will take its toll on already strained and overburdened chapter heads.

Everyone will be in one heck of a hurry all week long, but we should not lose sight of this one important fact: traffic laws are still in existence and no allowances can be expected from the city officials, and, accidents can happen during Motor Week, just like any other week in the year. Perhaps, during this week, it would be well to take stock of ourselves, our own individual driving habits, how much courtesy we extend to others regardless of how important we think our mission is, and make some attempt to duplicate the same driving tactics executed during the races and competition events. By this I mean we should not lose sight of our ultimate aim; that of finishing the event without having incurred losses from accidents or other driving errors. Study the traffic as you go and make no move that might jeopardize the completion of the trip. True, each of us will cover many miles during the week, yet, if we can remember to practice the Golden Rule while on the public highways we can perhaps keep the entire week Accident Free.

While we are on the subject of safety and safe driving I am tossing in my two-bits on a subject that has long been one of my pets—the safety belt. Hold it now—don't turn the page—I know you've heard this one before—but until I see a set in your car you haven't heard it enough. No need to bore you with a page full of statistics and proven theories when you can prove it to yourself. Just take a closer look at those wrecks along the highway and I'm sure you will find that, in almost every case, a safety belt could have prevented personal injury and perhaps have prevented the actual collision. Like the case of the man that was sideswiped on the freeway the other day. He lost complete control of his car as he was thrown across the seat from the initial impact, unintentionally turned the front wheels as he was thrown off balance, flipped his car over the side of the road—and all because he could not remain firmly planted behind the steering wheel. Yes, that's when he got into real trouble; after he lost control. So take a tip from one who knows and sit right down and write yourself a memorandum to get belts installed at the first opportunity—and then be sure to use them. Incidentally—this is no commercial—we are not peddling safety belts—just SAFETY. . . . Ed.

RALLY

VOL. I, NO. 5

JUNE-JULY, 1954

CONTENTS

| | |
|----------------------------|----|
| The President's Page | 4 |
| John Foster | |
| Editorial | 6 |
| Industrial Dynamite | 8 |
| From Car Craft | |
| From The Chapters | 12 |
| Valley Relay Rally | 14 |
| Buick Road Test | 18 |
| D. S. Dickinson | |
| Safety, Yes!! Patrol, No!! | 19 |
| Incidentally Speaking | 20 |
| John Foster | |
| Fox Hunt Rally | 22 |
| Odometer Accuracy | 23 |
| Round Robin Rally | 24 |
| Doris Price | |
| They Also Serve | 27 |
| John Foster | |
| Bource Engine | 28 |
| Phillip Space | |
| Why Drive An Imported Car? | 30 |
| John Foster | |

This month's cover was furnished by Photog **GEORGE JOHNSTON**. Cover title could well be: "But we've already tried that road!" or "But the map said only 27 miles and the checkpoint should be right over there." or "Could that building have been moved?" Anyway, **DICK HENNESSY, GLORIA JEPSEN** and one bright Red MG TD seem to be lost in the woods.

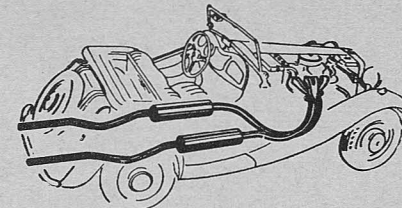
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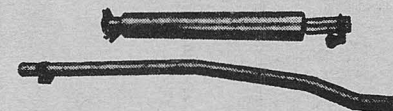


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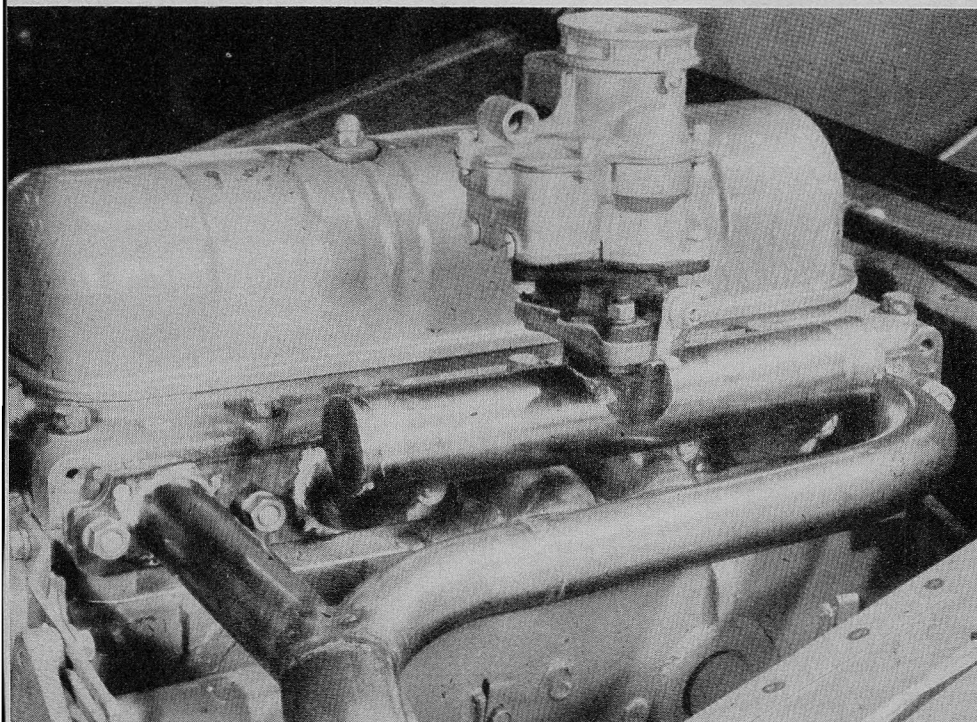
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INDUSTRIAL DYNAMITE

BY CHUCK EDDY & JOHN CHRISTY

Photos by Bob D'Olivo & Les Nehamkin

Condensed from CAR CRAFT MAGAZINE



MOST OWNERS of four cylinder cars have heard of gaining power through the use of Ford's potent little V8 Sixty. This has been a sort of standard practice since the first TCs arrived here shortly after World War II. For the four cylinder purist, however, this is hardly the answer to the problem of making that Jag owner down the block dive back into his den.

There is an answer, however, that will appeal to even the purest of the pure-in-heart. Believe it or not, this answer lies in that most plebeian of vehicles, the '54 Ford tractor. Somebody has given this substitute for the Percheron a dose high-octane salts. Even more important, it's a four banger, an overhead valve four-banger.

There are actually two specific engines in the line. These are the JE 134, just short of two and a half litres, and the JD 172, a healthy sized plant of just under three litres. The two engines both have the

same stroke of 3.6 inches, differing only in bore size. Both have sleeves, which, when removed, put the engines at almost exactly 2½ and 3 litres with a bore size of 3.56 inches and 4.025 inches respectively.

To see what objectives we would like to aim for in using such an engine, let's compare the stock ratings and characteristics of these engines with those against which they could be placed in competition and for which they could be swapped. Before making the comparison, bear in mind the fact that the engine in stock form is engineered to run at a constant 1500 rpm in a tractor. Also bear in mind that by the simple expedient of removing the restrictions and improving the breathing, factory engineers have turned the engine at 7000 rpm under 80 percent load for 12 hours straight! This is a beating that it would never get in an automobile. Here's the comparison:

At first blush, neither engine compares

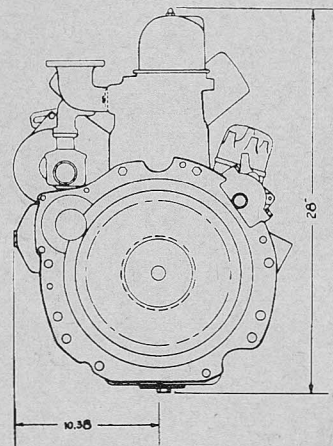
RALLY

Engines in the "JE" 134 Cubic Inch Class

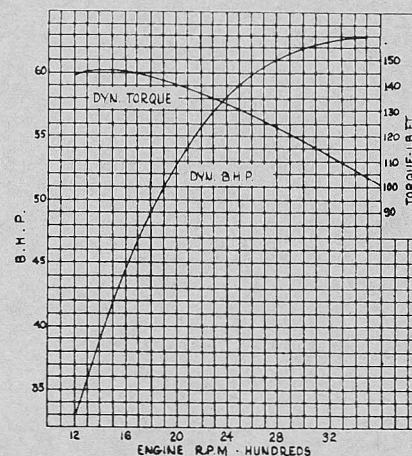
| MAKE | CYLS. | DISPL. | TORQUE & RPM | H.P. & RPM | TORQUE/ CU. IN. | COMP. RATIO |
|-------------------|-------|--------|---------------|------------|--------------------|----------------|
| Morgan Plus 4 | 4 | 127.4 | Not Available | 68-4200 | Not Available | 6.7 |
| Sunbeam | 4 | 138.2 | 124-1800 | 80-4200 | .9 | 7.42 |
| Allard Palm Beach | 6 | 138 | 112-2000 | 68-4000 | .81 | 6.8 |
| Siata (2 Litre) | V-8 | 121.2 | 99-4000 | 105-5800 | .812 | 8.5 |
| Triumph TR-2 | 4 | 121.5 | 117-3000 | 90-4800 | .97 | 8.5 |
| "J.E." 134 | 4 | 134 | 110-1600 | 49-3200 | .836 | 6.6 |

Engines in the "JD" 172 Cubic Inch Class

| | | | | | | |
|---------------|-----|-----|----------|----------|------|------|
| Austin-Healey | 4 | 162 | 144-2000 | 90-4000 | .89 | 7.5 |
| Aston-Martin | 6 | 155 | 144-3500 | 125-5000 | .93 | 8.2 |
| Pegaso Z. 8 | V-8 | 172 | 160-3600 | 180-6200 | .93 | 8.8 |
| "J.D." 172 | 4 | 172 | 147-1500 | 63-3400 | .855 | 6.75 |



Rear view of the new engines shows easily adapted bell-housing bolt circle and width.



Stock power, torque curves of 172 show potential. Dropoff is caused by restrictions.

too favorably with the others in their classes. However, a glance at column 6, indicating foot pounds per cubic inch, shows that at low rpm the two are putting out what is almost the maximum for the others. By increasing the rpm and compression ratio, we can conceivably get a rating of better than a pound per cubic inch and a horsepower rating of nearly double the stock figure. Ideally, we could look for about 90 bhp at about 4800 rpm from the JE 134 and about 120 at the same figure for the JD 172.

These changes are considerably more simple with these engines than with any other since they are restricted from the start. The stock ports are less than an inch in diameter. The intake manifold and carburetion are just right for 1500 rpm but are restricted by about half for anything else.

Since the engines are the equivalent of half a Lincoln, they can use the Lincoln

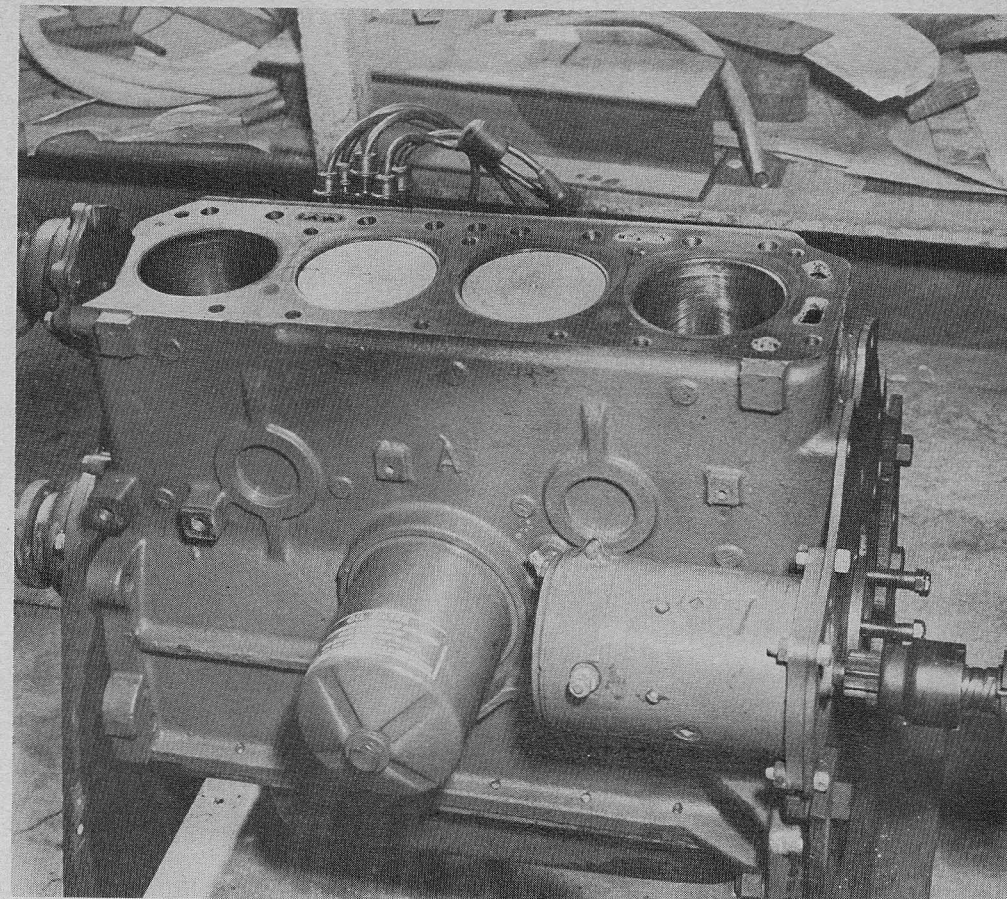
two-inch intake valve (see chart). The ports are easily reamed out to 1½ inches. An integral intake-exhaust manifold is easily made from 1½ inch tubing to take one or two Stromberg 81 carburetors or two Ford EBP-9510 single-throat carburetors. An alternative would be the use of two Jaguar SUs. As for compression ratio, this can be raised by following the recommendations on the chart or by the use of special pistons available through several speed equipment manufacturers. For those who want to go all-out, billet cams are available from Howard Johansen of Howard's Cams, Los Angeles.

As far as valve replacement goes, the matter is simple. Once you have the ports reamed out and the valve seats reamed to the proper size, the Lincoln or '54 Ford Six valves will fit without alterations.

The ignition system, of course, must be changed. It's quite possible that the Lucas

STOCK AND MODIFIED SPECIFICATIONS FOR THE "134" AND "172" ENGINES

| | PISTONS | HEAD | VALVES | MANIFOLDS | CARBURETION | IGNITION | CAM-SHAFT |
|------------------------------------------|--------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| JE-134 STOCK 134 CU. IN. 2200 C.C. | EAE 6108 3.44" bore | C. Ratio 6.6-1 Chamber volume 5.98 cu. in. 98 c.c. | Intake EAA 6507 1.65" diameter. Exhaust EAF 6505D about 1.5" diameter. | Single-throat updraft EAE-9425C. | EAE-9510C about 7/8" venturi (restricted). | FAC-12127D centrifugal advance only. | EAF-6250F short duration about .350 lift at valves. |
| JE MARK I 134 CU. IN. 2200 C.C. | EAE 6108 3.44" bore | C. Ratio 8.5-1 Chamber volume 4.47 cu. in. 73.4 c.c. Mill off 1/4 of avg. chamber depth. | Intake—Use EBP-6507, .54 6-cyl. valves Exhaust—Stock. Lighten and polish. | A. Invert stock manifold, enlarge passages. B. Dual 1 3/8" fabricated tube. | A. Use 52-53 6-cyl., EAA-9510 carb 1 1/4" vent. B. Above or 1 1/8" side drafts. | A. Convert 6-cyl. ignition to 4-cyl. Loadomatic. B. Load-controlled centrifugal advance type. | Regind for additional dura- tion. Use with high lift 1.5 ratio rockers. |
| JE MARK II 143.5 CU. IN. 2350 C.C. | Remove sleeves. 3.56" bore. | C. Ratio 8.5-1 Chamber volume 4.78 cu. in. 78.4 c.c. Mill off 1/5 of avg. chamber depth. | Same as Mark I, above. | B. as above. Possible use of 1 1/2" tube indicated. | A or B, as above. Use of 1 1/4" venturi indicated. | B. Load-controlled, centrifugally advanced. Total advance about 55°. | Biller shaft, 276° duration, .414" lift with 1.5 ratio rockers. |
| JD-172 STOCK 172 CU. IN. 2820 C.C. | EAF 6108 3.9" bore Under 3 litre class. | C. Ratio 6.75-1 Chamber volume 7.48 cu. in. 122.5 c.c. | Intake 1.65" Exhaust 1.5" Same as 134" above. | Single-throat updraft EAF-9425E larger than 134". | EAF-9510D about 1" venturi (restricted). | FAC-12127D same as 134" above. | EAF-6250F same as JE, above. |
| JD MARK I 172 CU. IN. 2820 C.C. | EAF 6108 3.9" bore | C. Ratio 8-1 Chamber volume reduced to 6.15" 101 c.c. Mill off 1/4 of avg. chamber depth. | Intake 2.00" EAD-6507J Lightened and polished as in photo. | A. Invert EAF manifold above. B. Dual, made of 1 3/8" tube. | A. Use EBP-9510 1 3/8" venturi. B. Dual, using above carb. | Same as Mark I JE above. | Same as Mark I above. |
| JD MARK II | Remove sleeves. 4.025" bore. 4" bore produces 181 cubic inches. (Upper limit Class 'D') | C. Ratio 8-1 Reduce chamber volume to 6.5" 106.5 c.c. Mill off 1/6 avg. chamber depth. | Same as Mark I JD, above. | Same as Mark I JD above. | Same as B above. | Same as Mark II JE above. | Same as Mark II JE, above. |



equipment will fit if provided with the Ford drive gear. If not (this is best left up to your favorite ignition specialist) follow the recommendations on the accompanying modification chart. When installing the converted ignition, make sure that the oil pump will be properly driven as this vital little item derives its motivation from the distributor drive gear.

Don't worry about adaptation problems. The engine will, with the Ford commercial bell-housing, fit any Ford transmission. By adding an aluminum spacer to the crankshaft flange, the MG or Jaguar flywheel will fit perfectly and the motor plate of either engine can be re-drilled to fit the back of the Ford block. Incidentally, with our carburetion conversion, the load-controlled gover-

nor mounting on the front of the block is merely three inches of excess metal and 10 pounds of excess weight. Throw it away.

If you've read this far, you're probably interested in finding out just what this engine (both the JD and JE have the same external dimensions) will fit into. From all observation, they will fit admirably into the Austin Healey Hundred, the A-90, the Morgan Plus-Four, Triumph 1800, Triumph TR-2, Healey Silverstone or, with a little squeezing, any MG from TA to TF.

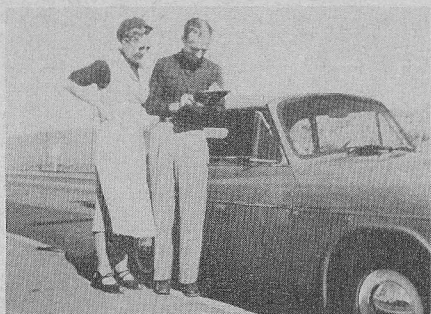
Best of all, the price of the engine less governor and other industrial encumbrances but ready to run is under \$250!

If you are actually interested in more information on hopping up processes, and where and how to buy the engine, drop a line to the Editor of RALLY.

FROM the CHAPTERS

GLENDALE CALIFORNIA

In honor of all our members who own VW's, Porsches, German Shepherds and Dachshunds, the Frankfurter und Maine Rally, under the direction of ZACK BARATZ was pronounced a great success. Three check points led from FCCA Headquarters to Cabrillo Beach. A roaring fire there awaited all participants who wished to roast frankfurters and marshmallows. Winners of the rally were: 1st—NORMAN BERRY; 2nd—BILL PRESTON & HARWOOD JONES (tie); 4th—MRS. BOB FERGUS-



GINA & BILL MOREY work out rally



VIOLET BARATZ, GINA MOREY, VERA & EARL MOODY

JOHN ORLANDO, BARNEY WEST, JACK HOMER, PETE FERGUSSON, HOWARD FRANK and friend in Healey



SON; 5th—FRANK McGOWAN.

Another member of the Glendale Chapter had this to say about two rallies: After an absence of almost two years in the South Pacific (and keeping up his club dues while he was over there) old timer HARWOOD JONES returned in time to enter the "Orange Rally". With his wife KATHRYN driving their new A-40 Sports (slow up kid—you're supposed to be breaking in a tight motor) and "Har" navigating, this "Kay-Wood team took home a 1st place plaque. Not bad for the first time out in over two years.

The "Frankfurt ein Main" Rally, staged in May, was an epic venture at night through the hills and along the coast, finding (?) check points in the dark and drawing to sealed poker hands where the women (queens-that is) were wild and jokers didn't count. All had fun and a big frankfurter roast at the finish.

A gourmets gustatorial gastronomic delight is being prepared by the ladies of the Glendale Chapter. Date will be announced later.

SAN FERNANDO VALLEY, CALIFORNIA

The recent trial Gymkhana put on by the SFVC was a huge success. Numerous letters have been received from other chapters and clubs quoting appreciation for their invitations. Everyone had fun. This event was, in effect, a trial run of the big Gymkhana to be staged during Motor Sports Week and a number of minor flaws were immediately recognized and so changes have been made in the master plan for Motor Week's Gymkhana. Bean bag tossing (into baskets) has been eliminated; as has the "sprint" to the bean bags. A new test will be substituted that requires a bit of driving skill instead of the basketball prowess; so necessary for points in this first trial run. Perfected plans will not call for a contestant's need to ever leave the seat of his car—thus allowing those physically handicapped to compete on an equal basis with others.

Trophies went to the following winners: Class "A"—R. WELLS; M. SMITH; K. JOHNSON; D. HINKLEY; T. DAY; R. PARSONS. Class "B"—R. McCRAW; S. BENNETT; J. HARRISON. Class "C"—C. WARREN; R. GRIM; E. COWDEN. Class "D"—R. CATLETT; M. McGINNIS; N. WELLS.

GREATER BOSTON MASS.

Delivering an average of—and this is not a typographical error—68.75 miles per gallon, a 1953 Volkswagen, driven by a guest, FRED TURSCHMANN, of Bedford, decisively

ly won the FCCA Economy Run. Fred drove with his right foot unshod and used every technique he could think of to take his car over the 110-mi. course with a fuel consumption of only 1.6 gal. (For the information of the technical-minded, the winning VW has two carburetors, high-compression pistons; and Fred was some minutes letting air out of his tires at the end of the run.)

Honors for best mileage achieved by FCCA members were shared by ALLEN WILSON & MARJORIE WILSON (Porsche), HERVEY HEYWOOD (VW), and ELIOT & GERRY BACHELDER (Morris Minor), each of these cars wringing 48,889 miles out of each gallon of gas.

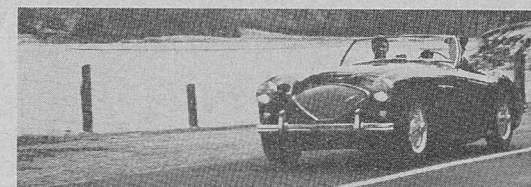
The American Oil Company cosponsored the Run, setting up a large banner at the starting line and handing out cans of Amoco lighter fluid to all participants. In addition, Amoco is having made up, for presentation to the over-all winners, Zippo lighters bearing the contestants' signatures. To Mr. ROBERT TOITEN and the American Oil Company are due the Club's thanks for these favors and for arranging for some photographs and publicity which it is hoped will appear in the Boston newspapers shortly.

The Club also thanks Hansen-MacPhee Engineering, Inc., for allowing us to start and finish at their establishment, for doing a fast and efficient job of filling 39 gas tanks before & after the Run, and for donating the 130.45 gallons of Amoco gasoline used in the event. LINDY HANSEN and JOHN MACPHEE both took part; they drove, respectively, a Porsche and a VW, making 42,303 and 48,889 mpg.

During dinner at the YD Restaurant, Bedford, the following awards were made by LARRY REID who set up and ran off the event:

Best Mileage by Guests—Ribbons

1. F. Turschmann, VW, 68.750 mpg
2. J. MacPhee, VW, 48,889 mpg



3. E. Campbell, Morris Minor, 45,833 mpg Best Mileage by Members—Ribbons

1. A. Wilson, Porsche, 48,889 mpg
1. E. Bachelder, Morris Minor, 48,889 mpg
1. H. Heywood, VW, 48,889 mpg
2. C. Christiansen, Porsche, 42,308 mpg
3. H. Ellis, Triumph T.R.2, 40,741 mpg

ORANGE COUNTY CALIFORNIA

Unfortunately, we have had no news from Orange County this month. We find, however, a piece in one of the back issues of that chapter's Spring Squeaks and thought everyone would appreciate it. Taken from the Long Beach MG Club's "Spokesman," it is entitled DAN DICKINSON'S ROAD TEST NUMBER ONE . . .

Nash NXI Cosmopolitan

"Here's an economical little number that is going to prove quite popular—among the roller skate class. For those who like the bathtub design of the larger Nash, this wash basin will look pretty good.

Acceleration is astounding. Your editor got the following results from several carefully checked test runs: 0-10, WOW! 0-20, ZOOM! 0-30, SWISH! Etc.

The salesman was saying something about phenomenal mileage as I took the car around the first corner. The only other statement made by him was after we stopped: "Thank God!" It doesn't have sports car suspension, but that short wheelbase sure gets it around in a hurry.

The seats are very cleverly designed—too big for two and too small for three. The back seat is just the thing for the mother-in-law, and it serves her right, too!

SANTA ANITA CALIFORNIA

If anyone sees an MG, Jag, or any other assorted sportscars wandering around bearing two bewildered people with rather lost expressions on their faces, clutching various

(Continued on Page 25)

Calender of Events

| | |
|-----------|------------------------------------------------------------|
| JULY 3,4 | TORREY PINES ROAD RACE |
| 5,11 | FOUR CYLINDER CLUB OF AMERICA—ANNUAL SPORTS CAR MOTOR WEEK |
| 17, 18 | SANTA CLARA RACES |
| 18 | M.G. CAR CLUB TRIALS |
| 24, 25 | GIANT'S DESPAIR HILL CLIMB |
| 25 | CONCOURS AT OAK KNOLL BAY AREA FCC |
| AUG. 1 | HUGHES SCC GYMKHANA |
| 7, 8 | LOCKBOURNE AFB RACES |
| 8 | LONG BEACH ROAD RACE |
| 15 | VALLEY RELAY RALLY FCCA |
| 27, 29 | 1000 MILE RALLY MGCC |
| SEPT. 5 | SAN DIEGO SCC RALLY |
| 18, 19 | NSCCA (Tentative) ROAD RACE |
| OCT. 9,10 | TORREY PINES ROAD RACE |
| NOV. 7 | MARCH FIELD ROAD RACE |

FCCA CHAPTERS

BAY AREA—Carol Martin, 3039 Dakota St., Oakland, Calif. AN. 1-7375. 1st and 3rd Thursdays.

COMPTON—Jack Needham, 1516 S. Castle-gate, Compton, Calif. NE. 1-5070. Every 3rd Wednesday.

GREATER BOSTON—Larry Reid, 1125 Commonwealth, Boston Mass. ST. 2-9557.

GLENDALE—Vivian Dunlap, 1125 S. Stone-man, Alhambra, Calif. AT. 2-3524. Every 3rd Wednesday.

SANTA BARBARA—Dorothy Warren, 22 State St., Santa Barbara, Calif. SB. 5-1212. 2nd Tuesday.

HOLLYWOOD—Helen Anshen, 11338 Biona Dr., L.A., Calif. EX. 7-3041. Every 4th Tuesday.

LONG BEACH—Jack Batson, 10308 Pomeroy Rd., Downey, Calif. TO. 2-1338. Every 1st Tuesday.

SAN FERNANDO VALLEY—Lee Baker, 17936 Martha, Encino, Calif. DI. 3-9459. Every 2nd Wednesday.

SAN GABRIEL VALLEY—Sheila Bowering, 5116 Bleecker, Baldwin Park, Calif. ED. 726-19. Every 4th Wednesday.

SANTA ANITA—Ann Blume, 1520 N. Santa Anita, Arcadia, Calif. DO. 7-2207. Every 3rd Wednesday.

PHOENIX—Jean Stewart, 1209 W. Indianola, Phoenix, Ariz. AM. 5-9305.

SANTA MONICA—Martie Whited, 5948 2nd Ave., L.A. 43, Calif. AX. 2-8736. Every 4th Wednesday.

WHITTIER—Bob Horseman, 309 N. Bright, Whittier, Calif. OX. 43-184. Every 1st Wednesday.

ORANGE COUNTY—Burl Moore, 13121 Bor-chard Ave., Santa Ana, Calif. KI. 3-0896. Every 3rd Wednesday.

VALLEY RELAY RALLY

Rallymasters: Dorothy & Earl Cowden

THE Valley Relay Rally will be run in teams of three cars each. All cars will follow prescribed courses and will check into all checkpoints. To avoid any more confusion than necessary at a checkpoint, the "time in" at a checkpoint will also be considered the "time out" unless otherwise specified.

All cars will receive three envelopes at the start of the rally, one will contain the car's route to a waiting point, the second will be for him to give to one of his team-mates at that waiting point, and the third will contain the destination of the rally, in case he gets lost.

While all roads called for are either plainly marked by street signs or definite instructions for their location will be given, maps of Los Angeles and Ventura Counties might be useful.

The finish of the Valley Relay Rally will be within ten miles of the start: at the Van Nuys Sherman Oaks Park, on Van Nuys Blvd., Van Nuys. Coffee stop within one hour of the start and a lunch stop where both picnic and restaurant facilities will be available. The rally will last approximately 6 hours driving time and cover approximately 190 miles.

Applicable sections of the San Fernando Valley F.C.C.A. Rally Rules and the Southern California Council of Sports Car Clubs' Non-Racing Activities Code will be used in scoring individual cars, thus no one will be penalized for one of the other team-mates failing to complete the rally, however, in the final totaling of scores for the team, this will have its effect. Copies of both rules will be posted at the start.

It is planned to award trophies and plaques or prizes to each car on the first three teams as well as to the cars placing first, second and third overall. Entry fee for the rally will be \$2.00 per car, if entry is postmarked before midnight August 1st, \$3.00 per car thereafter. All entries received by August 9th will be confirmed by mail.

The Rally will be held on Sunday, August 15, 1954, starting at 8:30 AM. Entry blanks will be mailed to the secretaries of all clubs on our mailing list on or about July 1st, additional entry blanks may be obtained from E. R. Cowden, Dickens 2-3041, or Lee Baker, Dickens 3-9459, or at the start of the rally as entries will be accepted until such time as entry limit is reached. Those wishing to enter as a team must send their entries in together as single entries will be placed on teams in order of receipts of entries.

14

THE 1954 SECOND ANNUAL

MOTOR SPORTS WEEK

The slight modification of name to the annual week-long program of motor-ing events has been adopted in order to clarify a misunderstanding that was prevalent at last year's event. "THE WEEK" as it is more commonly referred to among the sports car fraternities, is expressly designed for the enjoyment of all keen motorists whether the participant drives an out and out sports car or a vehicle used alternatively as the family bus and the week-end "special". "THE WEEK" is open to everyone; both spectator and contestant may readily avail themselves of all that the week offers by merely purchasing one of the "Special Member Tickets" @ \$1.00. This ticket allows the purchaser, for the complete week, to all club privileges plus the chance to win a brand new MG TF.

The 1954 Motor Sports Week promises to be even bigger and better in every way—and yet, is expressly designed by the various clubs and events com-mittees for the complete enjoyment of novice and expert alike.

The success of the Annual Motor Sports Week is judged, by all those whose efforts and labors make it possible, solely upon the amount of enjoyment it brings; the good sportsmanship it creates; the opportunity it gives for all motoring enthusiasts to mingle socially and competitively and the good fellow-ship it promotes.

Here is the Second Annual Motor Sports Week. Your participation ensures its success and earns a very grateful vote of thanks from its sponsor. Drive carefully, have fun and, BEST OF LUCK.

Chairman

SUMNER H. BENNETT

Tickets & Appl.

JEAN HILL

Finance

DON Q. ROBERTS

Publicity

GEORGE CARY

Co-ordinator

JOHN FOSTER

Concours

PERRY PERON

All clubs Meeting

IRVING ANCHON

Frugality Run

RALPH McGRAW HANK

Rally

HOVLAND

Inter Club Relations

JACK P. ORTMAN

Proving Ground

DICK WARDEN

Gymkhana

BILL LEVY

Dinner

AL SHERWIN

Photographer

GEORGE COOPER

JUNE-JULY, 1954

15

FOREIGN CAR *Radios*

Transmission Mounted UPHOLSTERED TO MATCH INTERIORS

| | |
|-------------------------------|---------|
| MG (15 tube radio) | \$65.00 |
| JAGUAR XK (15 tube radio) | 65.00 |
| AUSTIN-HEALEY (16 tube radio) | 75.00 |
| VOLKSWAGEN Radio Kit | 45.00 |

Antenna included with all radios

COMPARTMENT ARM RESTS

| | |
|---------------------------------------|-----------|
| JAGUAR XK (leather) | \$29.50 |
| MG (Naugahyde) | 15.00 |
| JAGUAR Head Gearshift Knob (aluminum) | 4.95 |
| Fender Mirrors | each 4.50 |

SIMZ
COMPANY

2818 So. Robertson Blvd.
Los Angeles 34, Calif.

Concours D'Elegance

and

COCKTAIL PARTY

Ambassador Hotel

Monday, July 5

Concours . . 2 p.m. on the **Front Lawn** Cocktails . . 8 p.m. in the **Gold Room**

CHAIRMAN

PERRY PERON

VICE-CHAIRMAN

WALT MASTERS

CHIEF MARSHALL

CARL CHAMBERLAIN

TRAFFIC CONTROL

JACK BATSON

CLASS MARSHALLS

ELLIOTT BARTLETT

TONY LUSCOMBE

DON LONG

CLAYTON SLAGLE

CHARLES MAHAN

JACK SUNDERLIN

FRED SMITH

GEORGE KELSO

JEAN HUDSON

SCORERS

DEE SMITH

IRENE KELSO ARLENE SUNDERLIN

CONCOURS D'ELEGANCE translated literally, means a competition of elegance—in other words, a fashion show for automobiles.

The lovely front lawn of the Los Angeles Ambassador Hotel will be transformed into a stage for the Southland's most fabulous automobile fashion show. The selected judges will have their work cut out for them, for the responsibility of naming the most beautiful entry in each class is indeed a heavy one. Each entry will receive points for exterior appearance, interior, overall appointments and for engine compartment and chassis grooming. In this event, a new car with lots of chrome to accentuate the shiny "newness" cannot overshadow the older models, for one of the most important points on which the cars are judged is the amount of "loving care" depicted.

Results of the judging will be announced at the Cocktail Party in the Gold Room at 8 p.m. Everyone is cordially invited.

All Clubs Meeting

Carlton Theater, 54th & Western

Tuesday, July 6 (Doors open at 7 p.m.)

Plenty free parking. Guards will protect all cars. Two Great Features:

JOHNNY DARK & GENEVIEVE

PLUS

DOOR PRIZES BY THE TRUCKLOAD. Admission free to all members.*

*Become a Special Member during Motor Sports Week by picking up a ticket for \$1.00 from Four Cylinder Club Members at all events. These tickets will be handy at the theater entrance. Stubs from these tickets will go into the bowl and from it will be drawn, Sunday evening, the winner of a new MG TF.

DON'T MISS THIS BIG ALL CLUBS MEETING

Frugality Run

Ambassador Hotel (Parking Lot, Wilshire Entrance)

Wednesday, July 7

COMMITTEE

| | | |
|----------------|---------------|---------------|
| BLANCHE McGRAW | BARRY HYNDMAN | LEE BAKER |
| JAMES HARRISON | NORM BARRY | GEORGE COOPER |
| VERNE WALKER | EILEEN BARRY | REG PARSONS |
| DON SAUNDERS | AL BAKER | JOHN RIGGS |

DIRECTIONS: Report to Motor Sports Week Central Control Table at the Wilshire Entrance, Parking Lot, Ambassador Hotel by 6 a.m. (if possible) for instructions and car numbers.

THE FRUGALITY RUN has been so named to avoid any possible connection with the Mobilgas Annual Economy Run but is similar in almost every detail; the one big difference being that sports cars hold the limelight instead of "Detroit Iron". An easy 3½ hour drive brings the contestants back to the starting point where tanks are topped-off and the amount of fuel consumed is recorded. Twelve class trophies, one overall trophy, five plaques and one club trophy are at stake.

RALLY

(K.F.I. Radio Tower on service road beside Manchester Blvd. between Downey and Buena Park at 7 p.m.)

FRIDAY EVENING, JULY 9

COMMITTEE

| | | |
|---------------|------------------|-----------------|
| HANK HOVLAND | BURL MOORE | THELMA MOORE |
| ROBERT LANHAM | RUTH PREWITT | DON SMITH |
| DEANE HART | MARLENE SMITH | FLOYD PREWITT |
| KATHY HOVLAND | MILDRED HART | DOROTHY LANHAM |
| GEORGE MATTER | LEO DEL LOS RIOS | ISABELLE MATTER |

IN THIS Rally, as in most others, each contestant will be given a set of directions which include a route to follow and specific mile-per-hour averages to maintain over each part of the route (you don't know where they are) at the exact hour, minute and second you should if you are driving at exactly the averages specified. Your error is computed from the minutes and seconds you arrive ahead of or behind this exact time. First in line at 7 p.m. will be first off. Come prepared for about 150 miles of driving without access to gas stations; bring a watch, paper and pencils and your favorite computing device. Most of the run will be made after dark, so map reading and sign reading lights will be a big help. Driving time is about four hours and the Rally will end in the Northwest Orange County Area.

SPORTS CAR PROVING GROUND

(Agoura Road Race Course—Follow signs from Agoura on Ventura Blvd.)

Saturday, July 10

COMMITTEE

| | | |
|----------------|----------------|----------------|
| CHAIRMAN | ROAD EVENTS | SCORING |
| DICK WORDEN | WALT STONE | VISSCHER BOYD |
| TESTS | TESTS, ASST. | COMMUNICATIONS |
| MARSHAL WHITED | HARRY REYNOLDS | JOHN BURKHARD |

THIS EVENT can best be described as a modified English Trials. Driving ability will be tested to the "enth" degree in a series of tests that have been well planned.

Runs will begin at noon and continue until the last man has finished with an estimated final run time of 5 p.m. Once there each car will complete, in rotation, the following events: Once each way around a two-mile section of road course at a specified average speed (this to be held exactly), then proceeding to another section for a Stop & Restart on a steep incline, then on to a timed hillclimb, a very tight "snake" course through pylons and then a one-mile section of road course that must be negotiated at an average speed as close as possible to the one established in the previous road course sections. An accelerating and braking test brings the cars to the finish after approximately 15 minutes running time.