

# Gymkhana

## *Pan Pacific Auditorium*

(Parking Lot Beverly Blvd., between La Brea and Fairfax)

Sunday, July 11  
9 a.m. to 4 p.m.

CHAIRMAN  
BILL LEVY

### COMMITTEE

EARL COWDEN  
SUMNER BENNETT

JACK DORSETT  
NORM BERRY

A GYMKHANA was originally a contest, or series of games played on foot or horseback. The modern version is, of course, done with automobiles. The events used in this gymkhana for sports cars were designed to test the driver's ability to handle a car going forward, backward, and, if the driver is not careful, sideways. The gymkhana is also a test of the car itself in regards to its ease of handling, maneuverability, steering, braking, acceleration, and again, if the driver is not careful, durability. It's a lot of fun and quite educational. The gymkhana designed for the 1954 Motor Sports Week is completely different from the one staged last year in that speed has been de-emphasized and driving skill will rule supreme.

## Victory Banquet

### *Riviera Country Club,*

PACIFIC PALISADES

(Sunday, July 11)

AWARDING OF MOTORS SPORTS WEEK GRAND PRIZE.

AWARDING OF TROPHIES FOR ALL EVENTS.

DRAWING FOR 1954 MG TF Sports Car. DANCING until 12:30 A.M.

Ben Blue's Orchestra

Reservations for dinner may be made during Motor Sports Week by contacting FCCA Committee Office in South Room, Ambassador Hotel. This office will be open July 5th through 11th only.

## Four Cylinder Club of America

### OFFICERS

JOHN FOSTER	President
PERRY PERON	Vice Pres. & Director
LINDA LOCKWOOD	Treasurer & Director
JEAN HILL	Secretary

### DIRECTORS

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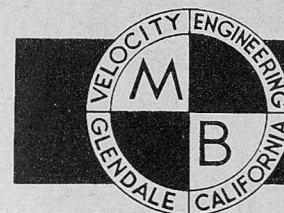


NUMBER	COMPETITOR	MAKE OF CAR
1	Leonard Clow	Triumph TR2
2	Arthur Jones	MG TD
3	Willard Morey	Austin A40 Sports
4	Herbert Schwarz	Hillman
5	Glynn Lockwood	Austin A40 Sports
6	John Brevoort	Simca
7	Virgil Ellsworth	Jaguar MkV Drophead
8	Reg Parsons	Jowett Jupiter
9	Robert Lytle	Jaguar
10	William Foster	MG
11	Arden Stevens	Austin Healey 100
12	Spencer Merrill	MG
14	Richard Vincent	MG TC
15	Frank Mason	MG TC
16	Dan Dickinson	MG TC
17	Harry Hanford	MG
18	Barbara Levine	MG
19	Robin Johnson	Porsche
20	Ralph Wells	MG TD
21	Karl Morin	Citroen 15 Sedan
22	Ernest Wolfe	MG
23	Jerry Gabriel	Custom Glasspar V8
24	James Stimson	Renault
25	Sam Taylor	MG Mk II
26	Marion Weber	Austin Healey 100
27	E. J. DeBardas	MG TD
28	Bill Weigel	Volkswagen
29	Jack Northrup	MG TD
30	Frank Milne	Corvette
31	Richard Comen	Jaguar
32	Pat McFarland	Austin A-40
33	Arthur Gebhart, Jr.	MG
34	George Rosenthal	Jaguar
35	Curtis Warshawsky	Singer
36	Edna Disney	MG
37	Donald Chandler	Dyna Panhard
38	John Green	Porsche
39	Bill Kirkland	MG
40	Llyod Bacon	Jaguar
41	Howard Frank	Austin Healey 100
42	Courtney Van Ornum	Sunbeam Talbot
43	Willard White	MG
44	Hubert Priddy	Austin
45	Clive Sheppard	MG
46	Jack Coerne	Jaguar
47	Walker Edmiston	Talbot Lago, 1938
48	David Bracken	Riley
49	James Price	Jaguar
50	Don Miller	Austin Nippy

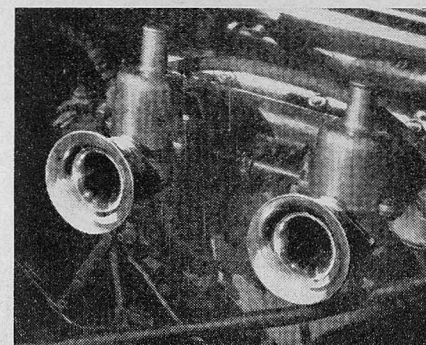
NUMBER	COMPETITOR	MAKE OF CAR
51	Richard Mulliner	Jaguar
52	Capt. J. M. Pritchard	MG
53	Jack Ortmann	Riley
54	Jean Hudson	Austin Healey 100
55	Edith Russell	MG TD
56	Howard Friedman	Corvette
57	Charles Grandel	MG
58	Jim Hudson	Riley
59	Diane Hudson	MG
60	Dick Gustafson	Austin
61	Roger Banvard	MG
62	Dan LeMay	MG
63	Don Eisner	MG
64	W. K. Drowning	MG
65	Paul Magaris	MG
66	John Keating	MG TC
67	Robert Laviolette	Singer
68	Lawrence Collins	MG Mk II
69	E. Alan Moss	MG TC
70	Don Royer	MG
71	S. Clay Campbell	Austin
72	Charles Moreaux	Jaguar & VW
73	Bob Alley	Porsche
74	Charles Tillitson	MG TC
75	Margie Tillitson	MG TD
76	George Shaffer	MG TD
77	Richard Shipman	MG TD
78	Ming Fong	MG TD
79	Dwight Bradley	Jaguar XK120
80	Edwin Niles	Volkswagen
81	Glenn St. Louis	Panhard
82	Renton Carsley	Jaguar XK120
83	Donald Roberts	Porsche
84	Ron Wong	MG TC
85	Betty Sidell	MG TD
86	Don Long	Consul
87	Robert Halpern	Hillman
88	R. L. Buckisch	Porsche
89	Bob Lanham	Morris Minor
90	Noble Bishop	Triumph
91	Mary Bishop	Triumph
92	Dave Mitchell	Porsche
93	Charles Gillet	Allard K3 (Chrysler)
94	Frank Martin	MG TD
95	Vincent Cimino	MG TD
96	Willard King	MG TD
97	S. P. Bucklein	Panhard
98	Barney West	Siata V8
99	Franklin Rosenberg	Austin
100	Dick Henderson	MG TD



NUMBER	COMPETITOR	MAKE OF CAR
101	Robert Serey	MG TD
102	Bob MacKay	MG
103	Clifford Bundy	Jaguar
104	James Roe	MG
105	Edward Selover	Packard Phaeton, 1933
106	Norman Berry	Singer
107	Jack Dorsett	Hillman
108	George Kelso	MG
109	Roz Catlett	MG
110	Ann Drake	Austin Healey 100
111	John Patterson	Alvis
112	W. R. Turner	Porsche
113	Ben Okuye	MG
114	Fred Smith	MG TD
115	R. H. Smith	Singer
116	L. E. Stocking	MG
118	Earl Cowden	Austin A90
119	Myra McGinnis	MG TD
120	Stuart Swidler	MG TF
135	John Riggs	Triumph TR2



## HIGH VELOCITY INLET BELLS



M.G. TD INSTALLATION

We are not recommending the removal of the aircleaner from a stock car. Some people do, however, remove their car's air cleaner. These people are obviously hoping for better performance. They will get a surprise, because removing the air cleaner per se. does not MATERIALLY effect the operation of the engine.

However—by SMOOTHING OUT the flow of air entering the carburetor (see drawing) complete use of the venturi diameter is assured, and an increase in power can be noted. This is the purpose for which our high velocity inlet bell is designed. It funnels the air smoothly into the carburetor.

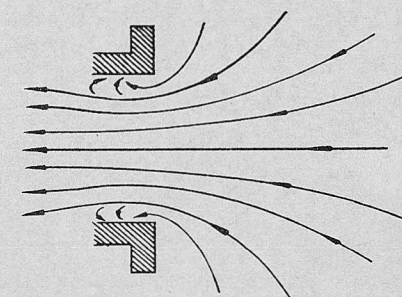
The greater proportion of air taken in necessitates an increase in the fuel flow in order to maintain the proper fuel/air ratio. When you increase the amount of fuel and air being drawn into the engine, horsepower is increased.

The most noticeable gain in horsepower, when running these inlet bells, is in the upper R.P.M. range (above 4000 R.P.M.) below that figure the increase will be difficult to measure.

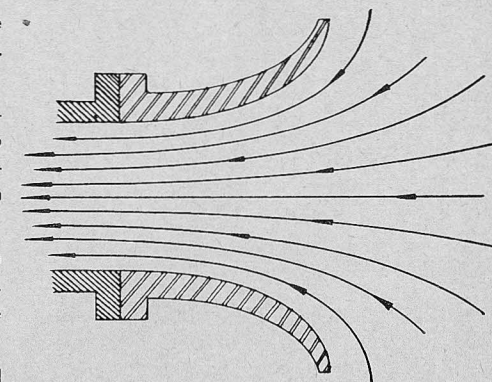
M.G. TC & TD take the 1 1/4 diameter inlet bell and the MKII & TF models require the larger 1 3/8 diameter size. Bells for the 1 1/2 dia. S.U. carburetor will be available soon.

Tuning instructions are included with each set of bells.

- MORE POWER
- EASY TO INSTALL
- CAN'T WEAR OUT
- NO MAINTENANCE NECESSARY
- IMPROVES APPEARANCE OF ENGINE



Above, Eddies of air around edge of carburetor flange cut down the effective area of opening. Below. Inlet bell smooths flow of air before it reaches carburetor throat, insuring total use of available area.



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## STOLEN FROM THE LONG BEACH MG CLUB *Spokesman*

### BUICK ROAD TEST

by D. S. DICKINSON

**M**Y PARENTS recently returned from back east with a brand new two-toned Super Buick. "Try a REAL car," was the remark as dad fumbled for his key. I immediately started the engine without it, as the ignition hadn't been locked. This is handy when leaving the car with people you don't trust with the keys! The instrument panel is impressive and appears to be a combination dressing table and airliner's panel. It's great to hear all that power gurgling out the exhaust pipe as we creep away from the curb. Giving the power-steering a quick half-turn, for the corner was an easy one, I realized that the car had made no effort to deviate from its straight course. Three or four more twirls of the wheel finally started us around the turn. We were going all of 15 mph and the tires began to squeal unmercifully. Touching the power brakes to slow us down a bit immediately locked all four wheels; throwing everyone against the beautiful panoramic windshield. The next corner was taken at a reduced rate of 10 mph, but the tires still squeaked, and the inside rear wheel bounced over the curb. Being determined to make a better showing at the next corner, your test driver swung wide and proceeded to cut close (about 6 feet) to the curb, continuing the swing out to the left side of the street and moving leisurely back onto the right. About this time, the driver of another Buick (going the other way) waved to me as if I had just joined the club. Pulling up to the curb at home I found that parking in this model is very easy. The fenders have been raised so that you can see where they are perfectly. After parking about four feet from the curb I realized I could not see the curb until it appeared about half a block away; sure could see the fender, though. After see-sawing back and forth for awhile, the car was close enough so that I could quit, but yours truly was not about to get out. Not just yet. Gotta wait awhile for the seas to calm down.

I'm still a little green!

We'll take that little coal cart of ours every time.

●  
RALLY

## SAFETY, YES!! PATROL, NO!!

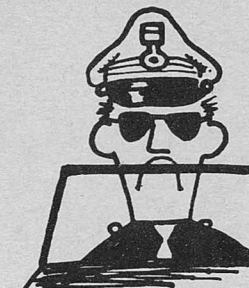


by IRVING ANSHEN  
HOLLYWOOD CHAPTER

**W**E, of the Hollywood Chapter, place safety above all other considerations. We believe that we have one of the most comprehensive safety programs of all chapters. No other factor is permitted to come before this during any club event. Yet because of this, and for the public relations involved, we are compelled to disagree with the program outlined by John Riggs.

The safety program as practiced by the Hollywood club is both unobtrusive and effective. As outlined below, it has proved its value to all Hollywood's members and guests even though the guests are unaware that such a program is followed. The fact that guest participants are unaware of the safety measures followed is in itself a tribute to its effectiveness.

1. A safety man is elected by the club to serve for a year with a seat on the Board of Directors. This fact alone is all that is required to obtain for him the cooperation of all members.
2. He does not participate in competitive club events. His sole concern is with the safety of these events. He receives half as many points as the winner. This allows him to be in the running for the club's yearly trophy.
3. He participates in the planning of all events solely from the standpoint of safety. He does not concern himself with the type of event or its direction. Only with "Is it safe?"
4. He runs all rallies, etc., at least one week in advance of the date to satisfy himself as to the type of roads, clarity of instructions, ample running time and possible traffic congestion. In this he possesses the authority to veto any possible unsafe condition. No event is held that has not been



checked and okayed for safety after any changes recommended by the safety man have been made.

5. He is present at the start of each running event and satisfies himself as to the safe condition of all entries.

6. He runs last in each rally and reliability run to "roll up" the event and to assist any member who may be in trouble.

7. He handles, with the approval of the Board of Directors, any instances of unsafe car usage by any entrant during a club event.

No attempt is ever made to police any member at any time he is not on club business. The job of the Hollywood Safety Man is to see that the chapter runs its activities on a safe basis. He is not concerned with the driving of any member or non-member at any other time.

One of the best ways we know to arouse antagonism to the Four Cylinder Clubs is to interfere in the slightest with motorists when they are on their private business. A uniformed patrol would serve no purpose on the public roads that is not already better done by the local police departments. At road races and similar events, untrained men in uniform are no better at crowd control than the same men without uniforms. Crowd handling is an art that is acquired with practice. Any good theatre man with his usual high school ushers can handle the crowd both better and with less fuss than well-meaning amateurs. The secret lies in experienced direction.

Hollywood firmly believes that the best safety program is one that requires the least enforcement. And there is no enforcement necessary in the Hollywood chapter. And there should be none necessary in FCCA as a whole. *BUT* FCCA does need a coordinated safety program to guide the various chapters in planning the program best suited to their individual needs.

FCCA needs a plan—not a patrol!

JUNE-JULY, 1954

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# Incidentally Speaking...

**SPORT CAR NEWS** by John E. Foster

I HAVE often thought how lucky we Southern Californians are, having something like 300 clear days of top-town motoring each year, but even in this heaven for sports car owners I have one bitter gripe that I'm sure is shared by a number of others. Our roads are bone-dry and dust-free and tempt us to polish our little jewels even under the fenders and running boards. All is well except for the intersections. On every intersection there's a gas station and at night it is hosed down beautifully; the concoction of water, grease and oil runs into the road and by the work of the devil meanders right across the intersection of some obscure drain three blocks away.

Along I come with pleasant thoughts of my brilliant underpinning and sparkling spokes, the crystal clear windscreen and polished badge bar. I spot man's worst enemy ahead (muck at the crossroads) do a lovely change-down and take the crossing at a mere 20 mph; calculated to hardly wet my recaps—then WOOSH! a 1937 Willys takes me on the inside and a 22 wheel combination truck-trailer passes me coming the other way. I fight for breath, sink three times and come up a block later looking through a windscreen that looks like a rainy night in Rio and my little jewel looks like blazes. It's at that precise moment that I once again wish I had with me: six forward firing cannons, a mid-upper gunner, tail gunner, belly gunner and two waist men. I'd give them all the barrels.

There's another thought; ninety percent of all braking is done at intersections. I wonder how many unfortunate collisions could have been avoided had the road been dry?

But then, a guy has to clean his gas station or water his lawn so I guess we are stuck with this blight on our otherwise un-sullied motoring, and incidentally, you've probably noticed that even at slow speeds, if you're taking a right, you can cut a beautiful four-wheel-drift and burn rubber in second with 40 horsepower at any of these wet intersections—they have their uses.

## FROM THE FACTORIES

The Austin Company seems to have been the most communicative this month and the following facts should prove most interesting to all. During the month of March, this

year, 20,634 vehicles left the production lines at Austin and were distributed to the following countries in these amounts: Australia 2500; Canada 2200; U.S.A. 2000; Sweden 1350; South Africa 600; New Zealand 550. That's a lot of Austins.

## LE MANS ENTRY WITHDRAWN

The Austin Motor Company and Mr. Donald Healey announce that as the Austin-Healeys are basically standard production cars they will not run in the 24-hour Race at Le Mans or in any other sports car events in Europe this year.

They have made this decision as they consider the present regulations for sports car racing allows cars to compete which do not bear the slightest resemblance to production cars. In view of this, racing of this type loses its value to both the manufacturer and the buying public.

When race organizers adjust their regulations so that cars eligible are at least modified production cars, and which are catalogued and made in production quantities, this decision will be reconsidered.

The report that Enzo Ferrari was planning to move his racing stable to Switzerland and enter races under the Swiss colours has been recently confirmed by the Swiss Automobile Club. A spat between Ferrari and the Italian National Club seems to be the main reason for this move to Lugano, Switzerland.

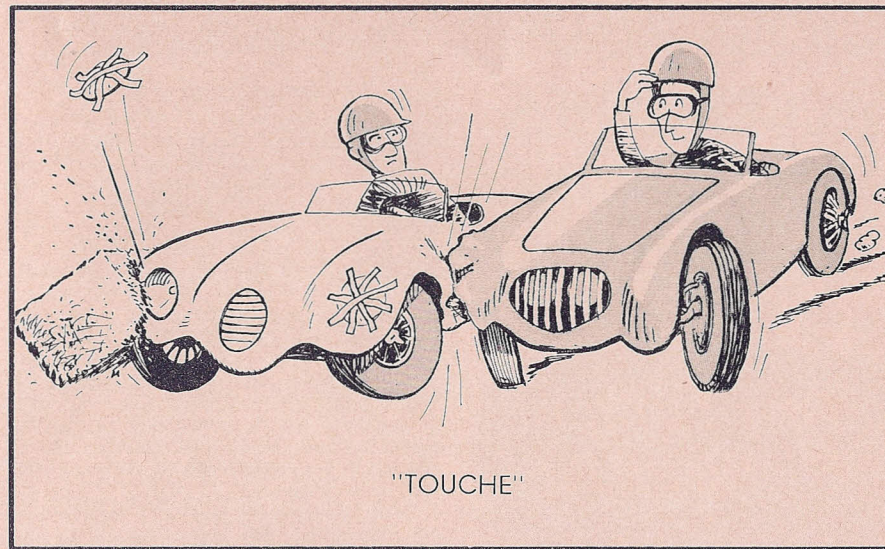
## ACTIVITIES IN THE MAKING

Be sure to read, in this issue, about the planned San Fernando Valley Relay Rally. This one should offer great sport for everyone.

Like to run at Bonneville? Special classes are provided for sports cars:

Closed (hard top).....under 1500 cc  
Closed (hard top).....over 1500 cc  
Open (roadster type).....under 1500 cc  
Open (roadster type).....over 1500 cc

Entry fees are only \$15.00 for a full week of timing and you can run as many times as you like. Post entries are \$35.00. For more information and entry blanks write to: Bonneville Nationals, 9030 Costello Ave., Van Nuys, California.



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fox hunt in the rain

GREATER BOSTON

"THE FOX," read the instructions, "will drop lime bags at various intersections in an endeavor to confuse you." And a successful endeavor it was: only two-thirds of the starting cars managed to follow the clues to the finish line.

BOB & JUNE McCUE, abetted by DICK & VIRGINIA WHARTON, laid out an ingenious course of 67.45 official miles. All odometers were checked against the official car. Dropping lime bags at strategic points along the route, the McCUES led the 27 cars a merry chase indeed. Rain and traffic made the lime a little hard to find in spots, but not impossible (particularly if you tested promising stains on the road with your fingers).

Oddly enough (or was it?) it was two feminine teams that stayed closest to the trail. ELEANOR LaCOUTURE and DOSS PATTON, whose husbands were kept away by the press of business, missed by barely a mile to win the event. MARJORIE and BEVERLY FRENCH, a mother-daughter combination, were close behind. Third were CHARLIE & GLENIS WRIGHT. Incidentally, the first three places were a clean sweep for the little bucket from Abingdon-Thames.

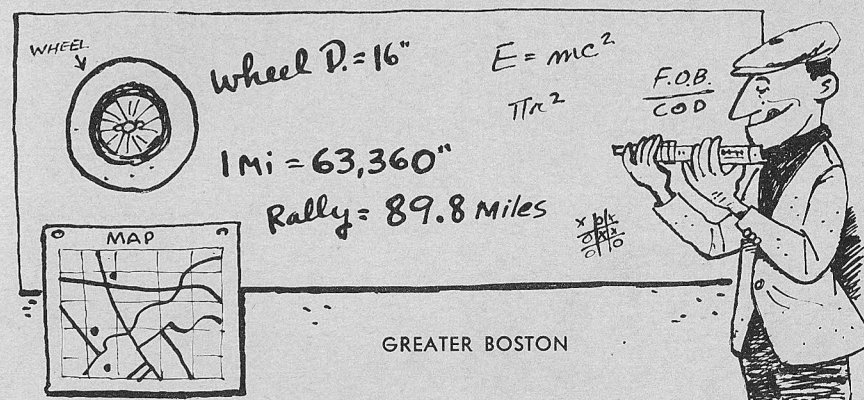
To the winners of the first three places went ribbons and cups. To the next 15 cars congratulations are due. To the nine non-finishers, everybody's sympathy—and understanding.

It is unfortunate that although the corrected mileages of all the competing cars were recorded, no one will ever know how many miles some of the contestants hiked in their efforts to find the right roads without moving their cars an inch in the wrong direction.

Dinner at a Howard Johnson restaurant followed the event. Here it was voted to hold the Greater Boston event for June in conjunction with the Cooperating New England Sports Car Clubs racing program at Thompson Raceway. If the races take place events that week-end: rally, gymkhana, concours d'elegance, time trials, races and a dinner dance. All FCCA members will be welcome to take part. As plans now stand, JOE WENCKUS and ERNIE ROOT will lay out a rally which will get all competitors to Thompson in time to take part in the rest of the program. This rally will count for annual points. We will let you know more about this June 26-27 week-end in a later bulletin.

RALLY

# Odometer Accuracy for Rallies



By Paul H. Howard, M.D. Greater Boston

THE odometer is a relatively inaccurate instrument. In a test of fifty cars the average deviation from accuracy was  $\pm 3$  per cent. On a tour or rally this would cause an error of 3 miles in 100, or 6 minutes at 30 mph. And if the official car's odometer has a 3 per cent plus error, while yours has a 3 per cent minus error, then the difference would be 6 miles, or 12 minutes. Rallies are usually won by cars indicating within one per cent of the official mileage. How, then, can the average contestant compare his odometer with the official either to make his own correcting calculations or to have his final indicated distance corrected?

An easy way out of this difficulty is to state the official mileage at each clue or turning point in the rally. However, some types of rallies (such as fox hunt; shortest distance between given points; clues given, but no mileages, exact time being expected; finding shortest routes to obscure points; average speed required past hidden check points) that do not give official mileages. For these, the simplest solution is to have all odometers compared with the official odometer and with each other at the beginning of the rally. The official car runs 10 official miles at not over 35 mph; the competing cars all run the same distance at the same time or later, and each is given a percentage correction factor, which in 10 miles happens to be the number of tenths of a mile off, plus or minus. (A single mile is so short as to be useless.) In some rallies the corrections must be known to the offi-

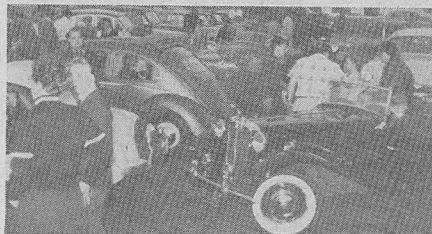
cials for scoring; in others the contestants merely need them in their own calculations. For the latter type the official should at least publish his mileage on some 7- to 10-mile run between stated landmarks. Finally, if official distances are used and times are required, but no opportunity is given for odometer comparison, then it is good to have the official distances accurate. This can be done by having the official calibrate his odometer over an accurately measured 10-mile stretch, single miles being too short and "measured miles" often being inaccurate.

Odometers not only vary from car to car, but a single odometer can vary as much as 4 per cent by itself. The inconsistency of the individual odometer seems to be caused almost entirely by variations in tire circumference, as indicated by rather limited experiments. The tire varies in size according to the number of pounds of inflation (measure after a run) and according to the centrifugal effect due to speed. A change develops as the tire wears. A 7-pound change in pressure (from 18 to 25 psi) caused a 2.3 per cent change in odometer mileage. Centrifugal effect appears negligible below 30 mph, and at higher speeds it is less marked if tires are hard. An increase in speed from 30 to 55 mph with MG tires at 18 psi lowered the odometer reading 2.5 percent; but the same increase in speed with tires at 25 psi caused a change of only 1 per cent. Thus officials should lay out rallies driving below 35 mph and with hard tires at definite pressures.

JUNE-JULY, 1954

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Thirty-three eager contestants mill around the start area awaiting instruction sheets



J. COERNE & BOONE, CCCC, shown riding on the Merry Go Round in the second leg of our rally



FRED BOGLER & "COOLIE" BRUCKNER, Hollywd FCCA, enjoy a well earned "coffee and . . . ." stop

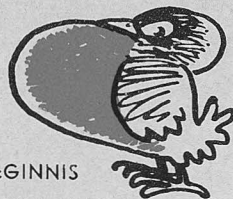
Jack DORSETT & HERB SCHWARZ are checked in by Hollywood Chapter's hard-working EDNA DISNEY



## HOLLYWOOD ROUND ROBIN RALLY

by DORIS PRICE

photos by MYRA McGINNIS



**T**HE ROUND ROBIN RALLY started with a flash! As the cars arrived at PETER SATORIS in GLENDALE, the roving camera girls took a flash picture of each contestant.

The thirty-three eager contestants took off, ably assisted by two GLENDALE Motor Officers. The first leg was timed to check point on Foothill Blvd. with two routes to make it more confusing. Jim Price, checking here, looked up in surprise to see a red Hot Rod line up to give his time! It seems another Rally had chosen the same route, and with 4 C's and Hot Rods Foothill Blvd. was busy. Next stop was Sunland Amusement Park where the camera gals took some swell pictures of 4 Cyl. drivers in a different machine; the Merry-Go-Round with a ticket stub for proof to checkers. Next a poker rally with no flash bulbs here, the gang found the cards in the dark. Then on to Twenty Questions which consisted of everything conceivable, such as "Where are Psycho Dogs, The Blarney Stone, Fish out of water, and red fire plug with wet paint sign on it? All could be answered by looking sharp on the way to the next check. One member was sitting on the fire plug when he discovered it. After a hot dog and cup of coffee at THE HOT DOG SHOW in Burbank, all scattered on the Scavenger Hunt. As they returned, it was quite a sight to see long-legged guys getting out of cars with a can of sweet peas in one hand and a fast melting ice cube in the other. The checkers are still amazed at the number of cars checking in at midnight with all items. A bonus award was a business card signed by a L.A. Police Officer, who is a member of F.C.C.A. What a surprise, EDNA DISNEY, Rallymistress, was that Officer. **THE WINNERS!** Members—1. DON EISNER, 2. FRED BOGLER, 3. DON UHL—Trophies. Guests—1. ED LYNCH, 2. ARDEN STEVENS, 3. ANN BLUME—trophy and plaques.

We are proud of our guests from other clubs such as Pres. JACK DORSETT, wife KAY and son, Mr. and Mrs. MAJOR, Mr. and Mrs. ELLIS—San Fernando Valley Chapter. TOM NEWITT, ED LYNCH, Santa Monica F.C.C.A. ANN BLUME ARDEN STEVENS, Santa Anita F.C.C.A. and Mr. and Mrs. CRIS CLEVELAND, JACK COERNE, Mr. BOONE—Calif. Sport Car Club.

## CHAPTERS (Continued from page 13)

maps, instructions, calculators, watches, etc., in their hands, would they please return to the Santa Anita Chapter of the F.C.C.A.?

The cause for this confusion (which at times resulted in cars coming into checkpoints from at least two different directions) was a dandy of a rally which was jointly staged by the Santa Anita and San Gabriel Chapters on Sunday, May 23rd. This 100-mile drive started at 7:00 a.m., with 36 cars leaving at approximately one minute intervals from the Elks' Club parking lot in Monrovia. The route negotiated numerous and varied stretches of well-paved, medium-well-paved, and not-paved-at-all roads, and eventually reached the fifth and final checkpoint at Calico Mountain Ghost Town, near Barstow. Here the participants (the ones not hopelessly lost) spent a pleasant two hours exploring the relics of the days when Calico was the center of California's silver-mining activities. Thence to the Beacon Inn in Barstow where the reward for all was a much-appreciated dinner, and a highly interesting talk on the charm and mystery of the desert by ALICE SALISBURY, an early pioneer and desert resident of many decades.

The laurels of the day were given to: (1st) FRANK MONISE, B.A.R.C., driving a Jaguar, with an overall time error of 3 min. 54 sec.; (2nd) BUD MERRILL, S.A. Chapter, driving an MG, overall error of 7 min. 42 sec. and; (3rd) DICK LINDBERG, S.A. Chapter, another MG driver, with an overall error of 7 min. 51 sec. Rallymaster was HOWARD ROTH, of the Santa Anita Chapter, who handled this, his first rally, like a veteran of many years' experience. His assistants, also first-timers, were DICK ALLEY and BURNIE M. CRAIG of the S.A. Chapter, and PAUL GREGORY, HOWARD DILLON and BUNNIE TOWERS of the San Gabriel Chapter.

## REMEMBER TO RENEW YOUR MEMBERSHIP

**EDITOR'S NOTE:** 'TIS plain to see that the So. Californians will find the Greater Boston Chapter stiff competition in the RALLY CUP RACE. Chapters not represented in this issue had better have a roll call and appoint a couple volunteers to supply RALLY with news releases each month. This month we received no word from the following chapters: BAY AREA; SAN GABRIEL; PHOENIX; SANTA MONICA; SANTA BARBARA.

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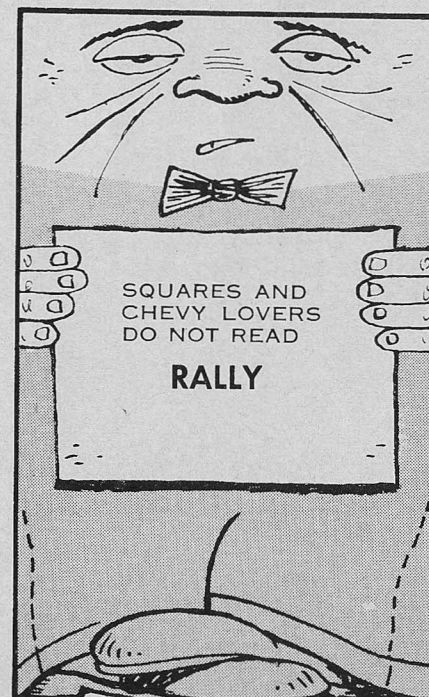
Prove to yourself we are the Best

DRIVE TO

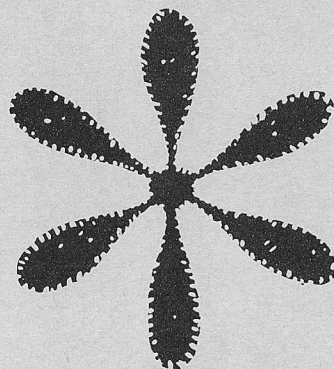
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## THEY ALSO SERVE

THERE'S an old and very true saying that always pops up during each war: "They also serve, who only stand and wait." This generally refers to the womenfolk and acknowledges the strains and worries and fears that our dear mothers, wives and sweethearts have while their man is dicing around some Paris bistro, or enjoying a crafty 48 hour leave in London.

In peacetime they have a counterpart and, don't laugh, it's the sports car salesman! Right now I am sweating out—standing and waiting—for some screwball who took a Healey around the block an hour and a half ago and no sign of the blighter yet. I picture him a mangled wreck on some remote section of the freeway or speeding merrily on his way to Las Vegas—having left me his '37 Willys at the curb in exchange.

This is no new feeling to me, apart from going through these moments of anguish daily for the past several years, I often recall the many times I have sent flying pupils up on their first solo and then spent long moments with my heart in my mouth as they made pass after pass at the field. Later, when they went on cross-country runs and their ETA was up, I would stroll out onto the field and search the skies for the wayward plane. The old heart would begin to pound a little as minutes dragged by and the time came when I knew they

should be out of gas. Invariably I'd spot the "kyte" about then, low on the horizon following the railroad tracks, and coming from the wrong direction!

Then there was the real thing. On operations, those of us who were lucky enough to get back first would not sit down or relax until the last man of the flight was down safely, and all too often there were long waits in the rain.

And so, all told, I seem to have done a devil of a lot of waiting while some itinerant bloke dived around in a piece of equipment for which I was directly responsible. Needless to say that each recurrence added a few more grey hairs. Whole batches of grey have been founded when the telephone has jingled and a sonny voice reports an MG overturned, or someone returns a long narrow Austin that just didn't fit between two streetcars.

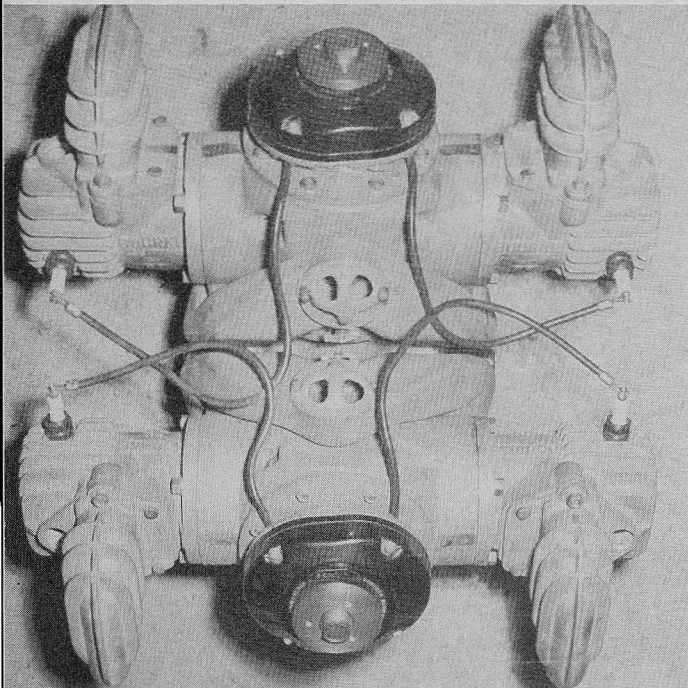
So have a heart next time you're trying out a new sports car off one of the lots and remember the poor old salesman that's sweating out your return.

Incidentally, my Healy character just phoned—he ran out of gas in Pasadena! Of course he ran out of gas in Pasadena—my cars are trained to do that. What he doesn't know—is that I've had time to sell his '37 Willys and he is not the enviable owner of a new Healey—lucky devil.

John Foster



## RECIPROCATING ENGINES . . . BAH!



*. . . says Russell Bourke, of Portland, Ore., who spent 36 years in developing the "Bourke Cycle"*

**D**ON'T laugh yet. This man knows what he is talking about. Ever since 1918, when he was an engine maintenance instructor for the army, Russ Bourke has worked on the theory that reciprocating engines need altogether too many precision made parts, use up too much energy inside themselves and wear out much too fast.

They laughed when he sat down at the drawing board, but Russ had the last laugh when he came up with an engine that will one day revolutionize our whole concept of engine analysis.

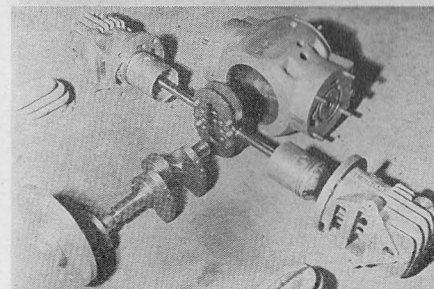
I am impressed. Two boat and midget racing chauffeurs of the northern states area are impressed. The U. S. Navy is impressed. All have ordered engines for further research and with the exception of the Navy expect to use them in future record attempts.

With only two moving parts and no wearing or straining characteristics this engine will put out over 100 horsepower for every 500cc's used. Built in units of two cylinders each, they can be bolted together to form 4, 6, 8, 10 or even 12 cylinder engines. Perhaps an explanation of the "Bourke Cycle" will show how he can get such phenomenal performance.

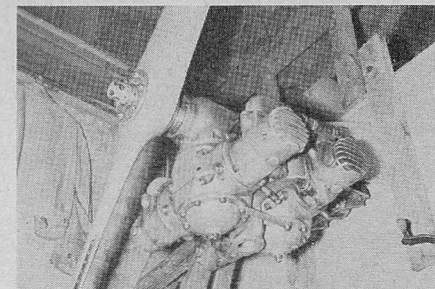
The engine is of the two cylinder opposed type using a common piston connecting rod that shuttles back and forth through a sealed, oil filled crankcase. Operating through a streamlined high-speed version of the catch yokē, all energies are transmitted to the crankshaft which, in that it is not coupled directly to the piston rod, does not absorb any power or energy to complete the cycle. There is no dead stroke as in conventional engines. Every bit of energy developed in the cylinders is converted to drive power on the crank making instantaneous acceleration under full load not only a possibility but a reality.

With a straight line instead of a curve in the power-curve chart, it produces power in a manner comparable to the gas turbine engine without the excessive fuel demands of the turbine. Burning a mixture of three parts white gas and one part stove oil it runs at 6500 rpm hour after hour while using only one gallon of the cheap mixture per hour.

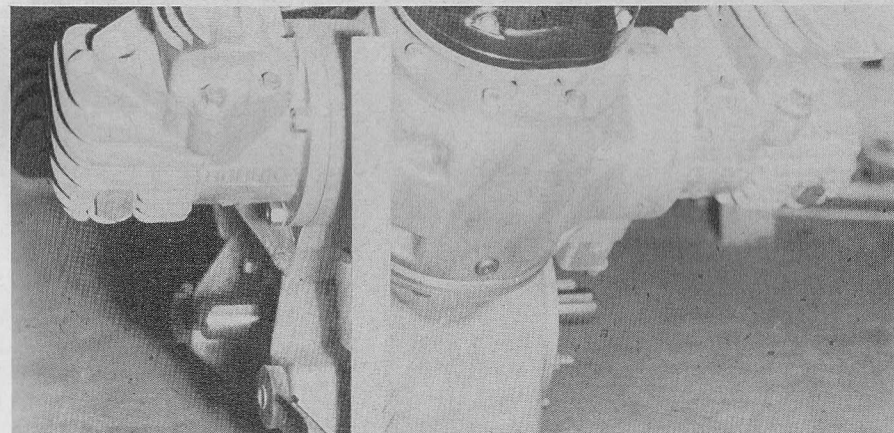
This engine, with all its possibilities, can be put to use in our smaller cars with some outstanding results. The 1500cc unit will develop 400 horsepower at 17,000 rpm.



*Exploded view shows all parts of the engine.*

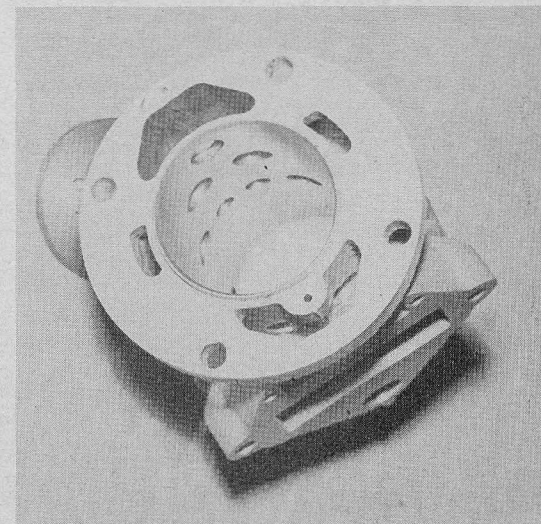
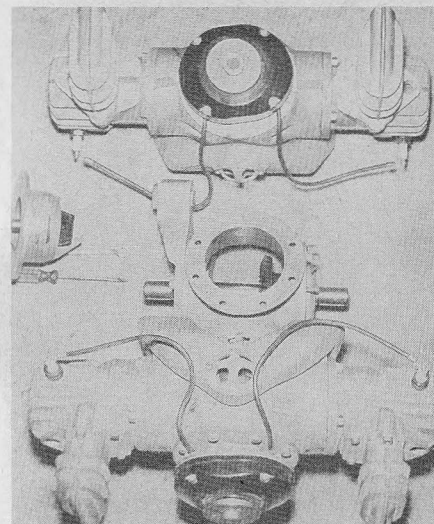


*Four-cylinder opposed unit with 6-foot prop.*



*V-four engine stands only fifteen inches high.*

*One unit removed shows the V-drive assembly. Holes in cyl. head serve as in. and ex. ports.*





# Why...



## DRIVE AN IMPORTED CAR?



THE SIMPLE answer to this question is in the form of another question. "Why not turn into FUN that which has become either a completely nebulous chore or boring hazard?"

Take a look, for instance, at the faces of motorists ploughing their two-ton gas drinking dual davenports to and from work. See behind the stony stare or the half prostrate slouch—or the cigar-clamped, grim-jawed maligned frustrate—the complete lack of joy in the hearts of the Detroit bus commuter and you'll have to agree motoring today is a short cut to ulcer gulch.

Then take a peek over at the bright-cheeked smiling chap in a car not much bigger than himself—hear that humming change-down—and see the smug grin of satisfaction as the tot whips past, nips smartly out of the funeral parade with only the flick of a wrist and is gone with a chord that makes the hair stand out on the back of your neck—as you nudge slowly ahead seeing only the eight foot wide boat ahead of you—housing a little 150 pound homo; hidden way over in the left-hand corner.

Listen to the groaning of tires as the old tub takes a 40 degree list when you nose into an "S" turn, doing a full 25 mph—then watch the little car come around on the inside of you; hugging the white line like a leach, perfectly flat at 40 mph, and disappearing round the second turn while you are still cranking out 6½ turns of the steering wheel to complete the first.

Ask one of these happy souls why it is he can drive all week and then be crazy enough to get up at the crack of dawn on Sunday to go on a 100 mile Rally with a bunch of

others; all in similar little cars! But, beware, he'll talk your leg off for an hour or more; like the fisherman who has found a little backwater known only to a few enlightened souls; where golden perch and spotted mackerel abound.

Don't start talking upkeep, or miles per gallon for this fellow will no doubt whip out a slide rule and show where your buggy is costing 10c every mile you move it whereas he has it down to a knat's eyebrow at 1.5c a mile, and, is actually making money on his expense account from old skinflint (the boss) and on Uncle Sam.

For goodness sake don't weaken and slide down behind the adjustable, racy, spring steering wheel—or you might discover your whole 6'2" sliding nicely in as though the seat were tailored and moulded to your body, and the odour of rich leather and solid walnut—and the "feel" of a short-stick, five-speed shift right where your hand drops off the steering wheel, a feeling like sliding into slippers and the favorite old leather chair... comfort?

If you get this far and then don't drive the little jewel Saint Peter will never let you in—and if you DO drive it; over a hill; around a few sharp turns; through some traffic—man, you'll be shaking hands with Saint Christopher from then on.

So beware asking that first question—or—have your peaked hat, goggles and safety belt ready and hang onto that check book or bejabbers you'll be talking high-lift cams and maximum torque and find yourself having more fun than anybody—if you're not careful.

by John E. Foster

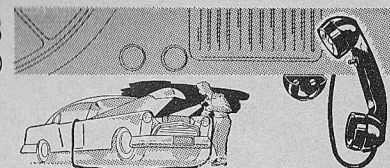
RALLY



## CONFIDENTIALLY... (I CAN GET IT FOR YOU WHOLESALE)

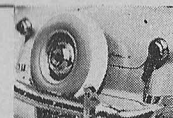
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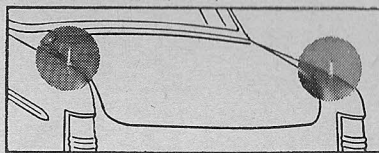
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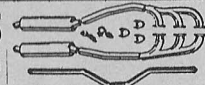
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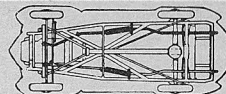
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