

BRASS

NOTES

THE FOUR CYLINDER CLUB OF AMERICA INC.

John E. Foster...President.

Glen W. Fancher...Vice President Equipment	Bob Menefee.....Vice President Events
Jean C. Burkhard..Vice President Secretary	Geo. E. Montrose..Vice President Treasurer

201 S. Glendale Ave., Glendale, Calif.

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FEBRUARY MEETING.

During the past couple of years one of our biggest worries has been how to make our Wednesday evening meetings more entertaining. Somehow, each Wednesday evening meeting has been more successful than the last, but how we are ever going to top our February meeting is a challenge indeed.

Trophies were awarded for the first three places of the January run and Mr. Norman E. Berry briefed us for his 'It's the Berry's' Rally.

Club news and business was very quickly dispensed with in order to allow the maximum time for the program to follow. Geo. Montrose introduced as his guest speaker for the evening none other than the noted 'Supercharger King' Mr. Ernie McAfee. Mr. McAfee's very enlightening discourse on the three most popular types of supercharger, samples of which were on display, proved most interesting and informative, and I am sure we all know a lot more about this field of engineering and appreciate a little more the hours of effort and study that have gone into such masterpieces as the popular 88 John Edgar M.G. Equally instructive were Mr. McAfee's answers to the questions put to him from the floor. I know I had several questions on the tip of my tongue which were answered before I could pose them. The Club are deeply grateful to Mr. McAfee for

giving of his time in this manner and to Geo. Montrose whose idea it is to bring along a guest speaker each month. Now George, we are ready to hear the opposite side of the picture and hope you can come up with some noted authority on modifying as opposed to supercharging.

Harwood Jones spoke briefly and colorfully on his proposed Grand Canyon run for the weekend of May 9th. His description of the desert and Grand Canyon should have been accompanied by the strains of Jascha Heifetz playing 'an ode to a cactus'. It did, however, stir up enough enthusiasm for 32 members to vote for the run and so it is definitely planned for that date. Watch for more news in these columns regarding this event.

Bob Pease, insurance agent supreme and proud owner of a new A-40, was given two mins. to mention briefly a plan which your directors and he are working on towards lower priced insurance premiums for all club members. It seems there is a possibility that our organization can come up with its own insurance plan. The feeling was unanimous that we should continue along these lines and every effort is being made to come up with something tangible in the very near future. These latest

increases in automobile insurance are a devil and it is the Club's feeling that our type of automobiles and drivers are being jeopardized by the mass of poor risk motorists.

When we had all sat down after coffee and donuts, we were treated to a great thrill and surprise by the appearance of Ray Crawford and his brother Frank with their hour long color movie of the 1951 Mexican Road Race in which they competed, driving a new Lincoln. Ray preceded the showing of the film with a brief story on his experiences in the 1950 race. This was a panic. Ray's grand sense of humor coupled with the almost unbelievable strokes of bad luck that hounded them from start to finish literally had us in stitches. The film was thrilling from start to finish and left no doubt in our minds that this was without doubt one of the three most gruelling road races in the world. Ray's commentary during the film was so complete and colorful that when the last frame ran through we all felt that we had indeed witnessed one of the greatest motoring events in history. Our very sincere thanks to Ray, who drove and Frank, who took the pictures, for one of the most entertaining evenings ever. As one chap was heard to remark 'it was worth my year's subscription to see that film'. Our thanks too, to Doug McGarry who so thoughtfully arranged this program.

Not in the least anti-climatic were the films that followed showing some Carrel Speedway ethics in which we saw Al Moss' Cad. Allard go for a burton and some scenes of Torrey Pines in which we saw exactly what happened in the controversial mixup of the Jupiter and M.G. near the finish of the first event. We did not have time to show the FCCA movie of the complete Torrey Pines Road Race made and edited by our own Gerry Donatz. These are scheduled to be shown at the next meeting.

Harwood Jones did a splendid job of 'huckstering' a raffle for a set of new spark plugs. Money received was for work on the FCCA race car. The generosity and sportsmanship of all members, is shown by the fact that \$25.00 was handed to the race committee. Winner - J. Dugger.

Approximately 150 people attended the meeting. Plans are under way to book the Pan Pacific for our next meeting!!

COMING EVENTS

- Mr. 12. F.C.C.A. Meeting.
- Mar. 16. F.C.C.A. Glendale & S. Barbara Joint Rally.
- Mar. 22. Palm Springs Road Races.
- Apr. 19. Pebble Beach Road Races.
- May 9-11 FCCA Moonlite Rally to Grand Canyon.
- May 30. Golden Gate Park Road Races.
- July 4. Torrey Pines Road Races.
- July 26-27 - 24hr Rally by Walker Edmiston and Steve Geraghty.

DISCOUNTS

Two more dealers have added their names to the list of five percenters. No, Wash, is not investigating them; they have come up with a 5% discount to all paid up FCCA members on all parts & service. The two gentlemen in question are Monroe Gretske, Vaughan Singer Motors, 6730 Sunset Blvd & Ernie McAfee, 3497 Cahuenga Blvd, Hlywd. They will give the discount only on presentation of a 1952 membership card.

Peter Satori Ltd., 2300 Colorado Blvd, Eagle Rock very generously offers to all FCCA members on presentation of their 1952 cards, a 5% discount on parts. Members are also invited to do their own servicing free; equipment, tools and expert guidance will be furnished. Shop will be closed Mon. but open Saturdays and Sundays. Members are asked to phone for appointment.

Officers and members of FCCA wish to express their sincere thanks and appreciation to the dealers making these very fine offers and it is hoped that all members will avail themselves of these services and accept them in the spirit in which these dealers offered. It is very gratifying to know that these dealers have our interests at heart and are helping so admirably our efforts to unite all four cylinder car owners across the country.

FEBRUARY RALLY."IT'S THE BERRY'S".

Confusion reigned! and the Rally was indeed well tagged. Mr. & Mrs. Norman E. Berry planned a really scenic Rally over roads that called for considerable driving and navigating skill. A welcome and thoughtful idea was the breakfast stop half an hour after the start at Herbert's Drive-In at Sherman Oaks. To our great surprise the SCCA. had also planned a breakfast stop at the same spot at the same time! It was quite a sight to see about 80 'cars of character' parked around and to visit with our friends. Our run was thru the mountains south of Ventura and beautiful Hidden Valley, average speeds given us were pleasantly brisk and safe and well engineered. Some 10 changes of speed were given and four (completely) hidden check points had us guessing. The countryside draped in a mantle of spring textures, was delightful - if you had chance to catch a glimpse! Two big pit-falls of the day were, 1. while proceeding (at a fair clip) along a country road a 'T' intersection was very fully described with instructions to 'proceed along main highway'. Here you had to decide just which one was the 'main' highway. One section thought that if the road was described, it obviously was the one to take, otherwise why mention it? Others decided it was a trap, and proceeded ahead on their present course - clear into the city of Ventura before finding their mistake. 2. Running up to a 'T' intersection later the instructions read 'proceed along so and so street until it becomes black topped! The question was, proceed in which direction? A toss of the coin was all you could do and many made the wrong guess and failed to turn back and try again in the opposite direction after travelling a mile or so without seeing any black-top. These two hazards, whether designed by the Berry's or not were excellent ingredients for a good Rally and sure threw a spanner in the works of otherwise smooth navigating. Without such items to trip us up, the run would be too easy and there would be too many winners, and absolutely no confusion! To show that these obstacles were by no means unsurmountable we have only to look at the results - the first four places ended up within a four minute aggregate error for the 125 mile run! At Camarillo a number of our members, who I'm sure must have been on the wrong Rally, met up with

a contingent of the FCCA-Santa Barbara out breezing through one of their rallies. The run ended only a few miles from base early enough in the afternoon for us all to enjoy a 'bit of a Gymkhana'. A hearty vote of thanks goes from all of us to Norman & Mrs. Berry for a really grand Rally.

Not Lost!
Just Confused!

ECONOMY GYMKHANA

"Okay Mac, now park your car in that box there. NO!! Put the nose toward the building! Towards the building I said. That's right, now back through those pylons to the finish line."

Many of you heard words to that effect the afternoon of Feb. 18th, following the Feb. Rally as the FCCA staged a practice Gymkhana in the rear parking lot of Sears Valley store. This event was welcomed by many as a diversion from the usual Rallies. No entry fee was charged and no prizes were given and as a result many contestants ran through several times, and everyone who wished had a chance to test his driving skill.

An interesting sidelight was the fact that John Foster definitely proved that the Gymkhana was a family affair by carrying his mother-in-law and his small son along as he ran through.

The first event was an acceleration and braking test that left enough rubber on the pavement for Sears to make at least two All-State tires.

This first Gymkhana of the season was staged by Bob Menefee and Steve Geraghty who have already been besieged with cries for more.

Winners:

1st - Barney West	:59:2
2nd - Frank Burger	1:01:7
3rd - Norman Berry	1:04:8
4th - Gaynor Peet	1:05:7

RACE CAR

The 4-cylinder race car is coming along, but just a little slowly. Our ambitions slightly exceed our desires and funds.

Last Monday the frame, after two false starts, was finally welded up. The first time we attempted to weld it up we borrowed a three phase welder, only to find that our source of juice was two phase. Undaunted we rented a machine, hooked it up and found it wouldn't run. We screamed blue murder (at \$5.00 per day you can scream awful loud). We found out that we had hooked a 240 volt machine to a 120 volt outlet. So we got the welder back (for \$2.00) and tapped the main power source and it still wouldn't work.

Curt Parker kicked it and it turned over. So we tore it down and found a bum connection. With the connection made fast it started. With the welder finally going Eddie Williams made fast work of the frame. This entailed alterations to the center members to permit moving the engine back about two feet, to give a better weight distribution; reinforcing the front shock pick up points and adding new engine mounts.

Along with this, Barney West has taken the rear springs home to re-work them, Chuck Jones is parting and relieving the head, and we have sent out the flywheel to be chopped. Our engine has been found to be basically in excellent shape.

Due to the very sporting and generous response at our last raffle, the race car committee now has (but not for long) about \$75.00. Outside of the purchase of the car for \$100. which was partially financed by sale of spare parts, we have to date spent about \$25.00. Our major expenses are yet to come. There will be to name a few items, cam regrind, engine balance, new tires, etc.

For anyone willing to get greased to the elbows, this is a golden opportunity not to be lightly passed by. Show up at the garage Monday evenings (except the week after a Rally or race event when it is changed to Wednesday) and pitch in.

Any suggestions or money saving ideas are welcomed. Will write again later and keep you in touch with your race car.

J.Orlando.

TROPHIES

We are indeed happy to announce that Cliff Emmick of Concours Motors, Vine St, Hollywood has graciously consented to donate a handsome trophy to the winner of each of our monthly events. The club will still continue to award the plaques so this really gives everyone something to shoot after. More people are being contacted about other awards.

Annual Points Standing To Date:

- 1st - G.W.Sargent
- 2nd - M.C.White
- 3rd - Steve Geraghty
- 4th - Phil Curry

SOCIAL EVE.

Let's have a party! The Social Committee are planning a social evening and Easter Egg Hunt for Saturday April 12th. Arrangements are still being made and there will be more particulars in this column next month.

TRUCK PASSING

Reprinted from U.S.C.newspaper 'Daily Trojan' and something we all should know and remember.

1. Five flashing lights mean do not pass.
2. Two flashing lights mean safe to pass.
3. One flash from the headlights means safe to return to the right hand side of the road.
4. Do not slow down when a truck is behind you, especially on a down grade.
5. Do not try to estimate the speed of a truck, as the size is deceiving. Think twice before passing.

Fred Kopp	53	Curt Parker	20
Dick DellaVedowa	52	Lewis Himmelrich	19
Ralph Wells	52	Stuart Bailey	18
Earl Sargent	51	Bob Peterson	17
Jerry McDonald	50	Jean Burkhard	16
Dr. Gustafson	48	Bill Preston	15
Jim Priefer	47	*Stan Sedor	9
Don Ricardo	46	*Bob Menefee	9
G.W. Sargent	46	*John Orlando	9
Lyle McDaniel	44	*Geo. Montrose	9
John Foster	43	*Henry Gurr	9
Bill Corree	42	*Chas. Wagner	9
Phil Curry	41	*Duane Alan	9
Jim Lamona	40	*Don Godar	9
Clark Ramsey	39	*Joe Fernandez	9
G.A. Peet	39	**Dennis Newton	7
Bob Rebber	39	***Bill Morey	6
Alex Gregson	39	****Fred Meisel	1
Don Dow	35	****Glynn Lockwood	1
Ken Jolley	34	****Milt Kahl	1
Jack Sandell	33		
M.C. White	32		
Barney West	32		
Harwood Jones	32		
Perry Peron	32		
Bob Dugger	28		
Chuck Lacey	27		
Ralph Davis	26		
Jim Gillette	26		
Norman Neuman	24		
Dewey Moore	23		
Derry Williamson	22		
Alvin Bartel	21		

FOUR BARREL FACTS

Do you want the fastest 1500 CC production coupe in the world? Well if you want to pick up one of the most phenomenal sports cars on the road today, just go find yourself a Porsche. This little job turned 94.6 MPH for 72 hrs on the Montlhery track in France to capture 17 new international records. Naturally it has a four cylinder engine, but quite a novel feature is the fact that it is of the horizontally opposed air and oil cooled variety. Believe it or not it is in the rear and almost impossible to overheat!

The secret of success of the Porsche is its very short stroke of under three ins. which gives it a remarkably low piston speed. At 65MPH it has only a piston speed of 1580 feet per minute - about 40% less than on most other engines. This automobile was the last achievement of the late and great Doctor Ferdinand Porsche whose name the car bears as a living memorial to him. Following are the complete specifications:

ENGINE: bore 3.125in; stroke 2.9 in 90.64 cu.in., 1484.68 c.c. displacement 52 bhp at 4300 rpm, compression 6.5 to 1.

TRANSMISSION: manual shift, four speed gear box with synchromesh on third and fourth. Overall ratios: 3.6, 2.07, 1.2 and 0.8 to 1. Swing type rear axle with universal joints, spiral bevel gears.

FUEL CONSUMPTION: 18 - 26 mpg.

DIMENSIONS: Wheelbase 83 ins.

Track: Front - 48.7 ins.

Rear - 50.3 ins.

Length - 152 ins.

Width - 66 ins.

Height - 51 ins.

(w.full tank) Weight - 1760 lbs.

Steering wheel movement - 2.6 turns.

ACCELERATION:

Standing $\frac{1}{4}$ mile - 24.2 secs.

0 to 30 mph - 6.5 "

0 to 60 mph - 16.4 "

10 to 60 mph - 14.9 "

30 to 60 Mph - 9.7 "

TOP SPEED: well over 100 MPH.

Steve Geraghty.

SAN GABRIEL CHAPTER OF FCCA.

News has just been received of another new chapter of FCCA opening up in the San Gabriel Valley. Jim Self of Lumpkin Motors, Routes

specialists at 1002 S. Myrtle Ave. in Monrovia is the organizer. We look forward to a visit from these boys in the near future and wish them luck and success with their new club.

NEW CHARIOTS TO OLD MEMBERS.

We were all very happy to see Duane Alan turn up in his new MG.TD having turned in his XK-120 - this could be loyalty supreme and certainly elevates Duane from the ranks of guest. Any buyers for his Model A?

Phil Curry surprised us all by turning up in a snazzy new Singer 1500. Phil turned in his Hillman in order that he may compete in some of the Road Races, good show Phil we'll all be pulling for you.

Incidentally speaking of Singers reminds me that Monroe Gretske of Vaughan Singer Hollywood is sure standing behind his product - he has generously provided free pit crews and service at the track for all Singer entries at the March Palm Springs Race. Its gestures like these that make us feel good.

I digressed; the other change-over this month was the Chuck Smiths from Sunbeam-Talbot back to their old love and rally winner the Austin A-40. We haven't seen enough of the Smiths on recent runs but that's because the stork has been seen circling for a landing, but the tower says not until June.

News has just reached us that both Hunter Hackney and Bruce Mooney have put in their orders for Jupiters. A thrill I don't want to miss is to see these two fine drivers do battle in some future stock 1500 cc event.

NEW SHIPMENT

A new shipment of Club T-shirts has just arrived, just the thing for all the family to wear at Rallies and races. Large, Medium and small, they sell for \$1.25 ea. Also available are the 5" felt emblems for 50¢ ea. Still hoping to have the 3" diameter badges available for the next meeting so bring along an extra \$6.00 just in case.....

MARCH MEETING

The next meeting of the Club will take place at 8 p.m. Wednesday March 12th at GRIFFITH PARK MANOR 1600 block on Flower St. at Ruberta, near Glendale Airport. We have been instructed by the Parks Dept. and State Fire Dept., not to park any cars in the park surrounding the buildings as this constitutes a major hazard in the event of an airport mishap. Only the cars carrying refreshments and equipment will be allowed in the small parking area in front of the buildings. Cars will be parked along the curb on Flower St. We are also asked to make as little noise as possible when leaving as this is a residential section.

(cont.at top)

To those planning on organizing a Rally it is suggested they read our President's article "Let's Have A Rally" in the March issue of Auto-Speed & Sport, on the newstands now.

Briefing will be given on the joint rally with the Santa Barbara FCCA to be held the following Sunday March 16th, leaving headquarters 8 a.m. Movies will be shown and we hope to have another guest speaker. Refreshments will be served.

Members will be asked to make reservations for the Grand Canyon Moonlight Rally to be held May 9th, 10th, 11th. Application blank below.

PALM SPRINGS.

A MUST on everybody's list will be the Palm Springs Road Races of March 22nd and 23rd. Apart from the talent and thrills of the big fellows, there will be some ding-dong battles going on between the SIATA, JUPITERS, M.G. T.D Mk 2's, SINGER 1500's, and it is hoped, the PORSCHE. Everyone will want to see THAT race.....

See You All Next Month.

ENTRY FORM

FOUR CYLINDER CLUB OF AMERICA GRAND CANYON MOONLIGHT RALLY.

Leaving Friday E ve. May 9th - returning Sunday May 11th.
Staying overnight Saturday 10th.
59 mile rim drive Sunday A.M.

Mail or hand in entries before April 4th 1952.

"I hereby agree to conform to & comply with the rules governing this contest & the traffic laws of the States of California, Nevada and Arizona and I further agree to hold blameless The 4-Cylinder Club of America Inc, the contest committee & the local management for any loss or injury to myself or property & to assume responsibility for any loss or injury to myself or property, in which I may become involved by reason of participation in this contest."

PILOT'S NAME _____ ADDRESS _____ CITY _____

NAV'S. NAME _____ ADDRESS _____ CITY _____

NO. OF RESERVATIONS - SINGLE \$3.00 _____ DOUBLE \$5.00 _____

MAKE OF CAR _____

IF DRIVER IS A MINOR UNDER 21 YRS OF AGE, PARENT OR GUARDIAN MUST SIGN.

PILOT SIGN _____ CLUB AFFILIATION _____

GUARDIAN SIGN _____

OUR MOTTO: SAFE, COURTEOUS, ECONOMICAL DRIVING.
FOUR CYLINDER CLUB OF AMERICA INC. 201 S. GLENDALE AVE, GLENDALE 5, CAL.

UNITED STATES
POSTAGE
ENDALE
ORNTA