

THE FOUR CYLINDER CLUB OF AMERICA INC.

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201 S. Glendale Av., Glendale, California.

## MARCH 1952

## MARCH MEETING

Remember I once remarked how each meeting was better than the one before? By Golly, it's still working out that way and I wonder how we will top this one. Everyone parked their car in the proper place! Thanks folks, and the meeting got off to a good start with the presentation of trophies to last month's winners. Fred Gop and the whole club were happy about our new first place trophy, a beautiful 8" gold, inscribed cup donated monthly to us by Concourse (with an 'E!!) Motors of Hollywood.

A real roar of applause and torrent of discussion followed the reading of a letter from Alan Hess, honourary FCCA member and renowned record breaking driver of the Austin Motor Co., and no wonder, here is a passage from his wonderful letter:

The object of this letter is
to say that it word give (The
Austin Motor Co.) great pleasure
to present your club with an
A-40 Sports engine for this
(our competition car) if you
would care to accept it.'
A rapid phone call to Johnny Orlando our 'stress boy' at Douglas Aircraft brought a pregnant pause, then a choked 'Dammit', he's talked us into it!l Curt Parker and Harm. wood Jones, engineers in charge of 'The Project', walked around in a

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daze for awhile murmering praises to Austin, the Good Queen Elizabeth and our lucky saints. The whole project has been blessed thus far with the luck of angels and we knew from the start that the little unnamed beauty was born under a lucky star.

To get on with the meeting. The next letter to be read was from another of our five wonderful honourary members, Mr.Lindley Bothwell of 'Horseless Carriage Club'fame. Mr. Bothwell, pleased at the way the club conducted themselves during a tour last year through his famous ranch containing over 100 priceless antique autos, repeated his genera onus offer to entertain us again this jear. To those of you who missed Curt Parker's rally last year ending up at Mr. Bothwell's rancha word in your ear - don't miss Curt's next one!

We had just got over these pleasant surprises when Bill Friedauer dropped another bombshell in our laps by offering to the club an aluminum body (weight appr. 45 lbs. for the competition car! Hannah from heaven! The body is ex Allard 'J' series and of course will need much modifying but as Eddie W illiam: says - 'She's got the curves, the rest will be easy.'

The old man with the beard was sure with us this evening and 'donations' became the order of the day. The Chuck Smith's donated a racing tyre and tube for its first event, someone else donated a case of oil... and the club donated me with a wizard inscribed (yet) gavel. It was with much appreciation that j received this grand gift, my sincere thanks to everyone. Now when jou year solid oak strike solid oak prey give me silence - for remember, you gave it to me!

Harwood Jones ran one of his inimitabie rafiles, this time for a 'Motor Minder', for funds for the comp.ear. \$26.00 was collected in the raffle, the winner was Bill (Austin) Privett who's wife Luanne promptly donated another $\$ 2.00$, and Phil Curry stood up and said held donate the Motor Minder I'il wager nowhere will you find such a grand group of enthusiasts as we enjoy in our coke and do-nuts crowd!

Glynn and Linda Lockwood briefed us on their March Rally which is being run in conjunction with the Santa Bambara Chapter of F.C.C.A.

High financing in the one-quarter million dollar region was discussed by Bob Pease in his efforts to get sonsibly priced insurance premiums for all F.C.C.A. members. Bob is going to great efforts and the opposition is tough because just at this time all insurance companies are hixing their proniums up. The opinion of the club members seems to be in favour of leaving the hieh financing of our own club insurance until a later date. So far we have been successful in obtaining a $10 \%$ reduction through a very reputable company; when your next insurance becomes due check with $I Q$ for details.

Following refreshments came the movies. Foc.C.A.'s own film production on the Torrey Pincs Ruad Races was very much enjoyed and shows what our Photographic Group can do. Actually the whole 800 ft of 16 mm was taken by and edited by Gerry Donatz who did a very creditable job. Gerry now has his group of camormen all lined up for fortheoming events and our films should be second to none. The next film was a surprise to us all. Taken by Drestan Ccombes one of our fortunate Morgan owners, the 16 mm colour filif was of a Eull Fight in Mexico City and the goriest thing you'a ever want to see (give me a road race anytime.' ${ }^{\prime}$ ) and followed by a colourful Rodeo with buil baiting, steer throwing, broncos and branding etc. Dr. Coombes donated the projector and screen not only for this evening but for all future meetings and the club are indeed grateful and extend their thanks both to the doc and to Jim Gillette who each meeting brings along his microphone and P.A. system.

## DIEHARD RALLY

For the first time in two years the weather played havoc on our plans for the March Rally. A terrific downpour for two days washed out just about every road the run covered and the rally had to be postponed for two weeks. Sunday morning, however, was as usual bright and clear and 25 cars turned up despite everything. Nothing daunted, maps vere whipped out of stock (thanks to Geo. Cross of Auto Club of SC, Glendale) and a 65 mile Rally with two check points was prepared and away inside of 45 mins. The run was enginecred to miss all the flooded areas and mountain passes and went thiu scenic Puente hills and Orange country to Pomona and that wizard winding road in the hills by Lake Pudingstone (good swimming spot) for a hidden check point and change of speed. The run ended at Eatons drive-in at Santa Anita Race Track where we had 'brunch'. Threatening skies didn't daunt our plans for a gymkhana so dual rows of pylons were laid out and the fun - and the rain - began. We are told it poured down, I'm sure none of us paid any attention to the weather as we timed two cars at a time through the maze. Highspots were two Cadillac 62 sedans stood by watching so we asked if they's like to compete. Sure enough they did: We pulled a couple of pylons H- you can't park a bus in your home garage, and away they went burning rubber in low gear. They handled surprisingly well between the widened pylons until they had to stop and reverse - that sounded like the proverbial skeletons on the tin roof as transmissions took a beating. Sporting of them though and we haven't received any bills from any Cad repair shop! Bob Peterison thrilled us all by bringing a Cunningham (and his MG sedan) out rom the day and kingly took afew fortunate

members for a spin around the mammouth S.Anita parking grounds, Yipes! What a car! What cubic inches! What a price! Chuck Jones in his hot little M.Minor not only beat the field but did it without a gear lever! The darned gear contraption came ofi in his hand as he plowed through pylons waving a bunch of iron with one hand and steering with the other. I tried some blindfold driving thru pylons with five people in the car each giving directions - almost as confusing as driving with the wifc.

## SiLINAS F.C.C.in

Clear weather and clear minds prevailed over the March 2nd reliabil ity run to make it a 'George' affair. Brilliantly, tho' perhaps a trifle sadistically set up by Dick and Evelyn Colburn, it took the participants thrul many little known and beautifully scenic roads in four counties. Starting in Salinas, the route followed the Monterey hi-way and tortuous Los Laureles Grade into Carmel Valley and continued over a tricky course which included Hecker Pass and the San Juan Grade.

Mary Lou Johnson, with hubby Mark as Nav., won first place in a rather mud spattered MG.TD. with an $8 \frac{1}{2}$ min error and just did nose out Bill Wishart (MG-TD) who had an 11 min error.

The Salinas Chapter invites those going to the Pebble Beach Classic to visit their $H . Q_{\text {. at }} 81$ Sanborn Rd.. Just turn right at the Richfield Truck Terminal and proceed to the British Hotor Car Co. The Salinas Chapter of F.C.C.A. all look forward to meeting the boys from the Glendale, Santa Barbara, Oakland and Sacremento clubs at the Pebble Beach Races. Meet at the big F.C.C.A. banner at the course.

## OHKLAND F.C.C.A日

News has come from our active Oakland branch that they held a very successful Concours d'Elegance, March 23rd at the Iake Merrit Band stand in Dakland. It was open to all clubs in the Bay area and attracted a terrific amount of publicity and over 100 entries. The whole event was very professionally organised and the club are to be commended for the splendid show.

EIKHART $I_{12} K H$.
A branch of F.C.C.A. is being formed in Milwaukee by John T. Morgan 1333 North Franklin Place, Milwaukee 2 Wisc. John very obligingly suggests that any F.C.C.A. member from out West who requires lodgings for the S.C.C.A. Elkhart Rally and Road Race, contact him and he will do his best to help. Good show John and best of luck with your new club.

## HOT OFH THH BLOCK.

Many Fourcylinderites will be interested to learn that the new Austin A40 Somerset will be previewed by the Press on April 17th, and on all showroom floors the weekend of April $2^{7}$ th. Good news accompanying this announcement is the fact that will be available for delivery in large quantities and be accompanied by a large shipment of A40 Sports'. Many of our club members rave bean aroting this vews the rest I am sure will torejoe the plugo...

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## PAIM SPRINGS RACES.

Eight of our club members, and one from E.C.C.A. Sacremento were behind the wheels of their four barrel jobs in this West coast epic that drew the largest fiela of enuries and biggest gate to date. It was a thrilling spectacle, wizard race and grand weekend.
In the first race for 'up to 1500 co's unmodified, we were represented by Bruce Mooney (Jupiter), Barnty West (MG.TD.) and Phil Curry in his Singer 1500. None of our hoys drew good post positions and were as a result severely handicapped in such a short race. Despite this Phil drove like a bomb, went from $2 \delta \mathrm{in}$ to 1 cth position. Compression ratios seemed to run high even on the stock jobs (all of them practically brand new cars) and both Inil and Eruce had a jois on their hands convincing the rather suspicious sorutineers that their cars were in fact 'Stock'. However they hoth got thrul after many anxious moments. Phil's first words after the race were, "Woll I've got the bug now, get me a Cad-Allard

Dr. Stan Coombes had to pitch his staunch little Morgan Plus 4 against a slew of Jags in the 'OVFr 1500 cc event and the way that 70 HP job purred around against the 160 HP jobs made a lot of us Fourcylinderites very happy.

It was Barney West's first race, he said that he made every mistake in the book and learned more in this one race than in years of watching. Despite this modesty Barney drove a very stecdy race.

Bruce Mooney's car was only one week old and showed less than 1300 miles on the clock, it was obviously very stiff but passed the whole field except the very potent Siata and an anazingly fast MG. Td. We were all very proud and happy of Bruce's well earned tnird place. Well done Bruce. Our next club membor wews Bruce's wife Wanda who drove the same Jupiter in the Womans race. She drove well and turned in a finc race but everyone agreed that the handicepping was hopeless and it didn't give her much opportunity to show her metal in the clinches.

In the final big race were; Leo caton in his very smooth running Morgan Plus 4 driven beautifully ihru' a pack of over 50 potent autos to take 9th spot: Bob Menofec in his hot modified MG.TC was in fourth position near the end of the race when the clutch went and he was forced to retire.; Bruce once again in his Jupiter drove clear thru' the main event to the finish ana his lush new car had sure taken a beating from brushes with the hay bales, how keen can you get? Jack. Burkhards famous $2 J r$ driven in great style by his mechanic Ed Beasley, took 2nd place in the 33 lap event despite a pit stop to make a hasty repair to the clutch linkage. Jack's Citroen once again reared up in agony the day before the race and spit expensive pieces of iron out of the boiler room. Latest bulletin, Jack says he has the 'Citrus' back in shape again but he will only enter it in Hill Climbs and the like in future. I think Jack finally relised that 14 to 1 Comp. ratio is maybe a little too much for the 'Citrus' and we are all hoping that he will devote some of his time now towards putting into the field his Monsterous 4 Cyl 'Stutz' Roadster.

Palm Springs and Torrey Pines are now events of national interest and importance. Each event gets bigger and more exciting and the Calif. Sports Car club are to be commended for their splendid job of organising these terrific events. As soon as the last lence post was down, the boys were already talking plans for pebble Beach, April 19/20 and Torrey Pines, June 28/29, Our olub was called upon to furnish some workers for the Palm Spe races and the response was great, in fact we had more than enough help. The C.SCC officers have asked me to thank all the boys and gals who helped make the race such a success. We will be called on again at future events and I know that we shall be able to come up with a group of energetio and keen helpers, the vital ingredient necessary to elevate sports car racing to the SAFE and THRIILING level which it enjoys in Europe. Vive La Sport!

## 'Johnny 0 '

Just prior to his leaving for the service, Norman Neuman dashed down to the Santa Ana Drags and entered his ' 50 MG.TD in the acceleration trials. Norman proudly came home with a nice tall trophy for the B.T.D. in the elimination drags for the "o" class (1500cc). His field of comp etition included several $M \mathcal{M}^{\prime}$ s and Singer 1500 's. His winning time was a standing atert to $0: 31 \mathrm{moh}$ in a $\frac{1}{\mathrm{a}} \mathrm{ml}$. Another FCCA victory.

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## GRAND CANYON MOONLIGHT RALLY

May 9 th-loth-llth is the weckend of the Grand Canyon Moonlight Rally. Lcave from Angell Motors, Glendale Av, at Harvard, Glendale in the late afternoon or ovening of Nay 9 th. arrive at Grand Canyon the loth, return on the llth. Entry blanks and reservations have to be in by April 4th to assure us of confirmation, as the Grand Canyon people have asked that. we get them in a month ahead. May is the start of their busy season. Please get your ontry's in in time to bo included in the main group. Entrys have bcen pouring in. Don't be one of those out of luck by having a late ontry. In an effort to accomodate those who haven't made up their mind, or balancod their budget, we will take post entrys up to April $20 t h$, and will sond thom in as we get them and hope for a confirmation. If confirmed, jou're in. If not wo will regretfully return your ontry and money. After all, we are just trying to guarantee you a place to sloep.

Guest entrys are welcome. Several non members have asked cout coming along for the run and the fun. There will be the usual Relly fee of $\$ 1$. for guests, and you will have all the fun but will not be competing for club points.

As an added attraction and point of intorest to the individuol car owner and driver, an economy run will be included in this Rally, with a prize by class. So arrive at the check out point with your tank topped up. This will not bo as sorjous as to fine points and tiny fractions of gallons as the Mobilo Run. Thero are several stations a block or two away from Angell Motors whore you can top up and still be within a tonth of a gallon whon you arrive to check out. This is NOT a STINGY RUN. Maintain your cruising spocd and soe how you make out when you get there.

To accomodate the individual worker or business man, some get off early, some work later, and we all have to get thru Friday cvening traffic, we have arranged so you can check out whonever you nre ready, from ebout the midcle of Friday aftornoon - 3.00 PM to 9.00 PM that evening. We aro proparod for that kind of a start. Wo hope you all will have startod by 9.00 PM as tho checker-outer will have to leave by that time. Route instructions and Rally Sheet will be given you at chock-out time.

Clothing - I would suggest warm clothing as the dosert can be cold at night, and the Grand Canyon is over 6,000 foet elev. You can peel om off if it is hot on the way back. Don't dross up. Jeans slacks, wool shirts, etc. Wear your Cowboy suits. This is Dude Ranch country.

Also suggest carrying a qt. or two of oil, some tools, a good flashlight, a thermos of coffec or tea, $a$ box of cookles to nibble on, a water bag or cantcen, one or two of us will have a tow line just in case some one needs it. Don't drive with all the windows up and the hoator on. Warm air in a closed car makes one sloopy. Keep a window cracked on the driver side. A bit of fresh air helps.

Thero will bo no trickory on this Rally. . Tho diroctions will be plain and fully definate. You will pre-estimate your own driving average and set your own pace. From then on it is up to you to stick to it. If there is any occasion of doubt we will use the Honour System (supplamented by a check point or two). We think it will be fun and certainly will give everyone somothing to shoot for. This should be Navigators Heaven.

Any questions oan bo brought up at the next meeting and we will do our best to answor them to your satisfaction. But let's get those entrys in and your reservation money - \$3 singles - \$5 doubles. That has to go off, but soon. Thank you. Harwood. Jonos - Duane Alan.
EGitors Note If you haven't recoived an entry blank, or saved the one in the last Exhaust Notos, just sond in your roservation money and a note and wo will takc care of it for yout Scvoral singles can save money by sharing a cabin for four or six. Also the doubles can state whether they profer doublc or twin bods. With tho proper club support and turnout this can be a terrific ovent. Alrcady we are getting space in various magazines, and the $G$.C. Rally is listed uncer coming events. Come on, you peoplo who are on the fence-Let's 80 . \$15 will more than cover your gas and 0il, \$3-5 for tho room and whatover food you oat.

## Page 8.

"Jaywalker's Puzzle"

| 1 | $\overline{2}$ | $\cdots$ | 4 |  | 1 | 5 |  |  | 6 | 7 | 8 |  | 9 | 1 | 1 | 10 | 11 | 12 |  |
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|  | $\cdots$ | E6 |  | 67 |  |  | 68 |  |  | 1 | 69 |  |  |  |  |  |  |  | 1 |
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| 77 |  |  | 78 |  | 79 | 1 | 80 | 51 |  |  |  |  | 1 | \} | $11$ | 32 | 83 | 11 |  |
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| 112 |  | $1$ | 113 |  | $15$ | 114 |  |  |  |  |  |  | 115 |  |  |  |  | 116 |  |

Morizontal- $1,5,10$, the best one of all. 13 Lancia type. 16, not our Friend. 17, oonjunction. 18, famous alley. 21 , international business machines. 22, atterthought. 23, automatic advance. 24, state of a new motor. 25,-- I ware king. 28, priestly garb(pl). 29, memorial day arena (short). 30 , national relation board. 31, obscure midget car driver. 34; three. 35,211 over. 36, So. Calif. Timing Ass. 37,... Bugatti. 39, notary public. 41, Federation International Automobile. 44, the only good thin to come out of Missouri. 46 , type of island. 48 ,metal. 50, French grand prix car. 51, what Abbott and Costello used to be. 52, etcamship. 53, the one I'd like most of a11. 55, what your girl. always says, the first time. 56, British thermal unit. 59 , mans name. 60, all in order. 62, Holy name. 64, what you must pay before the race. 66,011 cars use it for a certain test. 69, where to stay during calif. winter. 70 , to get someone mad. 71 , southern state. 72,wire aervice. 74, motarcycle. 75,we all had one.77, another Americs. ry. Peer Gynt character. 80, sinc anno. 82,cgo. 84, type of 215 cleoner. 86, what some people did to their hood. 90,Mr. Chaplins wife (one of them anyways) 92, morning (French). 93, Moroccan mountoin range. 95, what Mrs. Murphy said to Mrs. Goldberg. 96,doctor. 97, near. 98, dentifice. 100, new sports car threat. 101, laps(French). 104, the only thing we won at Olympic ski meet. 10\%, Missouri. 108, sport. event we all like.
110, Office War Information. Ill, What I think of Miss. Tallulah. 112, exclamation. 113, direction. 114.big or small. 115, fccling when you sce a Jaguar. 116, pronoun.
VERTICAL- 1, Juropcun Raccr, dcsigncr, what havc you. 2,Other people. 3,after dinner effect. 4, Rhode Island. 5, o most important cnginc part. 6,type of suspencion. 7,New Orlcans. 8,Prefix. 9, Kind of gasolincconvey wnee. 10,1901. 11, The way cure should be built (wccording to one school) 12, What I think of Borscht! 14, Eastcr flowers. 15, Intcrnational Business Burcau. 22, A good Joc. 23, Whit sport car rucing rcally has need of. 25; Sportscar events. 27,--rcsistance is the biggcst. 29,Likc Flynn. 32, Juck Benny sponsor. 33,Nutty. 38, To putrefy. 39, Good synonym for some cars. 42, Nans name. 43, Hcllo \& Goodbye. 44 , What you can cxpcet at Falm Springs. 45, Part of a funcral establishment. 47, Whilc. 49, Acc European driver. 53, Everybody gocs on onc oncc in a while. 54, King (French)57, Kind of joint. 58, Royol Engincers assn. 61, Spark plug. 63, Motorcycle. 64A, Good for wrestling matches. 64B, Where Eve cumc from. 64C, Do you like sport cars 64D, Girl. 65, Extra sensory perception. 66,1001. 67,93, Top Relative (2 words Continucd Pago 7

