

Cont.Carrell Races.

Its guys like Robbie, Jack, Bruce and all you two headed guys and gals that make us love you and make us crazy enough to drive 1,000 miles to see you race. Wizard Show!

SAM'S CAREER

This is the tale of Samuel Snell,
Who always used to go like - well
Say very extra specially fast,
Because he hated to be the last.

Each application came right back
With this inevitable crack
Scrawled right across it, plain to
"Request rejected, Q.E.D.", see

At birth, our Sam was one of Quins,
And unforgiveable of sins,
To beat for sure the other four,
He came some fifteen days before
His brothers: to this very day
Sam still appears to lead the way.

So Sam, along with many more
Decided simply to ignore
The regulations, and acquire
Some petrol really meant for "hire"
And use it, as and when he chose
Right under Labour's very nose.

At school and Col. and later on
He ne'er was here, was always gone
Cos' of his passion, urgent need
And love for ever greater speed.

But, sad to tell, Sam's love for speed
Encouraged him to fail to heed
The limit signs, and one fine day
While going on his merry way
He sped at nearly forty-eight
Right through the midst of Harrogate.
When suddenly, a car and a Cop
Invited him to kindly "STOP",
Produce his licese, coupons too
(The last of which he couldn't do)
And so to court he had to go.
Said Judge and Jury, "Sam, you know
You shouldn't do what you just did
We'll have to fine you twenty Quid."

In '39, when trouble came
'Though caring not a damn for fame
He joined the R.A.F. and blazed
His way across the sky. Amazed
The Air Vice Marshalls at the top:
The speed at which he did each "Op".
Was something Super. He was done
Before the others had begun.

So now, poor Sam, with no excuse
For using any B.M. juice
Can only get around like us
By Corporation Omnibus.

B.Marks.

Came peace. With his Gratuity
Sam bough a lovely red M.G.
And drove around with great delight
From early morn till late at night
With ruffled hair & bunched-up knees
Behind the steering wheel, he'd breeze
Around the country, only stop
To fill his tank up to the top
With "Basic". Till that awful day
When Sam heard, much to his dismay
That no more gas would they permit
For use by those who liked to flit
Around for fun. Allowance then
Was only made for business men
Who had to use a car to live.
And there was Sam, a sorry "Spiv"
Without a permit for some gas
And try, (as well he might), alas

Basic....Family gas allowance
Spiv.....Man who lives on his wits
Hire.....Taxi or rent-a-car service
Quid.....£2.80
B.M.....Black Market
Corporation Omnibus..Big red double-
deckers you saw recently.
More of the Same
Wizard...Super Duper - Bang on.
Gaggle...Loose formation
Prang....Crash
Gen.....Complete information
Pukkah Gen.Straight dope.

INTERESTING NOTES FROM J.N.A.HAWKINS

Below you will find a simplified Rally Navigation sheet as a start for those new navigators who are just getting started on rally navigation. It might well go as an addition to my earlier paper on laying out a rally. One point that particularly should be made a part of my earlier paper, that is the point about using only multiples of two MPH as average speeds on Rally legs. There is no significant difference between, say, 24,25 and 26mph for a particular leg. However, many home made computers use a separate page of time vs miles for each average speed and if we all agree on this simple convention it cuts the navigational data in half. This process helps the newcomer yet does not penalize the old hand. AAA and AMA and RAC

Cont.Page 9.

Cont. JNA. Hawkins.

timed runs for years have used this useful convention and I suggest that we follow it too.

The Santa Anita Group like our convention of the 4CC hand greeting consisting of a clenched fist with the thumb pointing straight up. The four fingers are together for four cylinders and it looks entirely unlike the conventional wave of one Foreign car owner to another.

We also think it would be desirable for all clubs holding Rallies in southern California to exchange clue sheets and data on each other's runs. This will help us all to utilize the new ideas and routes of other clubs and will take quite a burden off those laying out new runs as they might incorporate legs from other runs with distances, clues and speeds given.

We think that the one laying out a run does a lot of work for very little credit so we are following the policy of naming each run after the one putting it on. This designation is convenient as members can say, "Remember the Parker run of last year? so and so happened----etc". Also it helps give credit for new ideas on runs--Who knows, I might now be famous for the "Hawkins Shuffle" after the infamous mixup on my run of last year.

I suggest, for consideration, that if we get four or more 4CC clubs in S. Calif. that we copy a good idea from Motorcycle practice wherein each club puts on a top run about four times a year and all members of the sponsoring club join in as starters, checkers, lay out pilots, Lime layers and purveyors of entertainment and refreshment at the run's end. An entry fee of one dollar might be charged to help pay for refreshment and real trophies to the top ten. Then all the other members in the area would enter with the assurance that the run was organized by a large crew of experienced rally designers. The clubs would vie with each other to put on interesting runs and we would avoid some of the troubles that inexperience can cause in rally organization. The job is getting pretty big for one man to organize. What do you think?

RALLY NAVIGATION DATA

For all speeds between 20 & 50 mph in 2 mph steps.

MILES PER HOUR	MPH/20 1/20 hour	MPH/10 1/10 hour	MPH/4 1/4 hour	3600/MPH Seconds per mile
20 MPH	3 minutes 1.0 miles	6 minutes 2.0 miles	15 minutes 5.0 miles	180 seconds
22	1.1	2.2	5.5	164
24	1.2	2.4	6.0	150
26	1.3	2.6	6.5	138
28	1.4	2.8	7.0	129
30	1.5	3.0	7.5	120
32	1.6	3.2	8.0	113
34	1.7	3.4	8.5	106
36	1.8	3.6	9.0	100
38	1.9	3.8	9.5	95
40	2.0	4.0	10.0	90
42	2.1	4.2	10.5	86
44	2.2	4.4	11.0	82
46	2.3	4.6	11.5	78
48	2.4	4.8	12.0	75
50	2.5	5.0	12.5	72

Note: The first four columns require an Odometer indicating in tenth miles, as on a MG, while the first & last columns are used when the Odometer reads only to the nearest mile, as on a Minx. It is a convention that all Rally legs shall be laid out in average speeds that are multiples of two MPH. A Pasted on clock face laid out in tenths & twentyths of an hour allows one to perform time, speed & distance computations in one's head.

APPLE VALLEY

A T.V. 'Telethon' - one of those all night shows in which every 'star' in Hollywood takes part, was our competition for the originally planned "Stars & Their Cars" film to be made by Columbia. Everything else went off exactly as planned including the motion picture, in colour, of our Concours d'Elegance and Gymkhana.

Some 200 cars turned up to Apple Valley in the biggest event of this type ever staged in this part of the country. For most of us the day started out in the wee small hours following the Carrell Races with a brisk 100 mile run over mountain and desert. After feasting on the famous Hunt Breakfast at the Inn the Concours got under way pretty punctual at 10 am with streams of cars still arriving and plenty of frantic last minute polishing. Although Columbia Pictures couldn't turn out in force the FCCA provided its own Motion Picture outfit comprised of Alfred Landau, Ed Bernds and Gerry Donatz, professional motion picture crew with a mass of equipment made mobile very ably by the Austin pickup truck kindly loaned for the occasion by Cavalier Motors. For spells during the course of the day we were all called upon to be 'Ham actors' as the camera recorded our activities and I think we all got a taste of what life on a movie set must be like. They can keep it! Glen Fancher handled still camera and has a swell selection of pictures available to club members. See them at HQ and place your orders with Glen. Mention must be made here of the splendid help made available to us by the Arrowhead Foreign Car Club. Their committee of workers were on hand every minute stepping in willingly whenever needed. It is a pleasure to join forces with this very active club despite the fact we always have our pants trimmed by the bounders and we look forward to having many more joint activities. Thanks a million Arrowhead from us all for helping make the day such a success.

The Gymkhana in the very capable hands of Curt Parker and his hard working helpers drawn from both clubs was a bang up do despite the restricted area. We love bags of space for these do's - like Santa Anita - but the Clayton Ranch offered us the largest area of black top available and suited fine the events Curt put on. Three events were run, two cars at a time for added interest and were run concurrently. First the cars had to drive forward through a maze of pylons and park front wheels in a rectangle of lime (box), then reverse thru the same pylons and park the rear wheels in a box and time taken. The cars then proceeded to the braking and acceleration test. The cars dashed forward 50 yards, stopped straddling a line, the drivers jumped out run around his car and picked up a potato - got back in the car then dashed forward another 50 yards and repeated the performance. Then back up 100 yards, stop, dash forward 100 yards, stop straddling a line, back up 50 yards ditto, back 50 yards and stop parked over a line all of which was timed. Then to the final test of awkward side parking, then difficult front parking and then impossible rear parking - into boxes! The three sets of times were then added up and the scores tallied. First five places are listed here. A complete list of times is on file at HQ. Cameras ground away on this stuff and got some wizard shots of everyone. I guess we had the only Gymkhana in history in which a Model 'T' Ford competed against a Mule Ridden by an honest to goodness old cowboy! yes - the mule won! but had a rough time in reverse. The Lions Club were on hand as were the local Boy Scouts to keep us supplied with beer, soft drinks and sandwiches which were most welcome. Later in the afternoon the camera crew called for some simulated road race and drag shots out in the desert and a bunch of MG's, Jupiters and Bill Corre in his lush Jag MK VII dashed off to provide the action. It was a panic and the least said about it the better, see the film!

Back at the Apple Valley Inn at 5 pm many of us assembled around the pool terrace for the presentation of trophies (very much simulated for the picture!) and then the titling of the film was done in front of the Inn against a background of car radiators in a very effective manner. Al Landau informs us that we shall be the first people to see the finished picture which will probably find its way into the theatres throughout the world and on T.V. in part or in full. The date of the first showing will be made known to all who took part probably thru these columns.

Our very sincere thanks go to all who made this such a happy day and we like to think - a big success. A special thanks go to Newton Bass and the Apple Valley Chamber of Commerce for making the event possible and

Cont. Page 11.

Cont. Apple Valley.

for the handsome trophy. To Mr. & Mrs. Ralph DePalma - what a charming couple, the F.C.C.A. are proud indeed to count them as members. Mrs. DePalma showed a very keen interest and knowledge in all the cars and Ralph worked like a Trojan out in the hot sun all afternoon acting as official started for the Gymkhana. To General Petroleum Corp. and Hal Kelley who provided the 'Topper Car' complete with P.A. System and Hal did a swell job of announcing. The list could go on and on - as so many grand people contributed their time and efforts to these events - our sincerest thanks to each and everyone of you.

RESULTS CONCOURS D'ELEGANCE A.V.

75 beautiful cars in immaculate condition were entered in this event. Ribbons were awarded first three places in 4 different classes. Judges were made up of members of FCCA and AFCC headed by Mr. & Mrs. Ralph DePalma. Concours Chairman was George Montrose who, under a boiling sun and with cameramen, directors and contestants asking a million questions, knitted together a very attractive display of cars, very ably judged.

Class 1 - Cars over \$2,000.00

1. T. Proctor - MK VII Jaguar
2. J. Graves - Rover
3. P. Heigho - MK IV Jag. Drophead

Class 11 - Cars under \$2,000.00

1. Al Landau - Hillman drophead
2. B. Morey - Morris Oxford
3. J. N. A. Hawkins - Hillman drophead

Class 111 - Sports Cars over \$2,500.

1. P. S. Marsh - Simca drophead
2. Perry Peron - Lea Francis
3. H. Hackney - Jupiter

Class 1V - Sports Cars under \$2,500.

1. D. Clark - MG. TD
2. T. Devin - MG. TD
3. R. DeVinney - MG. TC

Special Cars

1. B. Witenberg - Alvis drophead
2. J. LaRue - MK VII Jaguar
3. B. Peterson - MG Sedan

Special Sports Cars

1. W. Edmiston - Morgan 3 Wheeler
2. R. Harding - MG. TC
3. J. Ruedisueli - Singer 1500

Special Award - 'Topper' Car by Mobilgas

RESULTS GYMKHANA A.V.

- | | | | |
|----------------|------|--------|-----------|
| 1. S. L. Gross | AFCC | MG. TD | 82.7 sec. |
| 2. Barney West | FCCA | " | 85.6 " |
| 3. L. George | AFCC | " | 86.8 " |
| 4. D. L. Jones | AFCC | " | 86.81 " |
| 5. Fred Meisel | FCCA | " | 87.4 " |

Ladies

- | | | | |
|-----------------|------|--------|-------|
| 1. Fay Maack | AFCC | MG. TD | 116.8 |
| 2. Wanda Mooney | FCCA | " | 124.9 |
| 3. Skip Meisel | FCCA | " | 128.8 |
| 4. J. VanHise | FCCA | " | 135.1 |
| 5. K. George | AFCC | " | 137.5 |

88 cars entered

HOT NEWS - JUST RECEIVED!

EVERYONE around HQ is doing handstands - The Austin Sports Engine for the Competition Car has arrived safe and sound and looks terrific. Formal presentation of the engine by a representative of the Austin Motor Company will be made at the July 9th meeting. Come and see the smiles on the faces of the Race Committee!

Editor's Note.

I always seem to end up with about two lines for my own personal chatter! Just want to say 'Thanks a million' to Cliff Emmet & Gil Scick and the boys at Concours Motors, Hollywood for their very fine monthly trophy, wish each one of you would drop in and add your thanks. If you know anyone who is looking for a set of Borrani Wire Wheels, a Lea Francis engine, a B.M.W. Tubular steel chassis or some Chrome Mollay Tubing tell them to contact me at H.Q. See you all at the next meeting, John.

DISCOUNTS

We are indeed happy to announce that still more and more firms, interested in our club and wishing to be of service to each one of us, are offering paid up members certain concessions and discounts; listed below are the names and addresses of these firms. We suggest you keep this page handy in your car and drop into these kind folks when you are by.

5% discount on parts, accessories and labour.

ANGELL MOTORS,
201 S. Glendale Av.,
GLENDALE. CI-33193.

ANGELL MOTORS,
1145 S. Fair Oaks,
PASADENA. SY-95606.

BRITISH AUSTIN LTD.,
6366 DeLongpre,
HOLLYWOOD. HI-3137.

ERNIE MCAFEE ENG. CO.,
3230 Cahuenga Blvd.,
HOLLYWOOD (Freeway),
GL-4621

VAUGHAN SINGER MOTORS;
6750 Sunset Blvd.,
HOLLYWOOD. GL-2178.

WORLDWIDE AUTO CO.,
11001 Santa Monica Bl.,
LOS ANGELES 25. AR-90227.

BRENTWOOD MOTORS,
2610 Wilshire Bl.,
SANTA MONICA. EX-44260.

CAL MACKS,
430 S. Victory Blvd.,
BURBANK.

HUNTINGTON MOTORS INC.,
1002 S. Myrtle Ave.,
MONROVIA. EL-86193.

JET AUTO SUPPLY of 18435 Sherman Way in Reseda (Dickens 3-2355) have what they claim to be the first HOT coil in the world. Its the D.S.M. and comes with condenser, 6 volt and 12 volt. The retail prices are coil \$15.25, resistance unit \$2.85, condenser \$2.65, total \$20.75. Jet Auto Supply offer all paid up FCCA members a straight 25% discount on this unit, making it \$15.56. Jet Auto also offer a 20% discount to FCCA members on ALL Stewart Warner equipment. Contact them direct quoting them your National No. and Branch.

YOUR PHOTOGRAPHIC NEEDS

GROVER PHOTO SUPPLY of 201½ E. Broadway, Glendale 5, Calif. (CH-53532) handle everything for the amateur & pro photographer & very graciously offer all FCCA members a cash discount of 10% on all of their photo supply requirements.

The officers and members of FCCA wish to express their very sincere thanks to the above and below firms for their keen interest in our welfare and their many fine offers.

Trend Inc., publishers of Auto, Speed & Sport Magazine make this generous offer to FCCA members. Mail in the coupon below and save yourself 15¢ a copy - or \$1.70 per year.

AUTO *Speed & Sport*

F.C.C.A CLUB SUBSCRIPTION RATE.

ONE YEAR....12 Copies....\$2.50.

TWO YEARS....24 Copies....\$5.00.

Cheque ☐ Cash ☐ Money Order ☐

NAME FCCA Natl. No.

ADDRESS

CITY ZONE STATE

Mail to: FCCA. HQ, 201 S. Glendale Ave. Glendale 5, Cal.

RESULTS - THE GOOD OLD DAYS RALLYE.

<u>Name</u>	<u>Car</u>	<u>Pts.</u>	<u>Name</u>	<u>Car</u>	<u>Pts.</u>
Campbell	Guest	80	R. Peterson	MG. Sedan	40
Earl Sargent	MG. TC	79	Fred Meisel	MG. TD	39
Norm. Berry	MG. TD	78	D.E. Whittemore	MG. TD	39
L. Himmelrich	Jupiter	77	Betty Adams	Austin A-40	39
Stan Sedor	Singer	77	Harold F. Austin	Austin A-40	39
M.C. White	Morris	75	John Wells	MG.	35
G.W. Sarent	MG. TC	74	Geo. C. Glenn	MG.	34
Albert Hiti	MG. TD	74	Al. E. VanHise	MG. TD	34
Ritter	Austin A-40	72	Wm. Cochran	Hillman Minx	32
Atwood	Guest	72	Jerry MacDonald	MG.	31
John Foster	Somerset	72	Estabrook	Guest	30
R.B. Maine	MG. TD	72	Harry Kohl	MG. TD	29
Phil Curry	Singer	68	D. DellaVedowa	MG. TD	29
J.F. Martin Jr.	Hillman Minx	68	D.R. Gustafson	Austin A-40	27
Ted Hall	Austin A-40	68	Frank S. Wilcox	MG.	26
Wm. D. Ferree	MG.	65	Willard L. White	MG. TD	25
Bill Weigel	MG.	64	Don Godar	Austin A-40	25
L.P. Robinson	MG.	63	J.H. Dorsett	MG. TD	23
Walt. Wilkman	Austin A-40	62	Barney West	MG. TD	22
Kenny Dunlap	Stude	61	Ross DeVinney	MG. TC	21
A. Gregson	Austin A-40	61	H.A. Peet	MG.	20
H.S. Morrow Jr.	Singer	59	Cox	Guest	19
Perry Peren	Lea Francis	58	Walker Edmiston	Morgan 3-wheel	18
Schroeder	Guest	58	Boberick	Guest	17
S. Geraghty	Ford 'A'	56	Schow	Guest	16
F.R. Flanigan	MG. TD	56	L.W. Beaumont	MG.	15
J. Gillette	Austin A-40	56	Mason	Guest	14
MacIntosh	Guest	56	Buren	Guest	13
Frank Burger	MG. TD Guest	52	Beindorf	Guest	12
Fulkerson	Guest	51	Robt. C. Grimes	Javelin	11
L.W. Faus	MG. TC	51	Vic. L. Tandy	Riley	10
Ivey	Guest	51	Chas. Wagner	Austin A-40	9
Earl Crowden	Austin A-90	48	F. Ed. Little	Austin A-40	8
S.W. Bowerman	Hillman Minx	48	Miller	Guest	7
H. Hackney	Jupiter	48	Geo. A. Baker Sr.	MG. TD	6
Duane Alan	MG. TD	45	B. Lieberman	Austin A-40	5
M. Whited	MG. TD	45	Bruce Mooney	MG. TD	4
Lee Sammis	MG. TC	43	Geo. Montrose	Jaguar	3
Robt. G. Till	Humber Hawk	43	Dr. Gayle	MG. TD	2
Dale Koozer	MG. TC	41	Roy Test	Hillman Minx	1

Checkers

Curt Parker	80	Dave Albee	40
Bill Preston	40	Bill Privett	40
Fred Koepeke	40	Jack Elliott	40
Ralph Davis	40	Gaynor Peet	40
Jean Burkhard	40	Dee Layton	40

80 cars participated.

EXHAUST NOTES.

Efforts are being made to have Exhaust Notes in pukka printed form, complete with ads (pertinent to our needs) and pictures. We will need a staff to take care of the paper, please contact your overworked editor if you are interested in going into the newspaper business... Thanks to all you contributors to this mighty tabloid, keep the items coming and please feel free to use these columns to express your automotive desires, whims, criticisms, needs, jokes et. al. Exhaust Notes is sent all over the US., Canada, Korea, Japan, Europe, S. America and the San Fernando Valley.

ENTRY BLANK AND RECORD SHEET

AUGUST 10, 1952.

DRIVER..... OBSERVER.....
Signature Signature

PASSENGER.....PASSENGER.....

TIME OUT.....

FILLMORE 20-MINUTE COMPULSORY STOP

ODOMETER READING..... OBSERVER'S INITIAL.....

TANK SEALED: YES.....NO.....

DRIVER..... OBSERVER.....
Signature Signature

Rally Master for the A.S.L.R.
George Montrose.

FOUR CYLINDER CLUB OF AMERICA
ANNUAL SCOTTSMAN'S TAG RALLY
ENTRY BLANK AND RECORD SHEET

AUGUST 10, 1962

LOS ANGELES TO SANTA BARBARA

TOTAL MILEAGE.....
DRIVER.....
OBSERVER.....
CAR NUMBER.....
MAKE & MODEL.....

START



FOUR CYLINDER CLUB
ANGELES MOTORS
201 So. Glendale Ave.
Glendale 5, California
Citrus 3-3193

Dan Post
Box 926
Arcadia, Calif.

By signing this entry blank each contestant agrees that the results
contained herein are his responsibility and that he is not to be
held responsible for any errors or omissions without the express written
permission of General Petroleum Corporation.

For those interested bring this sheet to July 27th Meeting.

Reply Master for the A.S.P.A.
George Montrose.