

EXHAUST

NOTES

THE FOUR CYLINDER CLUB OF AMERICA.

JULY 1951.

ISSUE 1. Vol. 1.

201 S. GLENDALE AVE.
GLENDALE, CALIFORNIA.

STOP PRESS
JULY PARTY

Sunday July 22nd. dawned clear and bright and 44 competing cars turned out for Johnny Orlando's "Brain Buster" run. Johnny, as you may know, is something of a mental giant, hence those that know him well volunteered as checkers..... Cars were checked out from the Glendale H.Q. by Johnny at one minute intervals, a very intricate set of instructions and panels of figures hot from Johnny's slide rule were thrust into the already shaking hand of the navigators and the run was on.

If you forgot the figures and just drove like the wind the run was a splendid scenic drive thru Little Tujunga

Canyon, Soledad Canyon, Mint Canyon, Grimes Canyon, Simi Valley, Santa Susanna Pass, Chatsworth south to Mullholland Drive and Coldwater Canyon, ending up at Coldwater Canyon Park, Beverly Hills.

RESULTS

		<u>ERROR</u> (minutes)
1. R.R. Watkins	Austin	16.00
2. A.D. Ruby	Austin	16.10
3. H.W. Frank	MG TD	19.20
4. Curt Parker	Austin	20.00
5. John Hawkins	Minx	21.10
6. G. Lockwood	MG TD	22.30
7. Ollie Hyde	MG TD	24.30
8. B. Mahannah	MG TD	25.00
9. Phil Curry	Minx	28.00
10. Grant Corby	MG TD	31.20

Forty out of forty-four cars finished the run.

INTERESTING 4 CYLINDER POWER UNITS

NO 1. 4½ LITRE BENTLEY 1927-1931

This engine and chassis were offered to the public at Olympia in 1927 as a new model for 1928. Bentley won the LeMans in 1928 in a 4½ litre at an average speed of 69.1 mph., finished 2,5,8,4 in 1929 in the 4½'s and first in a 6 litre. The engine was beautifully machine turned, with all control joints designed with mechanical precision enabling perfect motion in each desired direction and with negligible wear. This engine-the third introduced by W.O. Bentley and a development of the 5 litre model was a four cylinder cast block with non-detachable head, bore 100 mm. and stroke 140 mm., there were four valves to each cylinder placed in the head and operated by a single overhead camshaft and rockers running in oil. The camshaft was driven by a vertical shaft at the front of the engine by means of a pair of bevel gears top and bottom. This vertical shaft also drove the two 4 cylinder magnetos by means of the cross-shaft, there being two plugs to each cylinder, a set on each side of the engine. Also lighter springs and valves reduced the hammering effect and the load on the camshaft. To substantiate these claims the Company guaranteed 15,000 miles between valve grinds in normal use. Both camshaft and crankshaft ran in 5 large plain bearings and pistons were aluminium type. Carburettors were of course two S.U. instruments.

In 1930 a development of the standard 4½ litre engine was offered, incorporating a Villiers Mark IV supercharger driven from the front of the crankshaft and mounted between the dumbirons. The blower operating at a pressure of about 8 lb.psi. (1951 engine 10 lbs.). The standard unblown cars would do 85-90 mph. fully loaded, the standard supercharged model 100 mph., while the LeMans cars which had special cranks, valves, enlarged ports, etc. would attain over 130 mph.

Needless to say if you hear of one...., do not hesitate!!!!

D.B.A.

Coming Events.

Sports Car Racing, Carroll Speedway, Sports Car Club of S. Calif. Sat eve July 28th/51. Mobilgas Economy Run of F.C.C.A. Sunday August 26th/51, Club will meet usual place on Wed 18th at 7.30pm. Guest speaker will be Mr Ralph DePalma with his movies.

That is all for this month folks, DRIVE CAREFULLY and we'll see you all next month.

RANDOM SIGHTS ON THE JULY RUN.

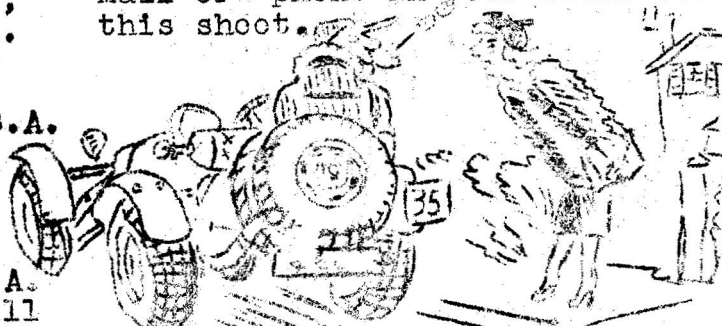
Pilots barked left at the wrong turn and were headed for Ventura before the bell rung... Moral, never play Follow The Leader. Geo Koteles was seen hi-tailing thru one of the canyons in his MG, arms akimbo, folding a ginormous map at high speed while checking his watch and blowing his nose... Proving a navigator is a mighty important piece of equipment. The Chuck Smiths (5 times winners in an Austin) were seen ambling around in their beautiful new Sunbeam - Talbot and for a change enjoying the scenery. We all hope the kids have as much fun & success as with their staunch A40. Ralph Davies, the ever faithful checker was found once again high up in the mountains sat 'neath a Telephone Co's umbrella conoling with nature. We all owe Ralph a big vote of thanks for his wonderful co-op'n thru this whole year. John Foster looking very tanned, at the Mulholland check point became director of traffic & lost persons, Real Estate advisor and 1 lady motorist was all set to buy anything he had to sell... Bit of a panic to see Mrs Oregon frantically waving a red flag at the #5 check, the 3's did a swell job. Johnny's run gave us the choice of fast or very fast, 10 timed sections, with 6 unknown checks....

The Annual Scotsman's Leg Race, sponsored by the Mobilgas Co has as yet only 18 entrants, mostly MG's, as there are only 40 cars allowed to compete we issue loud cries for more Hillman and Austin entries.

All other FCCA clubs are asked to send in their results & news for publication in these columns.

120 people turned up to our July meeting, a larger hall with swell facilities has been procured. Watch for change of time & day for future meetings. We are very grateful to Louise Montrose for providing us with wizard cookies at our last meeting, thanks Louise.

Mail or 'phono in your items for this shoot.



Just what kind of a Drive
is the Country Drive for Me!