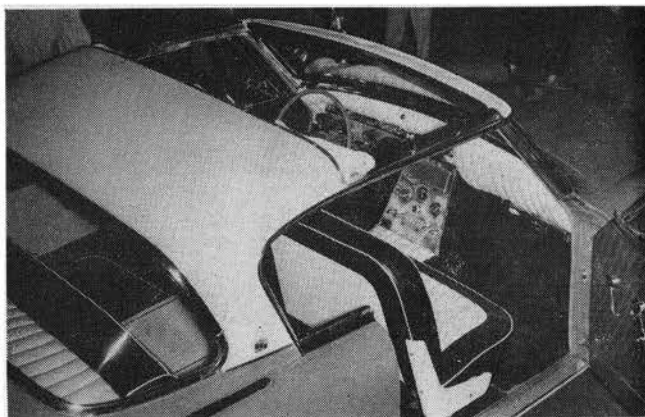
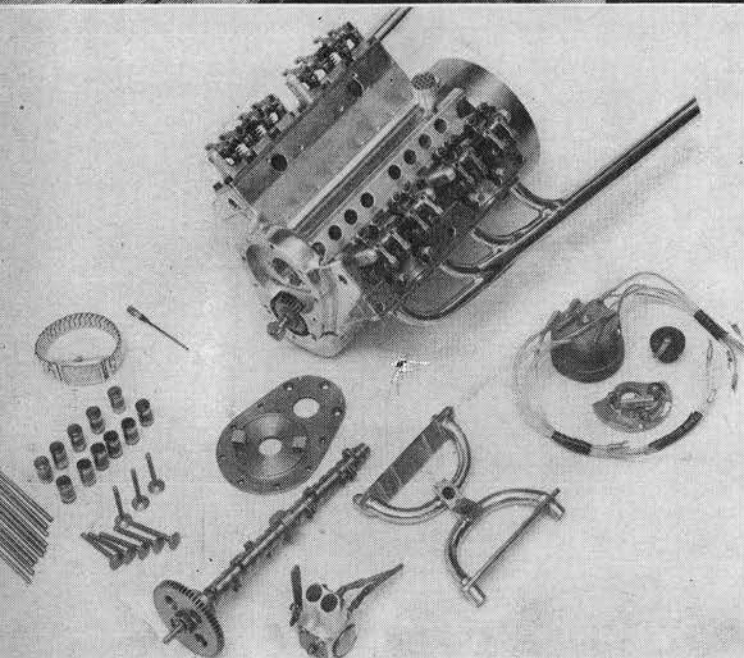
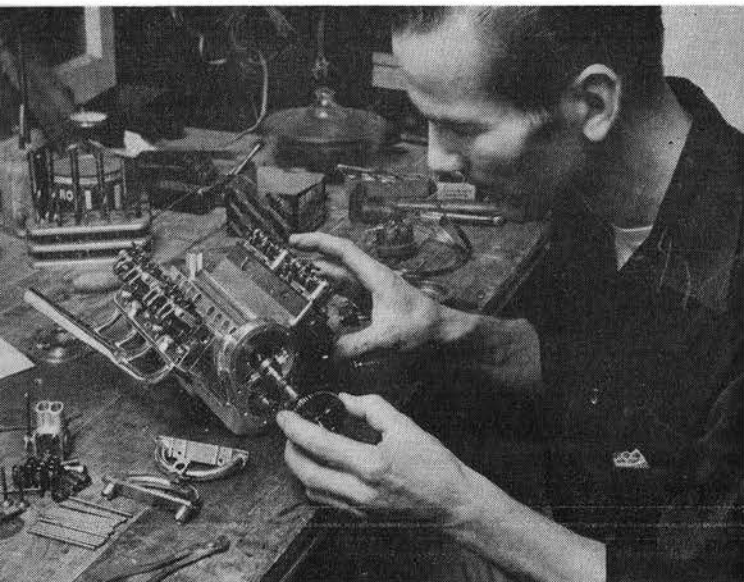


FOTO LIFE

This tiny engine, which will be featured in the March Issue of Rod and Custom Magazine, is only 7½ inches long. Built by Norman Seymour of California, it is a V-8 with displacement of 4.8 cubic inches and uses a bore of five-sixteenths and stroke of seven-eighths inches. Six years was covered by planning, although actual construction began only two years ago. Block, heads, and pan are of aluminum, while crank, heads, rocker arms and valves and valve heads were machined from solid blocks. The job cost Seymour a mere \$125



Cutaway top treatment on '53 Studebaker Commander by Alfred Riggs, Davis, Calif., seems to have anticipated the plexiglas-roofed styling which Mercury and Ford are introducing. Riggs removed top even with back of front seat and installed chrome strip along edge. The opening is covered with rollaway canvas. Car also is lowered, has instrument cluster on floor between seats, while engine, with four-throat carburetion, develops 195 hp to give car speed of 120 mph



The '54 Mercury Monterey "Sun Valley" may start a new styling trend with its plexiglas top in forward roof area. Made of quarter-inch material tinted green to minimize light glare, it is the first American production car of its type

Taking off a three-foot-ramp, a car driven by a "Hell Drivers" stunt man apparently sails high into air before coming to earth at 60 mph. Drivers said that only one U.S. automobile has front end capable of withstanding the terrific shock

