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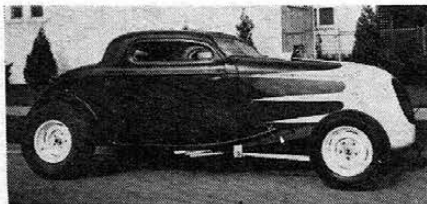
Edelbrock
EQUIPMENT COMPANY

4921 W. Jefferson Boulevard
Los Angeles 16, California

CORRESPONDENCE

ILLINOIS DRAG COUPE

We are enclosing a picture of a car built and sponsored by us for drag and straightaway racing. This 1934 Ford coupe has been chopped seven inches and channeled six inches. The engine has a displacement of 256 cubic inches,



mounts a S.Co.T. supercharger and has been set back 20 inches. Time clocked for the quarter-mile is 107 mph. P. Gizzo & E. Turner Maywood, Ill.

MEXICAN ROAD RACE

If the event in Mexico, which you covered so completely, is accepted as any kind of proving ground for automobiles, it has firmly established the absolute superiority of the European car over the American.

This point has been argued before. But now we have fresh facts to back it up. Look at the elapsed times from Tuxtla to Juarez for the 1,933 miles, plus the displacement comparisons:

	Lancia	Chevy	Lincoln
Cubic Inches	191	235	318
Total Time	18:11	24:48	20:31
Average mph	105	77	93

The Italian Lancia, detuned for greater reliability, on the basis of these figures, came in 231 miles ahead of the Lincoln and 669 miles in front of the Chevrolet.

Granted that the Lancia is slightly better designed for this type of work, it certainly did not have all the advantages. It's time that the bitter pill is swallowed and the supremacy of Europeans in styling and mechanical skill is recognized. Reginald Moore Boston, Mass.

... Why is it trans-Atlantic engine builders can make one of their small power plants outperform our big ones? Lancia did it in Mexico last November. And at Bonneville, Goldie Gardner can do better with a tiny British MG than any American can using, not one, but two enormous V-8s. Albert Tree Racine, Wis.

Lincoln is so good I can't help but wonder what's going to happen to the Mexican road race big stock division. There's no American car for '54 that will stand a chance next time. Virgil R. Neitzke Memphis, Tenn.

Has anyone taken note of the fact that

cars are not the only factor in the race? My hat is off to Chuck Stevenson for his second win in a row. S. S. Bishop Wheeling, W. Va.

Next time let's pay a little more attention to the small stocks where the scrappy Fords, Chevy's, Jets, etc., put on the best show of all. Milton McVey Klamath Falls, Ore.

MCCULLOCH SUPERCHARGER

I have a 1950 Mercury and would like some extra pep without rebuilding the engine. From your article, "Fast Way to Horsepower," in the January 1954 issue, it sounds as if the McCulloch supercharger may be the answer. Could you send me the company's address?

Carl C. Hughes, Jr. Knoxville, Tenn.
• In answer to your request, and those of many others who also wrote asking the same question, here it is: McCulloch Motors, 9775 Airport Blvd., Los Angeles 45, California.—Ed.

SPOHN CUSTOM MERCURY

The Spohn Mercury, which appeared in your January issue, was a splendid example of fine German workmanship. It is a target for American customizers to shoot at. The novel treatment was very refreshing. Steven Holte Wabasha, Minn.

Robert Mooselli is 100 per cent wrong when he says his German custom looks better than a good U.S. custom. Harvey U. Brewster Muskegon Heights, Mich.

I should like to inform you that we are the exclusive representative for North and South America for Spohn. We are, at present, making a prototype car on a Cadillac chassis and also are making plans to build a semi-sports car in limited production. I. P. Metzenbaum, Imprex Sales Company Cleveland, Ohio

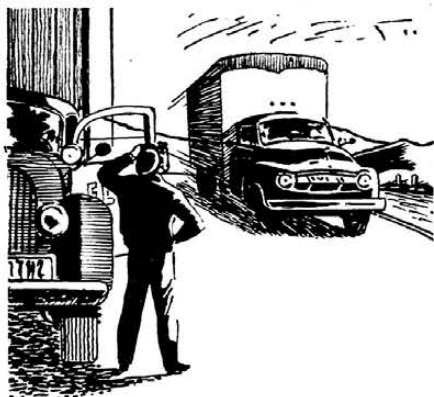
BUICK ROAD TEST

Do you have a recent issue with a Buick road test in it? I'd prefer one on the standard transmission, although the Dynaflo would do. Don McGee Birmingham, Ala.
• A test of the '54 Buick will appear soon.—Ed.

LOW COST IMPROVEMENT

Articles on how to improve cars are what I enjoy most. I slightly modified my '52 Ford Victoria with Fordomatic by increasing compression to 9.2-to-1, installing Mallory distributor and Magspark, headers and duals, Edmunds manifold

(Continued on page 10)



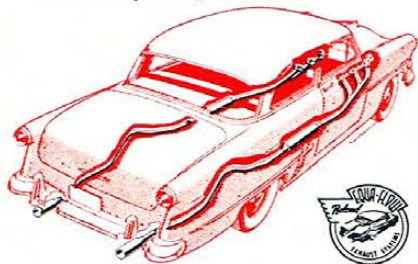
LOSS and PROFIT

A truck doesn't make any money standing still, be it on the side of the road or in the shop. To make matters worse, while revenue goes down, costs go up.

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with dual carbs, lowering two inches front and rear (the front by changing pivot point at end of the A-frame), adding double-acting Monroe shocks and Gyro-Skid control on back crossmember.

Appearance was changed by de-chroming and filling the emblem holes, replacing the front emblem with a star from a Ford truck, reworking the grille with two bars, cutting out the rear fenders (similar to the Corvette) and leading in Smoother taillights.

I have one tip to offer your readers. The car is used daily in the mountains and needs good handling qualities on the curves. So I added another stock Ford stabilizer bar immediately in front of the original by fabricating four clamps. This inexpensive—less than \$10—installation did more for control in proportion to cost than anything else I have done.

Jimmy Hooper Hiawasee, Ga.

CANADIAN CUSTOMS

In the city of Vancouver there is a club with the rather pretentious title of BCCCA, which means the British Columbia Custom Car Association. The club uses an RCAF airfield about 40 miles outside of the city for its drags. Recently, a show was staged to raise money for a new strip.

Hit of the show was a '49 Ford sedan that was chopped—all four doors!—de-chromed and fully molded. Engine was a Cadillac V-12, nearly all aluminum. Bottom end was from a '31 and the top was from a '37. It carried four carburetors, an owner-built manifold and twin-pipe exhaust manifold.

Another outstanding car was a '47 Chrysler Town and Country convertible, which the fiercely proud Scot owner reworked, covering the plywood body panels in King George tartan. He also installed '49 Cadillac rear fenders and a Carson-type top. The straight-eight engine carries a homemade four-carburetor manifold. Horsepower output has been estimated at 180.

L. S. Parton North Vancouver, B.C.

WORLD'S FASTEST DRIVER

I enjoyed the "Bonneville Diary" article in your November issue, but have one question. You say Capt. George Eyston is the only living man to go over 300 mph. What about John Cobb, who on Sept. 16, 1947, set the world's land speed record of 394.196 mph?

John E. Quigley Philadelphia, Pa.
• John Cobb lost his life in October of 1952 during a water speed attempt in England—Ed.

PREJUDICED REBEL?

The first item I noted in your January issue was a letter sent in by some prejudiced rebel lauding the Darlington, S.C. "Southern 500" and blasting Indianapolis.

He may be interested to know that the bucket of bolts he is driving now would

really be a rattletrap if it wasn't for the Indy 500. From the first 500 to the present, major improvements have been made which benefit the pleasure car.

Ray Harroun, in 1911, startled everyone with his improvised rearview mirror, which today is a common accessory on all cars.

Four-wheel hydraulic brakes were used as early as 1922... safety belts got a real test at Indy... overhead valve engines, torsion suspension, fuel injection and channeling have all met with success at Indy and are coming into their own in Detroit.

If it wasn't for the Indy 500, Fonty Flock wouldn't have been able to qualify at Darlington at 117 mph. And as for the writer asking who wants an Offy engine when the "highways are limited to 55 to 75 mph." the same is true of the present hot irons from Detroit.

I would like to see the letter writer driving down main street with a riding mechanic to serve as the "rearview mirror." chug up to a red light and throw out an anchor because the mechanical brakes need another adjustment. If the anchor didn't catch, he sure could use a safety belt and crash helmet.

John Notte Hanover, N.H.

STEERING FOR A AND B MODELS

Your January issue contained an inquiry on steering for A and B models. I am in the process of building an A rod and here's what happened:

First, off came all the brake rods, A backing plates and drums. I picked up a burned '41 station wagon and installed the front end on the A spindles outboard on the A axle and the gear box and tie rods. Now here are the necessary conversions:

The tie rod is cut and rewelded two inches longer and the drag link is cut off two inches because of the narrow A frame. The worm shaft and column housing were extended 12 inches and the '41 gear box bracket was welded on the A frame three inches behind the front crossmember to clear the V-8 motor mounts. This A I am building has a '41 differential, with a cut off drive shaft to fit the A model. A new crossmember is installed in the rear and the master cylinder and clutch are suspended a la '53 Ford.

Floyd Gordon Vernon, B.C.

CHOICE CARS

Regarding John Keel's letter in your January issue, in which he made unfavorable comparisons between the Nash and Cadillac.

I like my '53 Nash Statesman. The Nash engines are better than most in terms of life, economy and reliability. Mine puts out .51 bhp/cu. in. and pulls 100 bhp from the 196.5 cubic inches at

(Continued on page 62)

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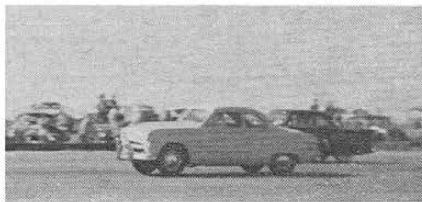
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JOE HUNT 2600 W. Vernon Ave.
L.A. 8, Calif.

SURPRISING STOCKER



A 1949 Ford Tudor sedan is getting the eye at the Santa Ana, Calif., drag strip as it repeatedly out-accelerates all competition in the quarter-mile for stock cars. Originally, the record for the class was 72.99 mph, held by a '49 Mercury. That was broken the first time Andy Anderson climbed into his astonishing Ford and sailed through at 78.12 mph.

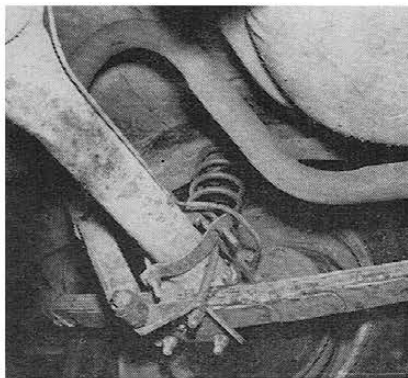
Since then, Anderson has gradually pushed the record up to 82.25 mph. Rivals have repeatedly protested the car as not being stock. But inspections by the drag strip officials have consistently proved them wrong.

Scotty Fenn, who has prepared the car at the Experimental Automotive shop in Bellflower, Calif., says there is no great secret in the tuning. He simply credits the exceptional performance to careful attention to important details. Most of these have been in the better breathing department, as Fenn opened up the valve seats and thinned the valve head about one-eighth of an inch. This, he says, has the same effect as increasing the cam lift.

Fenn also balled the heel of each valve stem so more accurate adjustments could be made. All the valve seats were left at 45 degrees, rather than going to the widely accepted 30 degree angle.

A final touch was the addition of a 300-pound housetrailer spring at each of the rear wheels which eliminates much of the customary bounce that comes with rapid acceleration.

Some of the credit for the car's performance should go to Driver Anderson.



As pilot of a big semi-truck on his work days, Anderson has learned to treat his vehicles with respect. At the drags he gets out of low in the first 25 feet, stays in second three-fourths of the way and then goes into high. He is careful never to wind the engine up to maximum rpm.

CORRESPONDENCE

(Continued from page 10)

3,800 rpm. Here are my choices for various features:

Modern DesignLincoln
Continental StylingStudebaker
Comfort, Looks, EconomyNash
Classic DesignChrysler
Six EngineNash ohv
V-8 EngineChrysler
Jim Rucker Bartlesville, Okla.

QUESTIONS DODGE RECORDS

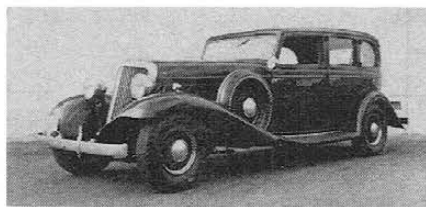
The '53 Olds 88 is a production car . . . how about the speed record of 115 mph it set at Daytona Beach early in '53. Why is Dodge now claiming these records? Isn't Daytona Beach recognized anymore?

Your article on Dodge at Bonneville, "We Broke 196 Speed Records," lists a new mark of 108.3 mph.

Howard R. Peck Sandpoint, Idaho
• Oldsmobile made its Daytona Beach runs under supervision of the National Association for Stock Car Racing (NAS-CAR) and not the American Automobile Association (AAA). The latter group is the only one authorized to certify national and international records.—Ed.

FRANKLIN CLUB

"The Franklin-Continental article in the January issue in which Mr. Stuart Woodward told of installing a 1932-34 Franklin V-12 engine in a 1940 Lincoln Continental was interesting to many members of The H. H. Franklin Club. As the Editor of the Club's magazine, I would like permission to reprint this story, though many of our readers are sure to feel that Mr. Woodward would have had a more practical Continental had he used a modern engine, and, in addition, he



also would have had a very rare classic in the form of the Franklin car itself. Of course, the Lincoln-Continental is a beautifully conceived design, but, then, the luxurious Franklin Twelve with its 144" wheelbase and unusually clean, sweeping styling of LeBaron (Ray Dietrich) was no eye-sore either.

"Franklin fans interested in joining are urged to write the Club, 1405 E. Kleindale Rd., Tucson, Ariz. T. H. Hubbard.

Thanks for the Franklin-Continental story. It was great. I'd like to see more like them. There's too much printed in your mag on new cars and not enough on the best designs of the past. Let's correct this in the future.

Roy Hill

Chicago, Ill.