

DEADLINE DATA...

A plastic-bodied sports car was recently displayed at the Chicago Auto Show by Triplex Industries, Inc. The firm stated that this car can be duplicated for around \$1700 by home enthusiasts using Ford parts.

The body and frame is to sell for \$1500. Triplex is planning to produce 300 units the first year.

A complete car with a V-8 engine is also planned, to sell for around \$2500. Again, Ford parts are to be used, new and reconditioned.

On exhibit in the Chicago show the Triplex sports car, named the "Chicogan," features an unusually low tubular frame C.G. and weighs only 2100 lbs. Powered with a Ford or Olds 88 engine the car develops 235 hp, has a top speed of more than 120 mph.

According to Triplex officials the company will also produce a car made of all new parts; this will sell for \$3209 without a paint job. Assembly charge is an additional \$500.

A newly developed Maserati has recently won three major sports car races of the 1954 season. One of these was the

first world champion race in the Grand Prix class, held in the Argentine.

The Maserati, a two-litre sports car, will be built in a series of 80 vehicles this year, mostly for export to the United States.

Specifications of this car reveal startling figures: the 160 hp engine drives the Maserati to a top speed of 140 mph, in the sports car version. For a short period, prototypes have been driven up to 150 mph. The engine is a six cylinder straight, double overhead camshaft type, with two sparkplugs per cylinder and two different ignition systems.

The body is a two-seater, very low, with four wheel "bumps" in the manner of a Bonneville Streamliner. Bucket seats are covered with leather; passenger compartment offers ample leg room.

Initial deliveries of the new Maserati are expected in the United States this summer. It is probable that this sports car will sell in the \$6000 class.

A gas-turbine engine test laboratory has been recently completed at the Ford Research and Engineering Center, according to Earle S. MacPherson, en-

gineering vice-president of Ford Motor Company.

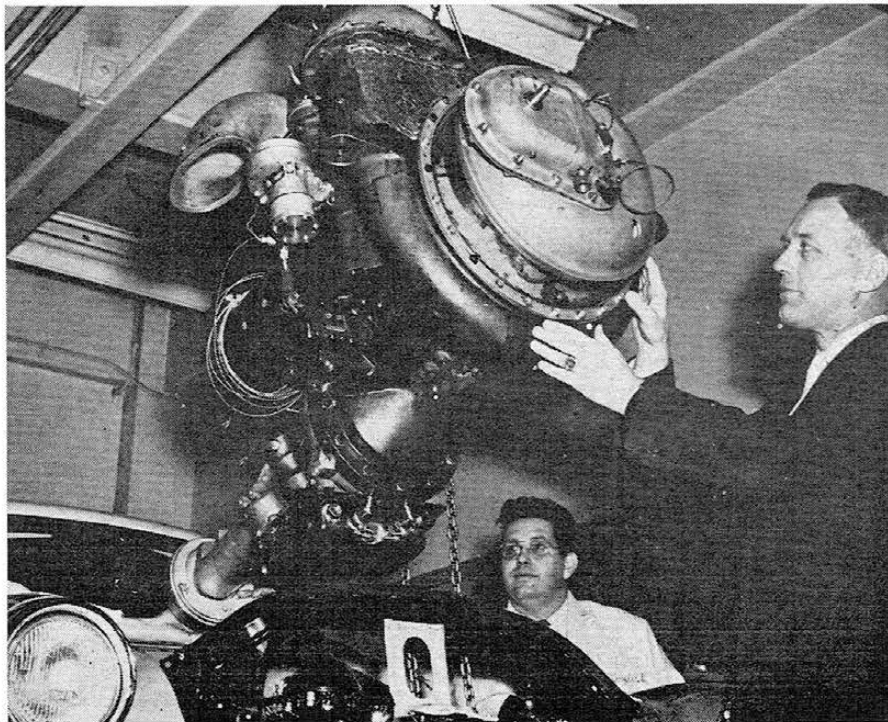
Gas-turbine engines now being developed by Ford will be tested at this Pilot Gas Turbine Laboratory, with possible future use of the gas-turbine engine in automobiles in mind.

A non-glare headlight has been perfected by Francis J. Roggan of West Seneca, New York. The inventor has spent 2½ years and \$8000 on his device which he has named Glare-Ban.

Glare-Ban works on the principle of cutting out short frequency light waves. These short frequency light waves produce the glares in ordinary lights.

When a person looks into a model Glare-Ban headlight he does not see the usual "dazzle" encountered in standard headlights. However, at a lower, road level, the beam is strong and bright.

The revolutionary new Chrysler Corporation Regenerative Gas Turbine fits easily into the engine compartment of this 1954 Plymouth production model sport coupe. The gas turbine engine, which is almost 200 pounds lighter than a piston engine of comparable power, is only 32 inches long, 33 inches wide, and 28 inches high. Rated at 120-shaft hp, the Chrysler turbine actually delivers the same power at the rear wheels as a 160 hp piston engine, because of its superior torque characteristics. Key to the turbine's good fuel economy and cool exhaust is a revolutionary heat exchanger or regenerator, which is mounted on top of the gas turbine unit



With the Chrysler Regenerative Gas Turbine engine running in this 1954 Plymouth car, L. L. Colbert, President of Chrysler Corporation, demonstrates how effectively the new unit solves the long-standing turbine problem of high temperature exhaust. The regenerator portion of the Chrysler turbine recovers heat from exhaust gases and makes this energy available to help power the car. Thus, besides making the Chrysler turbine's exhaust cooler than that of a conventional passenger car engine, the regenerator greatly reduces fuel consumption. Fuel economy of the new Chrysler Corporation turbine equals that of present-day automobile engines. The license plate GT-1001 symbolizes the fact that this Plymouth is the first production model passenger car which is powered by a gas turbine engine

Assuming that any truck which makes three times as much noise as a passenger car is too noisy, D. B. Callaway, sound supervisor at the Armour Research Foundation, claims 98 percent of all west coast trucks and 50 percent of those in the midwest are offenders.

Callaway claims that a remedy to this situation would not impose a hardship on truckers, since "controlled tests on

(Continued on page 14)

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#105
3/8" hose to 1/4" PT.



#106
3/8" hose to 3/8" PT.



#109
1/2" hose to 1/8" PT.



#110
1/2" hose to 1/4" PT.



#108
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nose-end.



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the 280 hp Buda diesel indicate that large trucks can be silenced to suitable levels with commercially available, reasonably inexpensive, serviceable mufflers."

Truck noise data was gathered through the use of human listening posts and sound level meters.

Two of the greatest drivers in American motoring history—Ralph DePalma and Earl Cooper—were honored recently by officials of the American Automobile Association on their election to the Racing Hall of Fame. AAA scrolls were presented to DePalma and Cooper.

Cooper, who won more points in AAA championship racing than any other driver has ever achieved, was a three-time national AAA champion. DePalma, who twice won the national AAA title, also won the Indianapolis classic in 1915—a major race that Cooper never quite won, placing second in 1924.

The Red radio in Peiping has announced that North Korea's first automobile plant will start production by next year, with a goal of 6000 units.

The announcement did not reveal what type of automotive vehicle would be produced. Czech engineers and technicians are now in Communist Korea, supervising the car plant completion.

The Korean plant is modeled after one in Red China which, it is reported, is manufacturing Russian jeeps.

With the introduction of its PowerFlite fully automatic transmission with PowerFlow 110 hp engine a few months ago, Plymouth Motor Corporation now offers four different types of drives—PowerFlite, Hy-Drive, Overdrive, and the standard Synchro-Silent transmission.

A recent survey conducted in six states in conjunction with the U.S. Bureau of Public Roads reveals that 85 percent of American workers who live ten or more miles from their jobs depend upon cars for transportation.

Disregarding distance traveled, it was found that 63 percent of all employees in the United States depend upon cars to carry them to and from work.

Juan Manuel Fangio, F.I.A. World's Champion in 1951 and Mercedes team driver this year, visited Los Angeles late in March. Purpose: to study Kurtis chassis and Offie engines in the plants where they are made. During the four-day visit MOTOR LIFE contributor, Griff Borgeson, was the Argentine ace's translator and guide. Griff reports: "Fangio's highest ambition is to win the Indianapolis 500. In one private conversation he expressed the profoundest respect for the Kurtis chassis, considering it worthy of the trickiest European circuits. He showed great enthusiasm for the 270 Offie engine.

President Eisenhower recently called governors and representative citizens from each of the 48 states to a White House conference on highway safety. The traffic death rate in 1952 actually exceeded U.S. fatalities in Korea; more than 38,000 persons are killed annually in this country by auto accidents. The President described this toll as "sheer waste" and requested "urgent action."

As a result of this conference the Insurance Agents Association of Los Angeles has intensified its annual Safety Month campaign. June has been designated Safety Month.

The 1954 effort will run the gamut of publicity by movie starlet Ruth Hampton, and an especially written theme song, to free fluorescent safety stickers.

Because excessive speed is a major

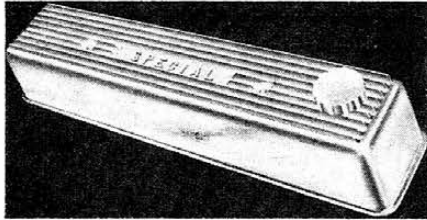


Hollywood starlet Ruth Hampton sings the virtues of safe and sane driving. Cast in forthcoming UI film "Johnny Dark," about car racing, Miss Hampton is June safety month's "Miss Highway Safety."

cause of highway fatalities, the association has geared its campaign to the slogan "Speed kills, Take it easy" and will give the full Hollywood treatment to publicizing this fact.

Lyrics to the campaign theme song emphasize road courtesy, deplore "traffic goons." Starlet Ruth Hampton, elected "Miss Highway Safety," sings this ballad with a message over TV and at personal appearances, and lectures on the benefits of safe driving. MGTOR LIFE readers may obtain the fluorescent windshield sticker by writing to Ruth Hampton, care of The Insurance Agents Association of Los Angeles, 510 S. Spring St., L.A. 14, Calif., and enclosing a self-addressed stamped envelope.

A German motor car which began its career in the service of Rommel in the Western Desert, and was re-built by an
(Continued on page 58)



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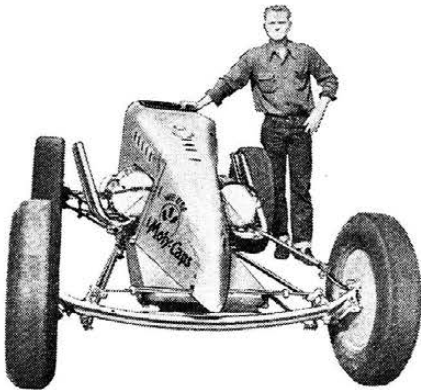
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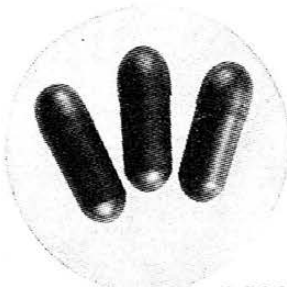
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SPECIFICATIONS

POWER UNIT

Type: V8

Maximum brake horsepower: 185 @ 4000 rpm

Maximum torque: 284 lbs.-ft. @ 1800 rpm

Piston displacement: 324 cu. ins.

Bore & stroke: 3.75 x 3.44 ins.

Compression ratio: 8.0 to one

Valve arrangement: OHV

Fuel and Cooling System—Quadri-Jet down-draft carburetion with built-in automatic choke. Thermostatically controlled cooling and internal recirculation system. Ball-bearing, permanently lubricated water pump.

Clutch and Transmission—Synchro-Mesh Transmission with 11" single-plate semi-centrifugal dry disc clutch.

Hydra-Matic Super Drive—Optional on 98 models.

Electrical—12 V system.

Frame—I-beam, X-member construction with 5 cross members.

Suspension—Knee-action front suspension, semi-elliptic leaf springs at rear. Front and rear stabilizer. Double-action hydraulic shock absorbers, cam and lever in front and direct-acting in rear.

Power Steering—Optional

Steering

Turns, lock to lock: 5 1/3

Turning circle: 43 ft. dia.

Brakes—hydraulic. Brake lining area, 191.7 sq. in. Front brake size, 11" x 2 1/2", rear brake size, 11" x 2".

Power Brakes—Optional

Tires: 1p, 7.60 x 15"

Fuel Capacity: 18 gal.

Wheelbase: 126 in. Over-all length, 214.26 in. Over-all width, 78.26 in.

Power Seat Control: Optional. 4-way seat adjuster, electric.

DEADLINE DATA

(Continued from page 14)

Australian engineer, recently won the Grand Prix in New Zealand.

The car is the Maybach Special, with a German engine, but in all other respects this hybrid race car is a product of Australian engineering.

It was re-designed by the senior engineer of REPCO of Australia, the biggest manufacturer of automotive parts in Australia.

When in use as a German scout car, it was blasted by a bomb in the desert fighting. It was brought to Australia by the Commonwealth Government for examination, and was eventually sold for \$22.40 to a used car yard. Here it was bought by the engineer for \$89.60. At this time it had tank tracks instead of rear wheels. With these replaced, experts considered that the engine was too heavy, but when it was tried out on a sports car chassis the car reached 100 mph in a Vintage Car Club Trial. Originally the Maybach Special had a conglomeration of foreign parts, such as a Fiat gearbox, Lancia differential, and Studebaker suspension. These were taken out in the course of the drastic transformation to make it a race car and were replaced with specially made parts. The car was soon the best hill-climbing and sprint car in Australia. It was electrically timed at 140 mph. It won several Australian trophies before its success in the New Zealand Grand Prix.