

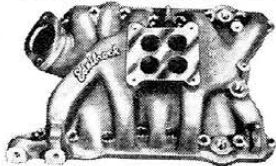
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CORRESPONDENCE

LIKES "HOP UP"

I'm really sorry to see the old name of "Hop Up" fade out of the picture on the cover of a really great magazine.

I have been a fan of Hop Up Magazine ever since August, 1951, when it first came out. I enjoyed its growth—from the pocket magazine to a library edition. I believe this is one of the finest rod magazines on sale, other than "Rod and Custom." Keep up the good work out there. Art Jankowski Chicago, Ill.

• *Thanks, we'll do our best, Art.*

MANITOWOC MULE

I was looking over my back issues of your magazine and came across the January, 1953 issue and noticed the article about Dr. Leland Wetzel's Missouri Mule. I also noticed the "V" type windshield formerly manufactured by Du Val and then by Duke Hallock. I would appreciate it very much if you could inform me where I could purchase one.

I live in Manitowoc; there are only two roadsters in town. My roadster is just about like the Missouri Mule in looks, but with a black lacquer paint job and upholstered in white instead of black like Dr. Wetzel's. It also has a Chris Craft motorboat windshield which is going to be pretty hard to fit a convertible top to because of the curved glass.

Jerome Jorgensen Manitowoc, Wisc.

• *Can any of our readers help the owner of a Manitowoc Mule?*

TRUCKER PROBLEMS

With your story "Headers, America's Most Misunderstood Speed Equipment," in the February issue of MOTOR LIFE, you have a picture of an International truck engine with headers. I would like to find out more about these headers.

I've often wondered why some magazine doesn't have articles written for truckers to give them advice on different matters, for example the difference between two speed double reduction and two speed hypoid rears. Look at the number of trucks on the highways! When a fellow goes to buy a truck he should have information besides what the salesman tells him about the car.

I'm not interested in a drag strip for trucks, nothing like that, but when I come to a hill and I'm in a 35 mile zone I'd like power and pull from my engine so that I don't hold up the man behind. Charles Spence Horsham, Pa.

• *Articles on trucks and truck engines might go well.*

SLICK CHASSIS

Where can I purchase a copy of the kid starlet who posed with the Bonneville

speed record streamliner in your November, 1953 issue? I would like to hang this one up in my room. Which of the two is the slicker chassis...?

Ted Powell

Great Neck, L.I.

• *Miss Kathleen Hughes, or a copy, is not for sale.*

HUDSON ROADTEST

I have read the road test on the 1954 Hudson Hornet and found it very interesting as I am a Hudson fan. But there is one question that comes to my mind.

In your article you state that "the 0-30 mph figure... was an exceptional 4.2 seconds," that the time from 0-60, 0-45, and the standing quarter mile test was not so remarkable but would stand up well against any earned by a US stock car.

The "exceptional" 0-30 mph has been surpassed by many cars I have read about but the other marks have *not* been surpassed, as far as I know, by even Chrysler's brute! Would you explain why you called the 0-30 mark so exceptional?

K. Schulz

Burlington, Iowa

• *Compare with other road tests.*

CAR PRICES

In reading your magazine of March, on page 22, in "Specifications of all '54 Cars," I find your prices don't correspond with the local dealers.

I'd appreciate very much to know how you have arrived at those prices...

Steve Hozak

Philadelphia, Penn.

• *Factory delivered.*

MORE ON STREAMLINING

In the April issue of MOTOR LIFE there is a very interesting article by Roger Huntington, "Cheating the Wind." The article shows that the author has an unusually good grasp of the problems of streamlining; however, it seems some of the points might be discussed further.

The author mentions that passenger cars are aerodynamically unstable. It could be further said that the effect of roll steers, the practice of designing a car so that rolling the body steers either the front or rear wheels or both away from the direction of turning and thereby tending to stabilize the car with respect to road shocks, is to aggravate wind disturbance. Aerodynamic stability, obtainable only under the conditions given below, on the other hand provides a stabilizing effect for all disturbances, both wind and road.

To obtain true stability, or maximum lack of instability, it is necessary to fulfill two conditions: first, the attack point of the lateral tire guiding forces must be back of the CG, with equal tires and tire pressure the CG must be ahead of the

(Continued on page 66)

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CORRESPONDENCE

(Continued from page 6)

midpoint; and second, the center of aerodynamic pressure must be behind the CG.

The mathematical development and proof of these statements is contained in Stevens Institute of Technology, Experimental Towing Tank, T.M. #103, Directional Stability of Motor Vehicles by the undersigned. The math involved is not even high school work so we are not enclosing a copy; however, if you desire one we would be glad to send it.

In the light of these two requirements it can be seen that very few cars have ever been stabilized, so test drivers when comparing two unstable cars are apt to say that the *least* unstable is stable.

The undersigned are mentioned a bit later as holding a theory with which the author is not fully in agreement. As stated, he would have reason to disagree. The basis of the blunt tail, "hump-back," is that a body which is continued to a point for streamlining frequently becomes too long, not too heavy, for traffic or similar considerations. The real idea of the undersigned's work is to design a car as though it were to have a complete tail, but to cut the body off square or nearly so, then round the edges to attain a pleasing appearance, when a practical length is reached.

With regard to windshield rake, it is not necessary to have extreme rake but only to pay careful attention to the area above the windshield so that the flow is not lost at this point. In this connection the cooling drag can be put to use as the heated air can be released just in front of the windshield which helps maintain flow over the critical area at the top of the windshield. Tests made on a car of this design, the K-1, showed equal drag with the grille open or closed.

As to the notch back styling, the entire rear could be a window as in some models of the Ferrari or the Pegaso. Think too of the advertiseable "increase in glass area."

Professor W.I.E. Kamm Hoboken, N.J.
T.R. Gonderf

● Hmmm!

CORRECTION

We wish to call your attention to the description used in your new products column on page 65 of your May issue.

The description used is that for the 1932 to 1948 dual manifold for Fords and Mercurys. The illustration, however, is of the Plymouth and Dodge 6 manifold, 1937 through 1954. This manifold sells for \$47.00 complete with installation kit and boosts horsepower considerably.

Your readers may like to know that our free folder is available to them which is called the "Plymouth Power Picture." Your readers may obtain this at no charge, by writing to us at 5346 Alhambra Avenue, Los Angeles 32, California. Ed Rainey, Offenhauser Equip. Corp.