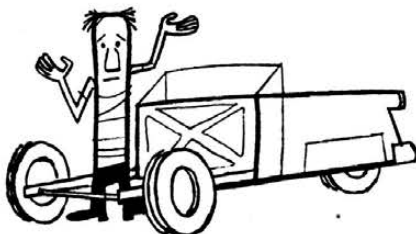


CORRESPONDENCE

ENGINE SWAPS

Will you please give me all of the dope on how one goes about putting a "Jimmy" engine in a 1950 Powerglide Chevrolet?
Jim Mielke Tucson, Arizona



I want to drop a new Lincoln engine in my '49 Ford. What problems will I encounter?
Bob Wilson Akron, Ohio

Could you tell me where I can get information on putting an Olds "88" engine in a '52 Chevy pickup? My biggest problem seems to be what rear end to use and what to do about the steering column.
Fred W. Thomas Albany, California

Noticed your answer to Mr. Way in the October correspondence column. I am in the same spot. I have a '49 Ford and a '50 Olds engine. Would you send me the dope on putting this engine under my hood?
Tom Schuchat Columbia, Missouri

Would you please forward full step-by-step instructions regarding the installation of a Buick V-8 engine in my '52 Ford?
Bud Davidson New York City

By actual count, over 250 letters of the above type arrive in the MOTOR Life offices every month. According to MOTOR Life technical experts Barney Navarro and Roger Huntington, any engine can be transplanted into any chassis—with enough patience, time and money. Obviously, because each installation is different and because many transplants fall into the "pioneering" category, ML's technical experts can't possibly supply detailed instructions on this type of backyard engineering. TECHNICAL TIPS, from time to time, will discuss the more common installations.

EVERYBODY LIKES MOTOR LIFE!

I am an ardent reader of MOTOR Life. I think your road tests are the best in



the field and would like to see you add more acceleration times. It would make your magazine even more interesting. It seems, however, that I am not the only one in my family who likes MOTOR Life because my dog ate two copies of my back issues. I'm enclosing money to purchase these two copies again.

Boyd Kelso Dupo, Illinois
 • We'll send you the replacement copies immediately, Boyd, but tell us, which of our issues taste better?

DATELINE: DETROIT

MOTOR Life's done it again. Of all the so-called "dope" tipsters writing for the auto mags, your boy is on the ball. I'm predicting at least 95% batting average for Huntington.

Roy Adler Atlantic City, N.J.



AIR CONDITION YOUR CAR

First air conditioning cost over \$600. Then they got it down to \$350. Then they cut it to \$200. I was all ready to buy at that point when I spotted your article. Thanks.

Walt Meit Pacific Palisades, California

200 MPH CLUB

"... a new fraternity—one to be composed of the fastest drivers in the world." If this is so I am curious why the names of Campbell... and John Cobb are not on that list. Please straighten me out on this.

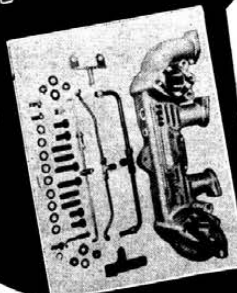
E. Hvozdoovich, Jr. Homestead Park, Pa.
 • MOTOR Life's 200 Mile Per Hour Club is composed of drivers, alive at the time of club formation, who have averaged 200 miles per hour on an officially timed two way land speed run. There are many who have driven automobiles more than 200 mph but they were either deceased at the time the club was formed or did not exceed 200 mph on a two-way run.

HARVEY HALLER

In your article, "200 MPH Club," I was greatly shocked to find that Harvey Haller was deceased. You see, he was an officer in my Navy squadron in Hawaii; where he was an active hot rodder. I helped, in a small way, to build the lakester he assembled there. Would you please tell me how he died? I would like to write to others who knew him as a shipmate.

Bob Erlien Tacoma, Washington
 • 200 MPH Club member Harvey Haller died in an accident at El Mirage Dry Lake last fall.

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 Release "locked-in" power. A positive syn-chronized throttle assembly. Equal fuel dis-tribution. Smoother get-away. Better mileage.
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