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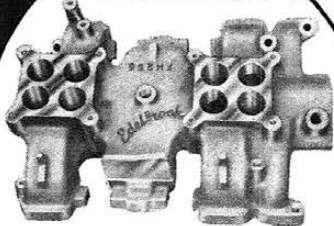
'55 Chevrolet V8



DUAL-TRIPLE MANIFOLD

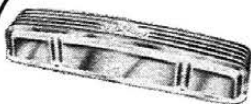
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'55 Ford-Mercury V8



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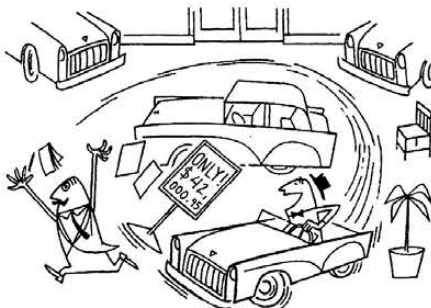
4921 W. Jefferson Blvd.,
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See your dealer or write direct

CORRESPONDENCE

ROAD TESTS AT HOME

I've been a reader of *MOTOR Life* road test reports for quite a few issues and it seems to me you fellows do a bang up job testing the cars. Of course you do more than we can at home. We can't clock high speed runs like you do, but it does seem to me that we can "road test" the '55s from the dealer's showrooms be-



fore we decide to buy. Where do you do your testing and how can we test cars? Peter Grundlach Seattle, Washington

- *MOTOR Life* tests its cars at various test courses and on the public highways. Main portion of our testing is conducted in the Mojave desert of Southern California. Standard handling, acceleration and braking are made on a closed airport course for safety. We try to make our reports a combination of special tests (for speed, gas consumption, speedometer error, acceleration, etc.) and "driveability" on public streets. It would be difficult for a prospective purchaser to simulate our tests, but it is possible and worth while for every would-be buyer to drive the cars long enough to get the "feel." Does the steering wheel feel right? Can you see, reach everything? Is the car easy to handle and comfortable? When these points are evaluated alongside the design, quality, new and resale price of the model you have a good yardstick of value.

A TRIBUTE TO ALL OF MEXICO

My (late) husband and I followed Griff Borgeson's terrific articles on the Mexican road race. When I lost him in the race, I was completely shattered. It seemed that our country never had a chance. Then Mr. Borgeson took the time to write me a letter that gave me the courage to accept the loss with the promise that some day Mexico would raise her colors in victory.

In the February issue of *MOTOR Life*, "A Prize Bigger Than the Purse," the most beautiful, delicate and, at the same time, powerful story has lifted the Mexican flag to a victory that is a dedication to my husband. My present husband and I . . . feel that Mr. Borgeson is the most

authentic and dramatic writer. We all think he has brought a better understanding between our Americas.

Mrs. Mary Gomez Berkeley, Calif.
 • *Although Mrs. Gomez has not identified her late husband in the letter, her sentiments are a fitting tribute to all of Mexico's entries in the race—the men who run not for personal gain but for the honor of their country*

MEXICAN ROAD RACE

Griff Borgeson's report on the fifth PanAm was outstanding. In fact, it was the best I've seen in five years of reading all the car magazines. For the first time I found out what happened to entries other than the Lincolns.

George Christian Newark, N.J.
 • *A tight deadline forced Borgeson to work fast on the story. In his recheck he found that (1) Murphy's engine did not freeze—it broke a valve spring; (2) Mantz did not crash 194 miles from Tuxtla—he burned a piston; (3) Stevenson did not burn a piston 72 miles from Tuxtla—he did so about six miles before Mantz did.*

FIRST WITH THE STRAIGHT EIGHT

Sorry, but Packard (*MOTOR Life* for March) did not introduce the "first successful straight-eight." It was Duesenberg, several years earlier with the Model A, which most fans will remember.

I have one of them and consider it quite "successful." It also has, as standard equipment, some of the alleged "new" ideas now being adopted: hemispherical combustion chambers, dual breaker points, roller tappets, 18 mm. spark plugs and cooling fins on the brake drums. It also has an overhead camshaft, an item as yet undiscovered by Detroit.

This was also the first American car with four-wheel brakes, and they are internal, with 16-inch drums, hydraulically operated.

David T. Davis Cumberland, Md.

ORIGINAL LINCOLN CONTINENTAL

In your recent article, "The Legend of the Lincoln Continental," I noticed you pose a question as to the whereabouts of the original car which Edsel Ford had built, then later caused to be duplicated in quantity on the production line.

As I recall it, the car was taken to Long Island during the early days of World War II. It was left in storage at the estate of one of Edsel Ford's close friends. I had occasion to be in the vicinity a couple of years ago and, quite accidentally, heard that it was still in the possession of the family.

Thomas Kontercaid Boston, Mass.