

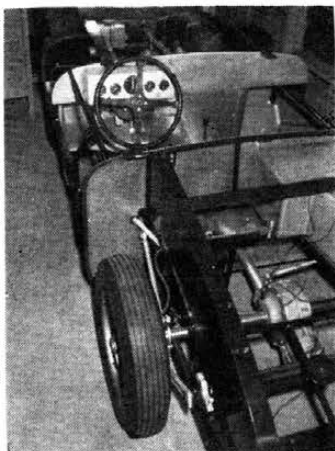
Aluminum body of the new Offy-powered sports car is on an 85-inch wheelbase.

NEW KURTIS—

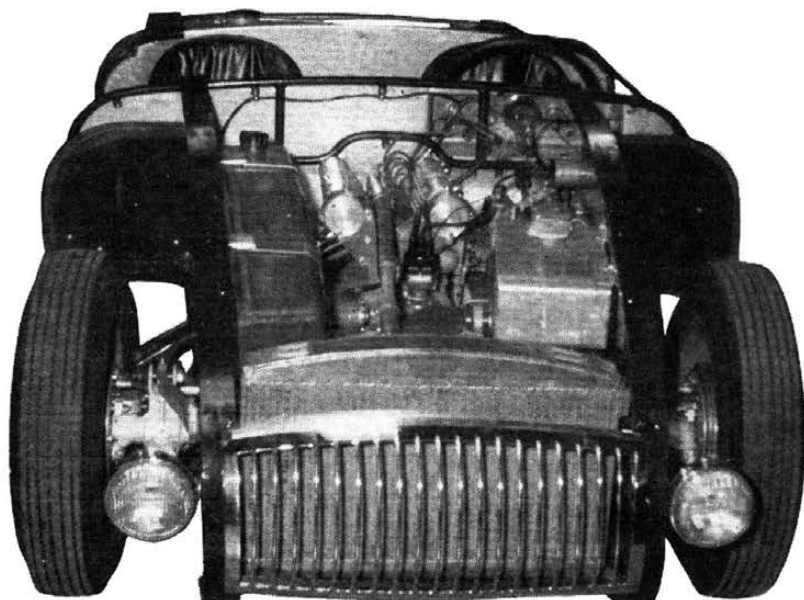
OFFY SPORTS CAR

SOON to be seen on Midwestern sports car road circuits, with Jack Hinkle at the wheel, is the good-looking machine shown here. Its production involved the combined talents of Hinkle, Frank Kurtis and Myer-Drake, plus the ingenuity of Jack McGrath, of Indianapolis driving fame, who actually did the assembly. Although not yet tested in competition, McGrath has taken the car through the Willow Springs, Calif., course. He reports the handling qualities, as to be expected with a Kurtis chassis, are superb. •

Midget rear gets power through MG transmission from 90-cubic inch Offy developing 97 hp at 6000 rpm. Overall height, 33 in.



Frame and front suspension are same as Kurtis 500C. Weight is 1500 pounds.



FORD'S MEXICO

(Continued from page 40)

clean-looking nose which contributes to keeping drag to a minimum. The Mexico has a divorced cooling system. The radiator is ahead of, and separate from, the engine compartment to insure efficient cooling and a smooth flow of air thru scoops in the nose, past the radiator and then on out thru louvers in the hood.

(Incidentally, this type of cooling system is similar to that used on Goldie Gardner's latest record-breaking MG; the Austin-Healy which set new speed marks for its class on the Bonneville salt flats also used this type of system. Don't think that this means Ford copied these designs, however. The Mexico was started over a year and a half ago, long before the appearance of these cars.)

Because of the large overhang at the front end of the car, which this cooling system makes necessary, rear fender sections were enlarged to provide stability at high speeds. Note, however, how the car's lines flow smoothly from front to rear with no breaks or abrupt angles to hinder the rush of air along its surface. It was to insure this clean streamlining that the enclosed coupe design was chosen over an open or roadster-type car.

To aid further in reducing air drag, a functional grille is built into the rear of the car to reduce turbulence and air eddies there. In short, as Tremulis pointed out, the Mexico is designed to slide smoothly thru the air with as little resistance as possible, and every detail about it was carefully thought out to contribute to this end. Another example of this is the dual outboard exhaust system which makes possible a lower seating position, thus lower overall height, while maintaining adequate road clearance.

In fact, the Mexico is designed to have a smaller frontal area and cleaner lines than the Mercedes 300 SL, giving it a lower coefficient of drag. Thus it should equal or surpass the 300 SL performance with an equal amount of horsepower, according to Tremulis. "On the basis of comparison with other highly streamlined cars that have run at Bonneville, top speed should approach 200 mph—depending, of course, on the horsepower of the engine used," he stated.

He pointed out that the Austin-Healy did 192 mph with roughly similar bodywork and 200 horsepower.

Tremulis also said that the Mexico was not designed for short courses where high speeds are not possible. In fact, on courses of this type its excellent streamlining would put it at a disadvantage because it would get little or no braking effect from air drag at corners. In races such as Le Mans and the Mexican Road Race, however, and for maximum speed runs it would be in its element. For maximum speed runs, at Bonneville, for example, it has been designed so a single