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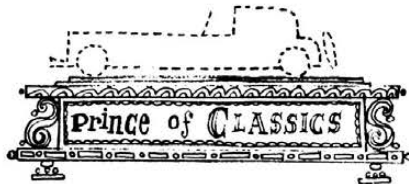
OVERDRIVE—PRO AND CON

Just read the road test of the Ford Six with overdrive. I have a '53 Plymouth equipped the same way and find it best to have the OD locked out for city driving in order to prolong the life of the brake lining.

One thing that does annoy me is that I don't always know when I am in OD or conventional without releasing the accelerator. To remedy this, I installed a light (green lens) on the instrument panel and connected it to the solenoid. Now I only need to glance at the light to tell me when I am in overdrive.

Lloyd Birmingham Milwaukee, Wis.

• *MOTOR Life* road testers have not found that overdrive causes any important degree of wear on brake lining. It's driving habits that make the big difference.



WHAT'S THE PRINCE OF CLASSICS?

There are one or two things that should have been included in "Rating the Classics," by Griff Borgeson, in the June issue of *MOTOR Life*. First, body style is almost as important as make in determining the value of a car; and, second, the list includes only American makes.

I have compiled a list of foreign classics, most of which are not questionable or a matter of opinion. Among them are Hispano-Suiza, Minerva, Rolls-Royce, Maybach, Mercedes-Benz, Isotta-Fraschini, Bugatti, Horch, Bentley, Invicta, Daimler, Lagonda, DeLage, Farmen (a very large and luxurious car of the 1930's in France), Praga (a Czech car of perhaps the longest wheelbase of any classic—180 inches), Vauxhall, Leyland Eight and Renault.

I would rate the Bugatti Royale as the zenith of classicism. It's too bad so few were built. I would call the Duesenberg the King of Classics, Rolls the Queen of Classics, and Lincoln Continental the Princess of Classics—weak and fragile, but very beautiful. I am open to nominations for the Prince of Classics. Robert Dibble Hollywood, Calif.

DON'T OVERLOOK THE CHEVY

Roger Huntington's "Secrets of Stock Car Racing" in the June 1955 issue of *MOTOR Life* rather amused me. I didn't realize he had such a low opinion of the GM products he mentioned.

Frankly, I think he is off the beam. The power-kitted Chevrolet is one of the fastest cars around here, except for the Chrysler, Cadillac, Buick and Oldsmobile. How about giving us a test report on the 180-hp Chevy? That should clear up the matter.

Robert H. Goliath Greenville, S.C.
• *Other readers have reported remarkable performance from the Chevrolet. An early issue of MOTOR Life will have an exceptionally interesting report on this.*

PANIC STOPS ON A CORNER

Why don't you include in your test reports the results of a panic stop while attempting to swerve or swing? I think straight ahead tests only give the wrong feeling of security, a security which would not be there during an emergency when you would both brake and turn.

Bob Kiesling Tacoma, Wash.
• *Interesting suggestion, but MOTOR Life testers take enough chances the way it is.*

CUSTOMIZED THUNDERBIRD

I always felt that the purpose of customizing was to enhance the appearance of a car or to express the owner's individuality. Not so with the restyled Thunderbird from Detroit that was shown in "The Newest in Customs," July 1955 *MOTOR Life*. The T-bird is a good-looking car and should be left exactly the way it is.

Arnold Harris Pittsburgh, Pa.

A YOUNG LADY IS INTERESTED!

I have a boy friend who is very interested in cars and is forever talking about them. I'm also interested in them, but my problem is that he is boring out this, chopping that and channeling something else. I just don't understand these terms. And he gets angry with me when I ask questions in front of his friends.



Could you write an article for girls like me who don't understand these things? I want to learn, but my guy says, "just listen." Please help me out. Vicki Kern Seattle, Wash.

• *We were not aware that the opposite sex was sufficiently concerned with cars to warrant an article especially for them in MOTOR Life. If enough lady readers are interested, however, it could be arranged.*