

very sincerely yours

ONE of the mainstays of amateur racing in this country is the production car race in which anybody with a stock road machine can run without getting mashed flat by full-house machinery. In recent months this class has been put in danger of complete extinction by a small group of people who seem to cheat for sheer love of cheating. In one instance an owner belonging to this particular breed poured a total of \$1500 into an MG. Outwardly the thing looked strictly stock but its performance had to be seen to be believed. Quite naturally, the owner took every race he entered — until one day somebody beat him. Quite obviously that somebody was also cheating — all very unethical.

It is time somebody brought this spoilsport activity to a screaming halt. It isn't an easy task since a well-hidden modification requires that the entire engine be field-stripped and thoroughly checked by someone who knows the ins and outs of the hidden hop-ups. But if stock classes are to continue, both in sports car road racing and in drag meets of any description, the hidden-hop-ups must be spotted.

To this end, we assigned Gene Jaderquist to look into the matter. He has done so with great thoroughness. His story will hit the stands in SCI just as the season hits full swing in June. It will form a guide that every technical inspector should clip and carry in his hip pocket. It is not printed as a guide to the would-be cheater but as a method whereby the gent who plays it straight can spot the man who is spoiling things for everybody else. It is highly recommended reading.

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Another piece of recommended study for those who really want to find out what makes things go will be found on pages 32 through 37 in this issue. Karl Ludvigsen has taken the potent Ferrari 750 Monza apart, piece by piece. We can say without doubt (we showed it to Ferrari experts) that this is the most exhaustive piece of literature available on Enzo's fantastic four-barrel and this includes Ferrari factory literature. With it, on the center fold, is the start of a new series of SCI exclusive cutaway drawings by C. O. LaTourette. The one shown is the Monza with which Ernie McAfee mopped up competition on the West Coast before he got his new 4.4 liter Monza six. We guarantee that the new series will delight even the most sharp-eyed reader.

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For those who prefer a lighter diet, we are starting a series on the sports cars and classics of yesteryear — but with a difference. Instead of trying to prove that the sports car of the past could mop up in today's rugged competition, our writers have taken a realistic approach. Nothing is taken away from these boomers from the past — they were, and still are, excellent automobiles. But they did have their faults as well as their advantages. A case in point is the Morgan three-wheeler which virtually owned its competition class in the Twenties and Thirties. Dennis May takes you for a series of rides both wonderful and backbreaking starting on page 18. Next up is the Austin Seven, the greatest car ever designed on a pool table.

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Two months ago we promised that SCI's readers would see a lot more of the new backyard boomers — the ubiquitous specials now making things rough for the best of the factory-built machinery in competition. Next month we begin the introductions with a breakdown of Candy Poole's Crosley-powered PBX special, meticulously prepared little machine that literally owns classes H and G on the East Coast, a province formerly owned by smaller and very costly Italian cars. Karl Ludvigsen has gone into the PBX with the same degree of thoroughness used in this month's Monza report. Don't miss it!

— john christy

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