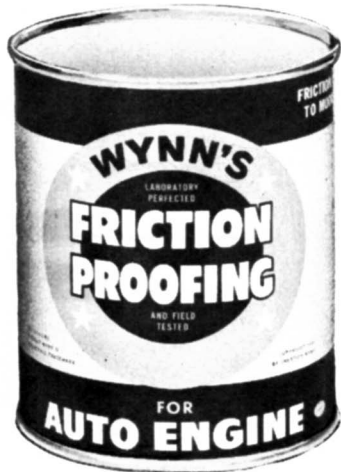


WANTED

by men who know cars



The metal conditioner that impregnates engine parts—drastically reduces friction

Men who know cars (men who read this magazine, for instance) often get a chuckle from the fantastic claims of "additive" makers. But they never laugh at Wynn's Friction Proofing*. They've seen it work—time after time, in all kinds of cars, in the world's toughest tests of speed, power and endurance!

They know that most additives merely coat or "plate" metal parts with a thin film. This may soup-up performance for a few miles... but it quickly breaks down, especially under the heat and pressure of high compression engines. Worst of all, many of these mixtures contain graphite or molybdenum compounds or other potentially-clogging solids which may eventually do untold damage to car engines.

Now look at the facts about Wynn's Friction Proofing*: It is a metal conditioner that produces in-the-metal chemical protection against friction and corrosion. It actually impregnates metal... seals up the microscopic pits and splinters that are the cause of power loss and engine wear. It is made by an exclusive complex chemical formula that contains no dangerous solids, no acid-forming chlorine or sulphur. In addition to its unique protective action, Wynn's Friction Proofing* frees metal of gum, varnish and sludge. The solvents and detergents used are powerful, yet completely safe in all cars.

These claims are unconditionally guaranteed. Wynn's Friction Proofing* has given the proof, time after time, to men who know cars!

IMPORTANT: There's only one Wynn's Friction Proofing*. Make sure you get the can with the red and black bullseye—unconditionally guaranteed!



Add Wynn's Friction Proofing* for Auto Engine to your crankcase every 1000 miles. Add Wynn's Friction Proofing* for Transmission every 5000 miles and add Wynn's Friction Proofing* for Upper Cylinder to your gas tank regularly. Available everywhere at service stations, garages and new car dealers.

Also available in Canada.

*FRICTION PROOFING IS WYNN'S TRADE MARK FOR ITS EXCLUSIVE METAL CONDITIONER WHICH REDUCES FRICTION BETWEEN MOVING METALS BY CHEMICALLY SMOOTHING AND SEALING THE SURFACES. MANUFACTURED BY WYNN OIL COMPANY, 1151 WEST 5TH ST., AZUSA, CALIFORNIA, U. S. A.

book review

SPORTS CAR RALLIES, TRIALS AND GYMKHANAS

by David Hebb and Arthur Peck

Channel Press



EXPERT rallyists the nation wide will rise up and berate Dave Hebb and Art Peck for what they have done. For years the real secrets of rallying have remained just that, being jealously guarded by those who have labored so hard to find them out. The ignorant natives long have been restless, often either afraid to take the first step or too inept to advance beyond that point. Hebb and Peck have placed the Wisdom of the Ages in their hands.

The book starts out roughly the way you would, explaining the club and rally situations and then leading you through a typical first event. With this information alone you are prepared to make a good start, but the authors then begin again and review each of the rally elements: The averages, clocks, odometers, maps and car comfort, plus some very pertinent remarks on the driver-navigator relationship. A chapter of rally-winning tips rounds out the section, and is one, incidentally, which the authors are well qualified to write.

These elements are presented in a style that is unobtrusive when explaining and yet frequently light for a change of pace. They get through the tough average speed chapter very clearly and usefully, though among calculating systems they omit the flexible graph between time and distance. If you think you know something about that mileage recorder on your speedometer, you will still find surprising information about odometer correction and backlash. In short, this one is for the old-timer as well as the novice.

The above would be a handy tome in itself, but more data is forthcoming on the exacting regularity runs and tiring night rallies, plus reviews of the major events. Hebb and Peck then dwell on the tricks of "gymkhana" maneuvering tests, as well as the rigors of true trials and hillclimbs. Their experience even encompasses the rewarding labor of *Concours* preparation, and

while properly avoiding active racing includes courses and the art of comfortable race spectating.

Winding up are two chapters on rally planning, with excellent suggestions, check lists and specific rally schemes. Throughout the book there is an impressive and commendable effort to be *specific* about recommended equipment, right down to sources and prices. Due to the size of this continent such information and certain other aspects tend to reflect the book's New York area origin, but not at all annoyingly.

In a very real sense, the competitions discussed by the authors represent tougher, more detailed and exacting interpretations of everyday sports car use. A rally is a controlled highway trip; a gymkhana is a timed, precise shopping jaunt, while *Concours* preparation is a highly exaggerated Sunday polish job. As a result, their recommendations for these events provide an excellent operation and upkeep guide for the sports car owner who has no thought of actively competing. Hints on proper tools, clothes and equipment for touring are part of it, as are general driving techniques and car cleaning tricks. While it is invaluable for every sports car fan, this book should be mandatory for clubs and rally planners. Indeed, the subtitle might be better for the book as a whole: *A Complete Handbook*.

Finally, to this reviewer *SCRT & G* is a sign of growing maturity on the part of the sports car movement in the United States. It is the first major American sports work since the war that doesn't vie for the title of *Most Cars Included*, and owes absolutely nothing to older foreign publications. The material is all new, all fresh, and all indigenous to the American scene. We have been borrowing from Europe long enough, and Hebb and Peck have been the first to make a significant repayment toward this debt. #