

# very sincerely yours

SOME months ago, the July issue to be exact, we ran two smallish stories giving details on how more power can be pulled from two different light cars, the Renault and the Volkswagen. The response to these stories has been fantastic and as a result, we are going to continue on a campaign to bring the word to the power-starved. One of the strongest objections to the current crop of light cars is that they don't pack enough suds to cope with modern traffic and the Detroit power-packers. Eminently maneuverable and economical though they may be, they haven't got the power to go with it, especially the earlier models.

This month (on page 38) we continue the series with a full and instructive article on power-packing the flathead Morris Minor. The Minor admittedly is no longer being made in flat-top form, having been fitted with a BMC rocker-box engine. But the country is literally stuffed with these earlier Morris, which, in souped form, will eat the later ones alive, along with a lot of other respectable automobiles much larger than the mouse from Nuffield. Next month we'll come back to the VW and later go to various other light cars, including such ubiquitous equipment as the English Fords.

The light cars aren't the only ones that can use a bit of intelligent tuning, either. One of the tricks of the trade in introducing new automobiles is that of hanging anchors all over the new models so that improvements can be made from year to year, and Detroit is not alone in this. We, rebels that we are, feel that this is a deplorable situation for many buyers, and we hereby make a solemn promise that when such items hit the market, we will do our best to show how the best laid plans of factories can be made to go agley. To this effect, we have a dilly on the fire that should be of interest not only to buyers of the new car, but to those who would like to find a really nice Class D racing engine replete with all the latest refinements. A further hint is that this one can be done by intelligent digging in the manufacturer's parts bins, no recourse to special speed equipment being needed.

All of the above is not to say that we are advocating that every owner of every car go trotting out to the garage, tool box in hand, to bore, stroke, port and relieve. There are other ways to enjoy automobiles, too, and nobody realizes this more than the editors. Some of our readers are undoubtedly of a more academic bent and for these, we present for the first time in print, the complete genealogy of America's greatest racing engine. Griff Borgeson, who by this time is the country's foremost Offy authority, has done a mountainous job of research to come up with the complete story of the latest Offenhauser engines and how they came to be. One of the surprising facts that comes to light is that *all* of the designing didn't emanate from Europe. The 50 through 59 series Bugattis owed a large debt of gratitude to Harry Miller, acknowledged godfather to the Offy. You'll find the full details on Page 8 and the Offy family tree on Page 12.

And then, of course, we must mention our exclusive cutaway feature again. This month it's what may very likely turn out to be America's hottest sports special, the fabulous Barnes-Trautman Ford. Take a look with Russ Kelly, starting on Page 32.

— john christy

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