

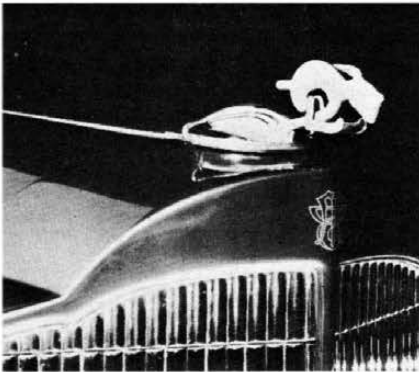
Packard

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cooler plus a complete block and radiator cleaning job.

When you drove a Twelve you had to keep the design limitations in mind. It was made to perform wonders at low speeds, but steady, flat-out driving was not healthy. One Packard test driver told me that he gave the big cars their failure tests on the proving grounds. The Twelve could be held wide open—about 103 mph—for about 1,250 miles but no longer. At that point the rods began to clamor for attention.

The Mechanical brakes were another item to keep in mind. When new they were great; when they were worn and the weather was wet, a San Francisco hill was not the place to be. I pulled out of the Mark Hopkins hotel on top



Classic grille—distinctive mark of car.

of Nob Hill one rainy night and made the nearly fatal error of taking the shortcut down Mason Street. The right rear wheel locked at the first touch on the brakes and three tons of Packard slid, rolled and skidded down one of America's steepest grades. To complicate matters, the transmission was worn and couldn't be held in low gear unless considerable pressure was applied to the shift lever. We reached the bottom of the hill in a broadside slide and a state of extreme exhilaration.

Bugs

Throughout the car there were luxury gadgets that would, in time, quietly cease to function. Take the Bijur lubrication system, if you will. This theoretically insured intermittent lubrication of springs, a few other chassis points, and the clutch throwout bearing. A bottle of heavy oil was clamped to the firewall in the engine compartment and from this bottle there ran copper tubes to the required points. This was all very

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book review

RACING SPORTS CARS

By Louis Klementaski and Michael Frostick
Hamish Hamilton, London, 90 Great Russell Street, W.C. 1
Distributed in U.S. A. by leading automotive booksellers.
\$4.00

A PAIR of outstanding books on motor racing have appeared recently in England, both the result of the combined efforts of Louis Klementaski, top racing photographer, and Michael Frostick, a well-known British motoring writer. The first volume, titled "Drivers in Action," appeared last year and is a photographic study of the high speed attitudes of 13 post-war continental racing drivers; the shots are nothing short of fantastic and it goes without saying that this book should be on the shelf of every follower of the sport. Now, a companion piece to "Drivers In Action" has just been published.

Titled "Racing Sports Cars," it is an attempt on the part of the authors to trace the development of the "racing sports car" as it has evolved out of designs laid down prior to the war; by means of photographs, the book brings home a point that has become all too obvious of late, i.e. the very close similarity between the prototype racing sports car and the pure, out and out, honest-to-goodness Formula car. The authors make no attempt to criticize or to pass judgment on this situation but merely illustrate it via Klementaski's photographs. Fortunately, the text of the book is short and to the point — the real meat consisting in outstanding action photographs taken at race meets in England and on the continent of Europe.

In the first part of the volume, the author of the text, Michael Frostick, attempts to answer the oldest "64 dollar question" in the history of motoring, namely: "What is a sports car?" In this discussion, he differentiates between the approach towards sports cars of the "Anglo-Saxon" and the "Latin" types, remarking that these two schools of thought have endured up to the present. The Anglo-Saxon is inclined to think of a sports car as "a touring car with various bits lopped off and as many additional horses (as can be) extracted from the engine of a basically production model," while "in the more sunny and excitable regions of Europe . . . a sports car was generally considered to be any racing car onto which some kind of windscreen and mudwings could conveniently be attached."

A short history of the current prototype sports racing cars precedes a chapter titled: "Technique" in which the reader finds out how and how *not* to make a Le Mans start. Through the well written and sometimes amusing captions he is given an insight into the problems confronting the contemporary driver. A final group of photographs illustrates pit atmosphere.

Practically all of the pictures have never been published before, thus making "Racing Sports Cars" by Louis Klementaski and Michael Frostick a book that will not be read just once and quickly forgotten but a volume that the sports car lover will pick up countless times . . . if only to glance at the superb Klementaski photographs.

— Jesse Alexander

<p style="text-align: center;">see who you passed! (or who is passing you)</p>		
<p>BRIGHAM - ST. JOHN, INC. Imported Motor Parts WEbster 8-2724 7713 Melrose Ave., Los Angeles, Calif. formerly BRITISH AUTO PARTS of So. Calif.</p>	<p>VW rear-view mirror All right, you love her, (the car, natch) and this heavily chromed, adjustable mirror adds the final touch. No holes to drill, the stem replaces the door hinge pin. Better get one. #880C \$5.25 each</p>	<p>Universal fender mirror Don't tear your hair, just get this ideal replacement mirror. Reversible design made to mount to either side of car. Heavily chromed —easy to install. Flat or convex. 2C Flat \$4.50 each 1C Convex \$4.95 each</p>