

very sincerely yours:

THERE have been, and still are, men who can slam a fist through a door panel but it's a fact that it's a lot easier to drive an awl through the same piece of wood.

For a lesson in contrast between the fist and the awl, turn first to page 16 and digest the road test of the Morgan TR-3, then look at the following spread. The handwriting is clear: the classic sports car, slab-sided, perpendicular and styled like a coffin riding on four harps is on its way out—and not only for competition either. Nobody felt more the passing of the "pure" styled MG than did we. Something was gone that could never be replaced, leaving only the Morgan and the HRG to carry on the idea that a sports car is primarily a stock automobile into which has been poured as much extra power as possible and from which has been taken as much weight as is compatible with the laws of the land and nature. The reasons for the change are plain to see, though.

This fall a small group of earnest Germans punched this lesson home in a way that cannot be ignored. Using an engine of no more than *three* cubic inches they managed to put an honest 122 miles into an hour. To make it even more pointed, they slowed down some and wrung 252 miles out of a single gallon of fuel at 68 miles an hour! In contrast, the hottest of the earlier MG's of the perpendicular period could barely squeeze out 110 mph even when souped to the crumbling brink of reliability and carrying 30 times as much displacement. The MG people immediately afterward took to the salt with a machine of their own and proceeded to rewrite the class F record book all the way up to 12 hours.

To the purists the new machinery may not be as appealing as the perpendicular pieces of the past but there can be no denying the fact that the new equipment is efficient. To see just how efficient, turn to page 20 and read the record.

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Last month we promised to start a series on methods whereby the anchors hung by manufacturers on their products could be removed. On page 24 we present one of the best yet—the 2.4 Jaguar. Without doubt this short-stroke engine is one of the most rugged sixes ever built. An oversquare set-up, the new little Jaguar should be able to take just about any amount of stress that eager rebuilders can put into it. That the standard Jaguar can take the hot rod treatment is common knowledge (a hopped up Jaguar in a sprint car copped the Pike's Peak climb) but there is a limit to the amount it'll stand without voicing a protest in loud and expensive ways, particularly if the stress is in the direction of vastly increased engine speed. The new one won't have that fault. Best of all, most of the material for a full-race conversion can be found in the Jaguar parts bin. If you want something hot, get cozy with your Jag dealer!

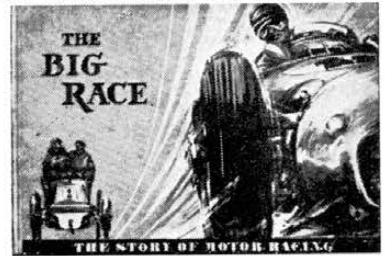
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Jaguar's kissin' cousins, MG and Austin-Healey have some red hot new items under study, too. One of the objections to the BMC engines, the design of which is common to both cars, though larger in the A-H 100, is that breathing is somewhat restricted due to the obsolescent porting (three exhaust ports, two intakes). The engine in MG's record streamliner indicates their thinking. Austin-Healey also has a new engine, a six this time. By the time the next issue rolls around we'll have the dope on what these new plants can do. Also coming up will be the full scoop on what they are and what is inside. See you then.

—john christy.

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