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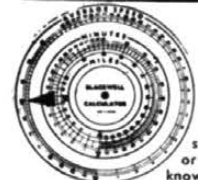
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very sincerely yours:

STARTING on page 10 readers will find the story of one of the most satisfying advances in automotive sport since the beginning of the sports car movement in the post-war years. It actually began back in 1949 when members of the Southern California Timing Association, pioneer amateur straightaway trials organization, made arrangements with officials of the Bonneville Association to run a week-long series of speed trials on the famous salt speedway. At the time there were classes for roadsters, coupes, lakesters and streamliners only—not a sports car, either production or special, in the bunch. This was not snobbery on the part of the SCTA but lack of interest on the part of the sports car people coupled with the fact that there just weren't very many sports cars around and those that were around were noted more for spaghetti than sauce.

By the time preparations for the 1953 Bonneville Nationals rolled around there were sports cars all over the place; more than enough to justify classes at the Nationals. At the suggestion of deponent and Dean Batchelor, designer of America's two record-breaking streamliners, the City of Burbank and the Shadoff Chrysler Special, the SCTA gladly set up not one class but four in which sports cars could run. What happened was somewhat shattering; the Larsen-designed Mabee special averaged 201-plus for a two-way record, albeit on alcohol fuel. Fuel or not, no sports car has bettered that mark since. For 1954 gasoline was made mandatory and rules were modified to conform to FIA specs with the lone exception that cycle fenders were permitted.

In just three years sports cars have become a major class with very little spaghetti and enough sauce to blister a rhinoceros at 20 paces. In fact, sports cars are going so fast these days that Bonneville is just about the only place they can be run flat out.

It's all very satisfying.

Something else that is very satisfying but also more than a little frustrating will be noticed in this issue. We're starting the book on page 10 instead of page 8 and if things look tight it's because they are tight. There's a good reason for this. SCI has grown so rapidly in the last eight months that readers are not the only ones to notice it. People with good, honest products to sell have also noticed it with the result that their advertising has gone up by better than 300 percent! In all modesty we can say that nothing has been lost; we've just packed the book, using the same amount of material. We willed the white space to the Bufferin folks. Similarly, circulation has also grown, by something over 100 percent in one year to be exact, making SCI the fastest growing and biggest selling sports car magazine in the country.

End of annual report—and thanks, folks.

Last month we reported that NSU had shattered the two-wheeler mark with a blistering 210 mph. They did it up first-cabin, too, with typical Teutonic efficiency and a fair expenditure of Western Reichmarks and then trotted off home with a great deal of satisfaction. That satisfaction was to be short-lived, however. Two weeks later, a couple of lads from Texas came up to the salt with a cigar-shaped two-wheeler and, comparatively speaking, no dough. They made a couple of runs to warm up and then calmly shattered the German record to smithereens, shaking the salt to the tune of 214 sizzling miles an hour! Next month we tell the tale of the Texans; don't miss it. Also coming up is a technical report on the record-breaking MG streamliner, a real kissin' cousin to the MG-A. The report will be complete with a LaTourette drawing and as a bonus there'll be a test of the "A" for comparison.

See you then.

Oh, yes; Merry Christmas—the Merriest.

— john christy