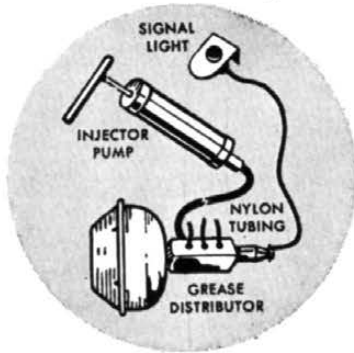


Automatic Lubrication!

FOR YOUR
VW or Porsche

ONLY **1/4c** PER GREASING



WITH THE
LINCOLN ENGINEERING

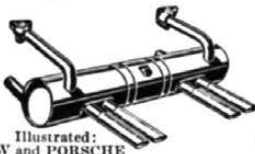
Multi-Luber

- Only one moving part!
- 2,000 pounds pressure!
- Greatly prolongs car life!
- Pays for itself in no time!

■ No more searching for garages with lifts small enough to fit your car. No more waiting for grease jobs. No more careless attendants who force road dirt into the grease fittings, and miss (or disregard) hard-to-get-at fittings. All these problems are eliminated by the automatic Multi-Luber! You grease your car in 4 seconds — *while you are driving.* (The *best* way to lubricate bearings is while they are *in motion.*)

Multi-Luber can be installed in your car in approximately two hours. Grease is forced into the fittings at 2,000 pounds pressure. The Pilot Light shows when the cycle is complete and also serves as a Warning Light if *any* line is clogged. Multi-Luber gives you that "just-lubricated" ride *every day.* (Porsche, \$34.50). **Only \$29.95**

4-BARREL WORLD CHAMPIONSHIP FREE-EXHAUST SYSTEM



Illustrated:
VW and PORSCHE

For VW
PORSCHE
JAGUAR
ALSO
RENAULT
BORGWARD

■ "A MUST on stock, blown or modified!" — Sports Cars Illustrated. These revolutionary ABARTH Free-Exhaust Systems are of straight-through design, and feature efficient muffling action without power loss. Exhaust gases are fully scavenged from the combustion chambers. The brass tail pipes are chrome-plated. Available for the following cars:
All VW's \$32.50 • Deluxe, for '56 VW's \$31.50
All Porsche \$39.50 • Jag XK-140 \$79.50
Renault 4CV \$19.95 • All Borgwards \$34.50



FROM MOTOMETER OF GERMANY

Complete VW Dashboard

■ A beautiful and functional dashboard for your VW! Includes a Fuel Level Gauge with low-gas-level Warning Light, a Precision Ammeter, and an Oil Temperature Gauge with Signal Light to warn of excessively cold or hot oil. Each dash-illuminated instrument has a chrome ring, and is mounted in a buff-enameled chrome-edged panel. **\$34.95**

SEPARATE INSTRUMENTS ALSO AVAILABLE

Fuel Level Gauge	\$12.00
Precision Ammeter	4.95
Oil Temperature Gauge	10.75
Warning Light/Relay for above Oil Temperature Gauge or Fuel Gauge	5.95
Chromed Under-Dash Mounting Bracket	1.75



FROM MOTOMETER OF GERMANY Competition-Type Tire Testers

■ Correct tire pressure is vital for top acceleration, peak performance and proper cornering technique. MoTest gauges are accurate and rugged instruments with Calibration Control. They can even be used as Master Gauges!
Capillary-type, as shown, 9-13 lbs.* \$2.95
Clock-type, 2" dial, 10-50 pounds* 1.95
Clock-type with 16" hose, 10-50 lbs.† 2.50
*Including Genuine Leather Pouch
†Including Snap-Cover Box

For ANY Car!

AUTOMOTIVE
INDOOR-OUTDOOR

AIR Thermometer



■ Now available in America! The world's only Indoor-Outdoor Automotive Thermometer. Indicates inside and outside air temperatures. Warning Light automatically signals ice conditions on the road. A terrific safety device! The instrument is illuminated, and can be installed in ANY car. 2 1/2" chrome dial.
TH-311-6V (For 6-Volt Systems) \$9.95
TH-311-12V (For 12-Volt Systems) \$9.95
Chromed Under-Dash Mounting Bracket \$1.75

Write For Booklet • Dealer Inquiries Invited

FISHER PRODUCTS • 21-25 44th DRIVE • L. I. CITY 1, N. Y.

letters

SINGER FAN

Dear Editor:

Got a question. In your article entitled "40 Easy Horses" (October '56), you list a number of Detroit "Dinosaurs." Among these you include OHV and plain Chevrolets. Excuse me, but what's a plain Chevrolet?? Am I missing something?

Secondly, much congrats on your very fine article, "The Bob-Tailed Bomb and the 1440 Minutes." It's one of the best race coverages I have ever read. More of this type, huh?

Next question—why doesn't anybody write articles about the poor little Singer. I am the proud owner of a 1500 Roadster and I am very well pleased with it, although it is only the single carb model.

Also, how about Singer's new DOHC engine?—same cubes but nearly 50% more hp. It's available only in the sedan, I believe, but how about a special?

Sincerely,

Ralph B. Neil
Tacoma, Washington

The symbol V8 was inadvertently left off the end of "OHV" — sorry. We'll have a Singer story one of these days; the editor owns a 1500-c on which considerable preliminary research has been done. There'll be quite a bit more before we're ready to go but to give you an idea—we have the full dope on Kelly Buchanan's OSCA-dusting Singer. The DOHC engine has unfortunately been shelved by Rootes and is unavailable at the moment.—Ed.

RACING TWO-STROKE?

Dear Sir:

Having read the article on the Offenhauser engine in the October issue of your fine magazine, I have come up with this question: Why hasn't a two-stroke cycle gasoline engine been built and run in competition? (A two-stroke cycle engine would develop approximately 75% more power than a four-stroke engine of the same cubic inches.)

Would you give some information on this subject in your next issue?

Your truly,
Jon Gilmor,
Nashville, Tennessee

It's been done—see the November, '56 Sports Cars Illustrated in which there is a story on the SAAB Sonnet, a real going two-stroke.—Ed.

END PLUG TROUBLE

Sir:

Re the letter from reader Raymond Dunlap, titled "Plug Trouble" in the October issue of Sports Cars Illustrated — I had the same type of trouble in my 1500 Porsche at 5000 miles. I went entirely through the fuel system, then electrical and ignition system with no luck. I could run anywhere from 2 to 100 miles and the miss would come back, especially on steep hills or under hard acceleration. I was already running "Lodge" CNP 14 spark-plugs.

Finally, I replaced the spark wires from distributor to plugs with "Belden" wiring—and have had no more trouble since then. Slitting the old leads open, I found the wires were corroded and coated; evidently the resistance set up within the wiring itself had caused the current to jump through the insulation and ground to the engine—causing the plug to miss. After several misses the plugs were too fouled to fire.

Since then, I've run across another Porsche and four VW's with the same trouble; re-wiring with a good quality wire has cured the trouble. The wife and I have just returned from a camping trip from Washington to Connecticut, then back out here. It was 7,135 hard miles in temperatures running from 50° to 100°, but we had no trouble, and we've put over 10,000 miles in since re-wiring.

Hope the above information may be of some help to others. Keep up the high standards and quality of Sports Cars Illustrated.

Sincerely,
Howard F. Miles
Northwest Regional
Representative,
Porsche Club of America
Tacoma, Washington

OPERATION BOOTSTRAP

Dear Sir:

I have been told that the less unsprung weight a car has the better it rides and holds the road. I would like to know how a car would handle and ride if the unsprung weight was reduced to zero or less. I am sure that I have a way to accomplish this and also to prevent body lean to a fantastic degree.

I would very much appreciate your answer.

Sincerely,
L. Carlton Thomas

Your question invokes another, to wit: What are you going to do with wheels, tires, etc? If unsprung weight could be reduced to zero you'd probably have to steer with a rudder. If you ever come up with less than zero weight, let us know first; we'd love to scoop AMAZING on the first antigravity device.—Ed

FREE with every purchase of \$12.00 or over!

THE BIG RACE regular price \$4.00

OUR CHRISTMAS PRESENT TO YOU!

The Road & Track reviewer says: "Printed in Germany and described as 'the story of motor racing' this 216-page book was written by Ernst Rosemann. Of the 88 pages of well-written text material, over a third is devoted to historical background, while the balance of the 'story' is a chronology of Mercedes-Benz's re-entry into racing (beginning in 1952). In other words this is more a story of postwar racing as viewed by the great Stuttgart factory, though not officially so. Even so, the story is very interesting and in fact much better than found in any other account we have read. The 128 pages of illustrations by Carlo Demand are alone worth the price of the book—they are absolutely sensational. Arranged chronologically, and carefully indexed as to subject, these illustrations portray motor racing's progress—from Gottlieb Daimler's first race in 1894 to Moss' winning the G.P. of England in 1955. Every prominent or outstanding car is shown in its respective era, not omitting Murphy's Duesenberg of 1921, numerous Bugattis, Alfa Romeos, Maseratis, the Auto-Union, etc. A hard cover book measuring 10.8 x 7.3 inches".



10.8" x 7.3"—128 full page illustrations

36 The Big Race (on book purchases less than \$12.00).....\$4.00



FREE with every purchase of \$6.00 or over

"MOTOR" ROAD TESTS OF 1956 CARS just published

Regular price \$2.00!

Contains all the road tests run in the past year in the "Motor", Britain's automotive weekly. An annual "must" for all enthusiasts.

10 "Motor" Road Tests of 1956 Cars (on book purchases less than \$6.00).....\$2.00

Third FREE offer! Order \$18.00 or more worth of books on coupon below and get both The Big Race and "Motor" Road Tests of 1956 Cars FREE! If you have one or other of these books, ask for our surprise substitution!

THE SPORTS CAR:

Its Design and Performance By Colin Campbell

Money Back Guarantee! Order on coupon below!

The Technical Correspondence Editor, January issue, Road & Track, in answer to a request for a good reference book on suspension and chassis design says: "... by far the best book is The Sports Car: Its Design & Performance, by Colin Campbell..."

Our fastest selling sports car book. The first thorough and systematic treatment of the sports car from a technical point of view, yet in layman's language. Partial Table of Contents... Chapters: Development of the Sports Car; Engine; Cylinder Head Design; Induction & Exhaust; Engine; Miscellaneous Components; Engine; The Trend of Design; Road-Holding; Suspension; Chassis Frame & Body; Transmission; Brakes; Tuning; Performance; Future Development; Glossary of Technical Terms; Index.

155 THE SPORTS CAR: ITS DESIGN AND PERFORMANCE.....\$6.50



18 Three-Pointed Star: The Story of Mercedes-Benz, by David Scott-Moncrieff with St. John Nixon and Clarence Paget. Greatly expanded American edition just published! Runs through great 1955 season as British edition does not. This is far-and-away the best book on the Mercedes. Measures 5 1/2" x 8 1/2", 478 pages, 78 photos.....\$7.50

41 Maintaining the Breed by James Thornley. New expanded edition of the great saga of MG racing cars in new, improved format, brought up to date. Out of print last 2 years. 178 pages with loads of photos and drawings. An appendix on tuning! Pub. Sept. '56. Every sports car enthusiast, no matter what's in his stable right now, has a special soft spot in his heart for the MG.....\$5.00

20 Pursuit of Victory by Karl Kling. Dramatic and fascinating life story of one of Germany's leading drivers who, since he joined Daimler-Benz in 1936, has had a full and varied career in motor sport. Illustrated with ninety photographs, few of which have been previously published.....\$4.00

37 Juan Manual Fangio, World Champion. An intimate study of the life and character of Fangio, World Champion Driver. A first-hand account of his motor racing achievement, the book gives an insight into the master's outstanding ability and expert knowledge of the various racing circuits. Will delight all lovers of motor racing. Lavishly illustrated and well-produced.....\$5.00

"The ideal Christmas present!"

35 GRAND PRIX—the new sports car racing game. Cars move by specifications on Watkins and Sebring courses. A game of skill, not of chance. Beautifully made, this game is sweeping the sports car world. Be the first in your group to own one, \$9.95 plus 50¢ packing/postage. Remit \$10.45. Sent on unconditional guarantee. Return in ten days if not satisfied. (In earning free books, GRAND PRIX counts as a \$3.00 purchase only.)

176 "MOTOR" Yearbook 1956.....\$4.00

11 High-Performance Cars 1955-56.....\$2.00

17 SPORTS CAR RALLIES, TRIALS AND GYMKHANAS. First book on subject. New!.....\$5.00

5 TUNING FOR SPEED AND ECONOMY.....\$4.00

6 DRIVERS IN ACTION.....\$3.50

99 MG WORKSHOP MANUAL.....\$7.50

7 SPORTS AND CLASSIC CARS by Borgeson and Jaderquist. History of sports cars from 1920 to date. Over 100 photos. 466 oversized pages. Buy it from us and get a FREE copy of "THE BIG RACE".....\$12.50

141 GRAND PRIX CAR, Volume 1.....\$16.50

142 GRAND PRIX CAR, Volume 2.....\$20.00

143 GRAND PRIX CAR, 2 volume set.....\$31.50

162 Annual Automobile Review 1956. A review of motoring, Sport—Racing—Design, compiled by the greatest specialists. This magnificent book nears perfection in production and contents: 8 1/2" x 12 1/2"; 230 pages; 18 full color plates; exclusive pictures and drawings; over 400 photos; and bound in hard covers for the first time.....\$7.50

38 From Veteran to Vintage by Kent Karslake and Laurence Pomeroy. Highly praised in August Road & Track review.....\$ 8.50

8 THE JAGUAR ENGINE, By Heynes.....\$ 2.00

151 MODERN SPORTS CAR—McCahill.....\$ 3.95

138 DESIGN AND TUNING OF COMPETITION ENGINES by Phillip Smith.....\$ 7.50

115 CAR DRIVING AS AN ART by Sammy Davis.....\$ 3.00

76 AUTOMOBILE CHASSIS DESIGN.....\$ 6.95

15 CARACCIOLA (autobiography).....\$ 4.00

13 TARGA FLORIO.....\$ 4.00

28 THE HIGH SPEED INTERNAL COMBUSTION ENGINE by Ricardo. A classic.....\$11.00

100 TUNING AND MAINTENANCE OF MGs.....\$ 4.00

152 THE BUGATTI BOOK.....\$ 7.50

161 Volkswagen Story, BEYOND EXPECTATION.....\$ 4.00

175 STIRLING MOSS BOOK OF MOTOR SPORT.....\$ 2.50

1 SPORTS CAR BODYWORK. REDUCED.....\$ 5.00

ORDER ON THIS COUPON - - CIRCLE THE BOOKS YOU WISH - -

To ROBERT BENTLEY, INC., 8 Ellery Street, Cambridge 38, Mass.

I enclose \$ _____ check _____ money order _____ Please supply books circled at left. Send to:
1 5 6 7 8 10 11 13 15 17 18 20 28
35 36 37 38 41 76 99 100 115 138 141 Name _____
142 143 151 152 155 161 162 175 176 Street _____
(Check if you wish our free catalog.) City _____ Zone _____ State _____
_____36 or _____10 Free under special offer. Please check SCI 126