

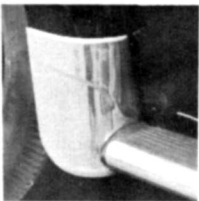
V-W POLISHED ALLOY GRILLE COVERS

The polished finish of these Strips will add considerably to the appearance of your V-W. No Tools needed for installation. Specify Sedan, or Ghia. — 7.50 per set

V-W, PORSCHE DOOR PULLS



These beautifully finished chrome door pulls lie flat, and really answer the door pull problem. — 6.00 pair



V-W REAR FENDER GRAVEL GUARDS

Polished Alloy, protects the bottom of your V-W's rear fenders from rock damage and corrosion. — 5.00 per pair

Competition

ACCESSORIES

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STUDIO CITY 4, CALIF.

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AND VOLKSWAGEN ACCESSORIES

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TIRES
FOR STREET
OR COMPETITION

very sincerely yours:

REGARDLESS of propaganda to the contrary you cannot just drive onto a course from the street and then go racing with or without a plug change as your only preparation and expect to do even moderately well.

The production class cars that are winning races are as meticulously prepared as the best full-bore machinery—they have to be since the margin is so small. There are all kinds of tricks as we pointed out last year. Some of these consist of downright cheating on the rules and others consist of precision selective assembly further beyond the means of the average owner than a real *vitesse pure* machine. No one can really blame the factories, distributors and dealers for resorting to this sort of sub-rosa sponsorship; racing does sell cars providing the cars are successful. Further, no legislation by racing groups will ever succeed in stopping this activity unless the fullest possible specifications are made available for *every* production car. This means absolute dimensions of every nut and bolt, absolute port-size dimensions, valve spring rates, cam contouring and timing—in short, a book on every car complete down to the size and number of teeth on every gear. This sort of thing is possible for an organization the size of the FIA but not for the average racing club, even if its technical inspectors were up to such a job, which in the main they are not.

There is one obvious answer: make cheating legal thus nullifying the term and leaving up to the individual owner's ingenuity the amount of suds the car will have. What it amounts to is a modified-stock class (which it is anyway). By all means keep the chassis and body stock in weight, design and material. Allow any and all modifications to the engine short of increasing size beyond class limits. Allow specific modifications designed for safety in the suspension system: such things as traction bars, sway or anti-roll bars, drilled backing plates (factory issue), wheel-plates and 50/50 shock absorbers. One could stop short of allowing twin-cam heads on rocker-arm designs or otherwise changing the basic design of the engine but beyond that, let the owner go as far as he feels practicable. This isn't as expensive as it sounds—a full-race MG can be put together for around \$300 or less, for instance, a price far under that of selective precision assembly, special gear sets and other such currently practiced gimmicks.

To our way of thinking, this sort of plan would clear the air and let a lot of folks breathe easier. It would also put the dealers and distributors on their mettle and still make it possible for a winner to come from anybody's backyard.

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Anent safety modifications, we went on at some length a couple of months ago concerning safety wheelplates. This aroused a lot of action but not the kind we expected. We picked a specific instance and in so doing did a disservice to an excellent car and also gave an impression almost diametrically opposed to our own thinking on disc wheels. It was pointed out here that any and all cars equipped with production disc wheels would be better off for safety plates. However we would like to clarify that statement a little further. The statement was not intended as a slam at disc wheels *per se*, nor was it intended to give fulsome credit to wire wheels. It is our feeling concurred in by the likes of Donald Healey, Lofty England, Ted Halibrand, Frank Kurtis *et al* that properly prepared disc wheels are under today's conditions as good as, and under certain circumstances better than, most wire wheels. The production disc wheel, no matter on what car, is designed for touring and normal use. Racing puts strains on wheels not necessarily allowed for by the designer unless the wheel has been either prepared for racing or designed for it. What happened to the car we mentioned could happen to any car and is neither a design fault of that car nor a habit possessed by it. In fact, to set the record straight and to give credit where credit is due, the West Coast distributor of the marque, Worldwide Automotive Import Inc., has offered to equip customers' cars with safety plates any time they ask for the service, and is recommending safety plates to all those desirous of racing who don't know about them.

An idea as good as that shouldn't be the province of one individual.

—john christy