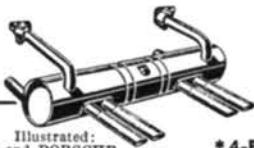


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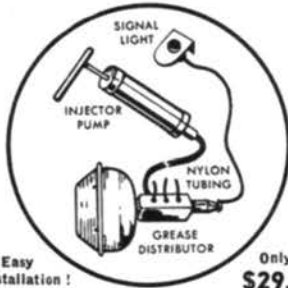
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letters

racng regulations

Gentlemen:

If I may say so, your editorial in the Feb. '57 issue was one of the most ridiculous pieces of reasoning I have ever encountered. There are, certainly, good reasons for any and all regulations concerning spectator safety. There will never be any argument from here against such regulations. But . . . !

I feel that racing car drivers should know and be able to guard against the dangers of racing for themselves. Because of this, I objected to the rules about crash helmets, safety belts, and now, roll bars. Don't misunderstand; I wouldn't drive without helmet or belt, but I don't want to be ordered.

Furthermore, the SCCA seems to be defeating its own ends by driving all the true amateurs out of racing. You say very sarcastically that "roll bars would louse up the styling and—horrors—look ugly." But when you have to drive the car to work, on dates, to church, and so on, the consideration of what the car will look like makes a lot of difference. It makes a lot of difference, too, when you have to worry about selling or trading in the car. Maybe someday I'll have enough money to own a team of D-type Jaguars. If so, I will gladly install roll bars. Right now, I have a TD MG, and I'm not putting any roll bars on it.

Sincerely,
John Scott Keech
Northport, New York

Then, John boy, you won't do any racing 60 days after the specifications are published. A little thought and research on the subject of roll bars will show that they can be demountable and need not look ugly or even protrude beyond the shoulder level. By installing the mounting pads properly you can build a perfectly safe roll bar that will be removable merely by unbolting four to six cap screws. As soon as we receive the finalized specifications of minimum requirements from the clubs involved we'll publish a story on proper construction and mounting. There are a goodly number of people walking around today who might have been rendered very dead if it weren't for roll bars and one of these is the . . . —Ed.

name dropping??

Sir:

So who is Stafford Hutchinson? (p. 13, Feb. '57 SCL.) This sort of name-dropping is almost unethical. Don't tell me who is Stirling Moss—that I know—but WHO IS STAFFORD HUTCHINSON?

Yours, etc.,
David F. W. Smith
Chicago, Illinois

A doll who is interested in disc brakes.

—Ed.

helping hand

Sirs:

This letter constitutes a salute to four members of the sports car fraternity for some outstanding help.

My wife and I were driving to the coast in our magette when a faulty connection in the fuel line system broke down. Some soldering at a crossroads filling station made a temporary seal and we limped into the town of Prince, Utah. We were hundreds of miles from Denver, Salt Lake or Las Vegas — the nearest places where I could expect to pick up parts. But a service station attendant remembered that Porter Stanfield who operates the Stanfield Radiator Service in Price, drove an import. Stanfield got on the phone and called in Cecil Stotkburger, Morris Taylor, and Bill Webb, other sports car owners in the community. Taylor offered to let me take the needed part from his MG roadster; said he'd leave it in the garage 'til I got him a replacement. Webb had recently installed a Studebaker engine in his MG and thought he might have one of the parts kicking around somewhere. He found it and wouldn't allow me to pay for the part.

These fellows were all strangers to me. Yet they left their business places in the middle of the day and made it a project to help me get back on the road. These are obviously outstanding people to begin with. Yet, I think the kindred spark of interest kindled by the mutual appreciation we have for imports was a factor, too. What could have been an expensive and time-consuming breakdown turned out to be one of the most satisfying experiences of our trip.

Sincerely,
Dick Harris
Denver, Colorado

No doubt about it. The camaraderie existing among sports car owners is unexcelled. We just want to add that this spirit is as common among domestic sports car owners as it is among those who own imports.—Ed.

vw manual

Dear Sirs:

Have just read my first copy of Sports Cars Illustrated and would like to congratulate you on an excellent magazine. I have just taken out a subscription.

Regarding the letters to the editor inquiring about workshop manuals for the VW—I have an excellent copy of one and should any of your readers care to obtain one I could forward copies to them if they write to me at the address below. These manuals sell for 32/6 here, say about \$5, so \$6 should cover cost of copy and postage.

Sincerely,
A. J. Buckman
49 Waitarua Rd.
Remuera, Auckland
New Zealand

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