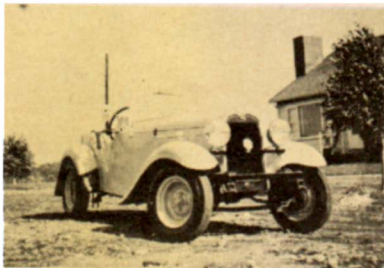


letters

crosley special



For your collection of "under 750 CC" sports cars, I am enclosing a few photos of a modified Crosley, which has been under construction by Mr. Don Brooks and myself for the past couple of years, and which is now almost completed with the exception of hydraulic brake system, mechanical brakes still being operated. The cast iron block motor has been much modified by the addition of Braje equipment and dual carburetion, shortening of drive shaft, etc., and conversion to right hand drive. Radiator, fenders, and other parts are original American Austin, with odds and ends from many American cars. Total weight of car ready for the road is seven hundred eighty pounds, making for excellent acceleration and roadability.

S. A. Thaler
Supervisors of Millcreek Township
2628 Colonial Avenue
Erie, Penn.

postponed requiem

Orchids to SCI for its splendid article, "Play It By Ear", (August, 1957). I especially appreciated your kind appraisal of AK Miller's fine attempt as the lone American entry.

As I see it, the newspapers missed a fine opportunity to play up the human interest angle. The "El Caballo", being essentially a highly modified Detroit iron, in its attempt to win one of the most trying races in the world against very expensive road racing machines was in effect a Tom Swift epic.

AK Miller's chrysler was financed largely by contributions. Many who know as little as I about high performance vehicles donated to the cause—hoping that an American product would dust off the foreign mix-masters! Now that the Mille Miglia is no longer, I don't think the "El Caballo" is of any further use. With the Mille Miglia under his belt, AK should be able to revamp the Chrysler accordingly.

Bill Weston
Eldorado, Ark.

AK is planning to race "El Caballo" in this country. First stop is Bonneville. Next, racing on the West Coast in club events.—Ed.

(Continued on page 7)

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letters

(Continued from page 5)

talented . . .

I thought your SCI Capsule on the new Minor 1000 (August issue) was very good, and being a proud owner of one I agree with you that this car has finally got the power to go with the superior handling and cornering characteristics of the Minor suspension. I feel that in the next few years, the Minor 1000 will take over the market now invaded by the VW, as this car has all the economy and flexibility of the VW and a water cooled engine, good heater, and a terrific suspension.

On acceleration, top speed in gears, and overall top speed, my Minor 1000 agrees with your SCI Capsule, but there is one point on which I must disagree. Your article claims a 10 gallon petrol tank, and jolly olde England claims a 5 Imperial gallon petrol tank. By multiplying the 5 Imperial gallons by the 1.20094 conversion factor, I get a 6.0047 U.S. gallon gas tank. I ran my Minor completely out of gas recently, and refilled to the top with only 6.3 U.S. Gallons, including the filler neck and all, so I am more willing to believe my own figures than your SCI 10 gallon figure. Perhaps you had best investigate this, or you will have some angry "out-of-petrol" Minor Owners writing you nasty letters. Incidentally, Morris Minor Owners in the Middle-West are forming a Morris Minor Owners' Club. We invite new members and interested persons who would like to set up local chapters in their area to write us; Mr. Dane Hooper, 10602 Walden Parkway, Chicago 43, Illinois.

Think your magazine has improved 100% in recent months, or maybe it's just that I'm reading more of it now, but am ordering my subscription now so I'll be sure to get my issue every month.

Dane Hooper, president
Morris Minor Owners' Club

help wanted

I now drive a Corvette equipped with a powerglide transmission rigged so that the car can be driven with my left leg only. Needless to say, an automatic transmission can not compare in performance with a standard shift car, but due to an injury received while in Korea, I have only partial use of my right leg and cannot work the accelerator and brake properly. I was wondering if some of your readers would know how I could rig the controls manually so I could drive a standard shift car with just my left leg? I would be extremely grateful to hear from anyone who could help me.

John C. Schenk, Jr.
3415 West 52 Street
Cleveland 2, Ohio

(Continued on page 8)

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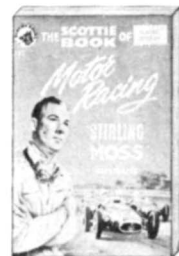
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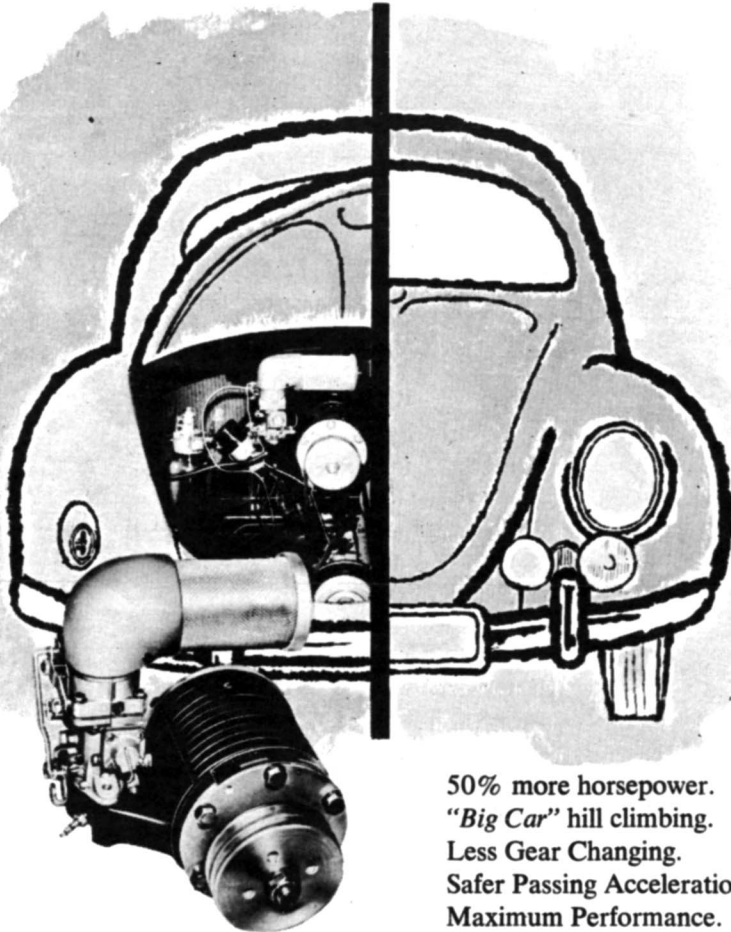
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letters

(Continued from page 7)

solid backing

RE: Criticism of SCI editorial policy—count me as one solidly on your side; your detailed and technical-yet-understandable features are the strength of your magazine, being both well-done and unique in terms of coverage given by competing magazines. Your policy is the reason I subscribe to SCI. Your selection and execution of copy is supplementary; watered down it would be superfluous.

Peter G. Scott
50 Winchester Drive
Atherton, Calif.

Thanks for the kind words.—Ed.

in agreement

Your Feb. issue was by far one of the best I have seen in a very long time! I feel this way because it covered two of my favorite cars, the Porsche Spyder and the Alfa Veloce Coupe. I enjoyed it immensely!! I knew the Italian 'hot-rod shops' would go to work on it right away and I had some ideas for it myself . . . a better front anti-roll bar and a "Hi-torque" differential. Alfa themselves, I guess, intend to improve it greatly too! I hear that they "saturate" the Mille Miglia with these cars. Personally, I wish they would revive the Panamericana Race.

The Porsche Spyder is such a great engineering masterpiece that I can not cease to be amazed by it. And I like it particularly because it can and is being driven on ordinary roads! It would be easy to build a detachable hard top and full length windshield for it. Its racing record and your article point out its ability.

The article on Formula II cars was very good as well and if I had anything to say to the F.I.A. I would like to see them run just as the old 1500 cc "Voiturettes" were in 1936-1937 etc. I mean raced just before the Grand Prix races over the same course with reduced length according to fuel consumption. This would enable new drivers to become familiar with the Grand Prix courses, and I think lap times would be nearly equal and toward the finish even surpass Formula I cars!

Frank A. LeGang
King's Ferry Road
Verplanck, N. Y.

variety . . .

Hey! I've cancelled my subscription to Mad. I now read Sports Cars Illustrated! What a mag! Me an' de boys, we can't stop laffin'.

Take the latest issue—that cartoon of Nuvolari in the K3 was a killer. Who traded off the blower cover for the cycle

wings and headlamps? And now look at the classified ads. "Help Stamp Out Sports Cars." One of the chaps at the Club bel- lowed that this was the outstanding exam- ple of bad taste to crown your usual medi- ocracy. I immediately engaged the bounder in fisticuffs and smote him mightily upon the ears. Afterward, over a pint of bitters, I carefully explained that yours is a humor magazine. Now he's one of your most avid readers.

But we hain't niver stopped laffin' since yer fust issue. Like that stuff on how to tune the MG. And those deals on how to soup up your car, like "More Horses for the Healey" and "Vitality for the VW" Now how about stories on "How to Take the Retard Out of Your Panhard" and "More Vatra for the Tatra". Last month that business about fitting the Solex to the Triumph and the Jaguar was just great. I've always maintained that magazine writers and back-yard boys know a lot more than those dim-witted engineers who de- signed the cars. And hooray for you for exposing the Fiat 1100 cc with its gudgeon pin offset 2 mm. I can hear that piston slap from here. Congratulations again to America's only humor magazine with a sports car slant. So keep up the good work. Me? I'm gonna put a souped-up, four stage supercharged Thunderjug en- gine in my mother's Hoover nad wipe the tracks clean of them foreign jobs.

With bucketsful of admiration,
W. K. Frothingham
251 Main Street
Shrewsbury, Mass.

Thanks so much for your letter of en- couragement. In return, we would like to offer you a position assisting Dr. Snively and the Snell Foundation. We understand it would give you a real chance to use your head.—Ed.

pro

I have just finished reading Ken W. Purdy's feature on Portago. SCI should be congratulated for publishing one of the finest pieces of writing ever to appear in an auto magazine. May I offer the highest comple- ments for an outstanding job.

R. A. Mitchell
623 Westview Street
Philadelphia 10, Pa.

con

I disagree emphatically with the tone of your article on Portago. His incessant slam-bang carlessness is a discredit to racing. I say he got what he wanted! The pity is he took others with him.

How can we hold the World Champion as an example to all other drivers if we laud Portago's techniques?

S/Sgt. R. S. Coniglio
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fidelity recorders, especially made in Switzerland, enabled us to get interviews before and during the race with almost every important figure at the track: Fangio, Cun- ningham, Hawthorn, Collins, Gin- ther, Hill, Shelby, Moss, Portago, Salvadori, Kimberly, O'Shea, Tar- uffi, Chinetti, Von Trips, Von Han- stein, Colin Chapman, Wyllie, Dave Ash, Duntov, Gregory, Brero, and many others. Our pit stops are es- pecially exciting, featuring a series of stops by Von Trips and Hill, dur- ing which they try to diagnose the trouble with their 3.8 Ferrari. A short scene in the pits immediately before the race when we caught the Ferrari team en masse twirling yo- yos is a delightful satire on our- selves. The LeMans start, crowd reactions, roaring engines—all make for the finest sports car recording ever presented. A full-color photo- graphic cover of the car Fangio and Behra drove to victory plus pictures galore in this double album set make this a marvelous sound report of Sebring 1957.

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