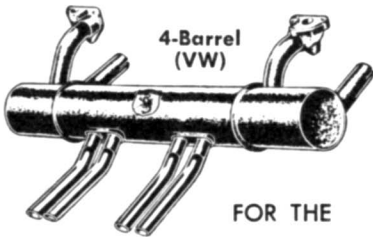


**ABARTH Sweeps
'57 Mille Miglia!**

1st, 2nd and 3rd!

**ABARTH
FREE-EXHAUST
MUFFLERS**



FOR THE

**VW* • PORSCHE*
190-SL • BORGWARD
XK-140* • FIAT
DAUPHINE • 4-CV**

* = 4-Barrel Others: 2-Barrel

■ 1st, 2nd and 3rd place Mille Miglia 1957 winners used ABARTH mufflers. Now you can enjoy, on your own car, the tremendous power increase and absolute reliability that have established ABARTH as the world's finest muffler. On hill-climbing, passing and acceleration you won't recognize your car after you have added the ABARTH muffler! WARNING: Beware of imitations! Look for the ABARTH Scorpion Seal! Installation is so easy you can do it yourself.

VW & KG, '55 and earlier	\$37.50
VW & KG, '56 and later, deluxe	39.50
Porsche, all models	44.50
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Mercedes 190-SL	44.50
Mercedes 220-S	42.50
Fiat 600	19.95
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Jaguar XK-140 & XK-150, two dual mufflers—total 4 barrels	79.50
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■ No part of your car takes a worse beating than the tires. Under-inflation (or over-inflation) ruins them. And correct tire pressure is vital for top acceleration, successful cornering technique and peak performance. Furthermore, most service station gauges are inaccurate. The only way you can be sure is to use a precision tire tester of your own. The MoTest will pay for itself many times over with safer, long tire life.



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very sincerely yours:

IT seems our attitude toward the Monza 500 expressed in the September issue has irked a voluble few who didn't bother to read the editorial carefully. We've been taken to task by the Tattersall set for calling everybody from Fangio to Signor Ferrari "chicken." Nothing could be further from the truth. What we did say was that the excuse used for the big backdown left a taste redolent of fowl. The real and not publicly-stated reasons were those of sensible men. They just plain didn't have the equipment and couldn't afford to build it. They also didn't have the tires. True, they were offered Firestone "Monza" rubber but for various reasons they couldn't use it. For example: Ferrari has a deal with Englebert which would have been loused up; the Maserati wasn't designed to take wheels and tires of that size and wouldn't handle with it. The Jaguars couldn't get the big rubber in the space allotted for wheels and tires (they didn't call it "silly" as reported in one U.S. journal) and so had to use what would fit. This forced them to stay under 150 except for short bursts in order to keep the tread from separating, a common phenomenon at Bonneville when the wrong rubber is used.

As for calling Fangio "chicken" our answer is the classic Americanism, "NUTS". Some people have done so but it wasn't us. The guy is good and anything but a coward or poor sport. It just didn't make good business sense for the Old Man to enter a race that didn't count points for the championship. The man is a pro and professionals just don't risk their necks unless there is a buck in it any more than a Cadillac or Chrysler dealer risks his business by giving away free cars. The chances are good that if he'd had the car and the loot was right he would have been there.

Sooner or later every magazine worth its salt in this field comes up with an annual the purpose of which is to tie up all the loose ends and to give information physically impossible to get into a regular issue. We're not immune either. Enthusiastic types that we are, we've come up with a mighty tome indeed. We've had to since we wanted to cover every sports car built commercially in the world; and the world, it seems, despite such shrinkage as is caused by such things as ICBM's and the like, is a mighty big place. Further, just to tie things up in a nice, neat bundle we've dug up the address of every shop we can find that services sports cars and foreign cars in the United States — about sixteen pages worth of the kind of type that they print classified ads with, in fact. Now, if you get stuck in West Fencepost, Arkansas or Tottering-on-the-Brink, Massachusetts you'll know who to see besides the local chaplain. If you've had the good sense to spend a 28-cent inflation buck for the SCI Directory, that is.

john christy

OH YEA!



"For my money I think I'd take the Mercedes-Benz 300SL. Ol' Daimler and Benz really knew what they were doing when they crammed 240 hp at 6100 rpm outa only 182.8 cu. in."

"The only sports car Harold really knows is the Mercedes-Benz 300SL ... ever since one sucked him up the exhaust pipes at a stop light."