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3-IN-1 DASH
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VW Fuel
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The tank unit has been ingeniously designed for simple installation, right through the filler-neck of the tank itself. The easy-to-read dial and luminous pointer feature non-glare illumination. The instrument fits all '56 and later VWs. **\$14.95**

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■ The brilliant MELAS side-mount turn signals leave no doubt about your intentions on turns, or change of lane. A must for safety, the 180-degree beam can be seen not only in front and rear, but also **along-side!** Hooks right into the present directional signal wires on all cars. Easy to install. Price includes bulbs. Specify whether for 6 or 12 volts.

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very sincerely yours:

PEOPLE often ask what there is to learn from the Bonneville Nationals, especially insofar as sports cars are concerned. Frankly admitted is the fact that streamliners prove out engines and driveline components; but what barreling a sports car down a straight line for upwards of 10 miles proves seems to be a bit of a puzzle.

We can state bluntly that quite a bit can be learned and such learning doesn't concern itself purely with the upper limits an engine can be twisted without coming unglued. One thing shown this year was that the mere installation of a swing axle or DeDion rear end does not guarantee stability. Unless it is right it is awfully wrong. Further, a front end which gives a delightfully light steering at 70 or 80 or even 100 miles an hour on the road or a closed course can be horribly frightening at 120 or better. Taking things in order for the benefit of those who would try the salt next year, we can say from experience that reverse camber in a swing axle is deadly unstable under acceleration. It seems that heavy torque application tends to increase the negative setting to the point where traction is lost almost completely with violent wheelspin and little side bite. Where the DeDion is concerned, perfect alignment is a must. Tracking has to be perfect or violent rear-end steering is a result. As far as the front end is concerned, a neutral or slight positive caster that is a delight at normal speeds leaves a wheel that feels like mush yet sensitive and utterly tricky at racing speeds.

These things are directly translatable to road racing and even to fast highway use particularly where long fast straights and 100 mph bends are encountered. While the instability found at full-bore is not quite so pronounced it is still there, ready to pounce on the unwary at a sudden gust of wind. And there are a few courses where fully flat-out operation is standard on at least one section. Thus the lessons of Bonneville are implicit: a car set up for the road is NOT necessarily set up for racing; one must sacrifice some of the ease of low speed operation for stability at racing speeds just as a racing engine must sacrifice some low speed smoothness for high speed operation and reliability. This is not to say that you have to set up the car so that it would take a Stakhanovite to haul it off a straight line, but it is a good idea to remember that the car that feels like a dream at legal road speeds can be a holy frightening horror at racing velocity. Set up properly for speed the same car can feel as comfortable at 100-plus as it did at 30-minus. With production cars as well as racing equipment getting faster by the month such things are nice to know about. Any more questions?

Last month we pulled a sleeper—this being Merwin Dembling's wacky little fiction piece concerning what can happen when one carries a thing too far. Not that such items are going to be a part of the standard bill of fare but every once in a while in every editorial office something comes in that just can't be resisted. We tried this one on everybody from the office boy to the publisher and got the same delighted response in every case, so, since general men's magazines have been cutting in on our racket we decided to do likewise. But we hereby serve notice — any further efforts along that line will be of the same type; no portentous hero-driver epics or gory psychological lesson fairy tales will appear herein. That, gentlemen, is a promise.

—john christy

OH YEA!



"I DON'T KNOW WHAT YOU'RE SO MAD ABOUT. AFTER ALL, WINNING ISN'T EVERYTHING . . . IT'S ONLY A SPORT! WHAT REALLY COUNTS IS THE COMPANIONSHIP AND RELAXATION WITH FELLOW SPORTSMEN."

"SAY! AREN'T THOSE THE TWO BIRDS THAT TOOK THE WILLOWS SHORTCUT?"