

letters

JAGUAR DRIVERS' CLUB

Jaguar owners are cordially invited to join the American Branch(es) of the Jaguar Drivers' Club. The club is officially recognized by the Jag factory and the RAC; as a matter of fact, Sir William Lyons is president. The main branch is in London and has over 1000 members. For further information write: Jaguar Drivers' Club, 116 Laurel Grove, Kentfield, Calif.

Gene Babon
Kentfield, Cal.

KEN'S SHIRT

The cover photograph on your December issue is very good, as usual, however, Mr. Blackwell's photo of Ken Miles raises a question.

Are the west coast drivers, either under SCCA or local group sanction, permitted to drive in clothing such as Mr. Miles did to the "shirt sleeve" rule or to the fireproof coverall regulations? Whether Mr. Miles' polo shirt is fireproof or not is not evident; however, his arms are exposed.

William M. Walsh
Bedford, N. Y.

At present, only the SCCA requires flame-proof clothing. The California Sports Car Club, of which Miles is President, recommends it but does not insist. Mr. Miles undoubtedly feels that polo shirts need not be solely for polo players.—Ed.

SWEETS FOR THE SWEET

How about stopping this "goody" stuff. "Goodies under the hood" — "Hidden goodies" etc. What the H--- is goody about a camshaft, a valve spring or a diDion rear end? It's all a bit sickening. Pretty soon sport cars will contain "adorable" or "darling" features.

H. A. Morlock
Buffalo, N. Y.

They will! It's all according to who's driving, chum.—Ed.

CLASSIC HOT SHOT?

Enjoy your magazine very much, but have a question. I have searched high and low in this area for an American Austin or a Crosley Hot Shot or Super Sports—with no success. Saw one Austin roadster (American) and the owner said there were only two like it in California. Does this scarcity make such a car a classic? If not, what does make a classic? Seems everyone has his own opinion. What's yours.

Are there any Hot Shot Clubs anywhere?
Bob Sterling
Pleasant Hill, Cal.

If you couldn't afford it new, but can now; if it's representative of a school of design; if it's a limited production item; or if now it's appreciating rather than depreciating . . . you've got a classic. For Crosley Club info, write: George Drum, Service Motors, 581 Hempstead Turnpike, Elmont, N.Y.—Ed.

(Continued on page 10)



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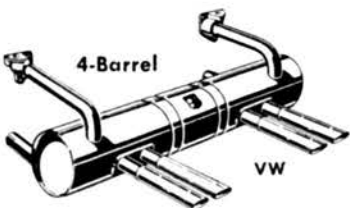
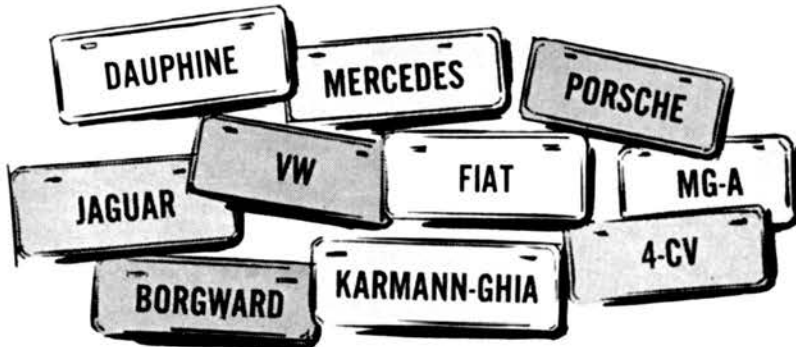
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letters

the big fast four

I am as proud as the next guy of the commendable efforts of the Chrysler, Studebaker, Chevrolet, etc. attempts to turn the American automobile into a real *grand turismo* machine, and realize that they have gone a long way, but . . . a few questions please.

(1) If I read my copy of *The Sports Car, Its Design and Performance*, and the specs of the cars concerned, including power, suspension, roll center and C.G., it seems very unlikely that a Plymouth Fury will out-corner an XK140. Admittedly, the XK140 isn't the best cornering vehicle in the world, particularly on slow bends, but neither is the Fury.

(2) You speak of all the money you'd have to spend to get speed equivalent to the 300-C's. How true, if you speak of possible top speed. But it is not the possible speed, in my opinion, with which we should concern ourselves. It is instead the speed at which the average, non-professional (though skilled) driver can or will drive the car. In the same issue, you state that suspensions that feel perfectly safe at speeds of 70 or 80 on the open road can feel horribly frightening at 120 or better. I, for one, would be terribly afraid to drive a 300-C at 145 or anywhere close to that, particularly if I thought I might have to haul that heavy, heavy front-end and that live, live rear-end off a straight line. I think I can find a car that no 300-C owner, in his right mind, would pass—and for considerably less than the \$10,000 quoted.

(3) After stating that the supercharger on a Golden Hawk works like "a fan stuck in the end of a drain pipe," the author calls me Junior. At least I am old enough to know that there is something more to a supercharger than a fan and a drainpipe. (At least there is if this one is as good as he would have us think!)

To sum up: I am not one of the sports car snobs. I approve heartily of the progress being made at Detroit in the direction of faster, safer motoring, and I look to the future with a great deal of expectation; but, until I see a Fury with bucket seats, a de-chromed D-500, a few more stockers with the sensible instrumentation of the Hawks, a 100 inch or less wheelbase 300-C, and an American engine with something a little better than a single, centrally-located camshaft driving long chains of metal parts all the way to the valves through the cast iron block, I will still call them Detroit road monsters. *Fast* monsters, sure; but monsters, nonetheless, and not very safe ones at that.

While we're on the subject, let's all pray together that Chevy will use some of the excellent devices designed by their Mr. Duntov on standard Corvettes in the near future, or maybe even on a few stock Chevys. Here are the people who *could* build a real U.S. G.T. machine!

Bill Peabody
 Dallas, Texas

You are entitled to your opinions re monsters, Bill — you're not alone. However, you misread our statement concern-

ing suspensions. We were referring to suspension setting, not systems (of which, incidentally the Fury's is one of the best going). Finally, how else would you reduce that sort of blower to it's simplest terms?—Ed.

to maintain . . .

When I think of all the hours I've spent polishing, "re-doing" and generally slaving my time away for the sole purpose of keeping my TC looking respectable, I could not help but be amused at the thought of trying the same thing on myself. "Maintenance" was a delightful bit of whimsy. I thoroughly enjoyed it.

Mrs. Lynn Lowenthal
Great Neck, N. Y.

It's about time you printed something besides how to hop up a hopped-up VW. More like Maintenance if you please.

Stan Reynolds
Coral Gables, Fla.

What was the exact address of the Heseltine domain? I have searched New York for sight of the Pierce to no avail. How can I get in touch with this remarkable chap—there are a few things I would like to discuss with him.

Robert Wallach
Yaphank, N. Y.

. . . or not

Every month I motor to the corner magazine rack and begin the ritual of pawing through the regular pile of assorted Freudian junk to get to Sports Cars Illustrated, which I have always labeled "Well Done" after each digested copy, until this month when I came onto a bit about a fellow who road tested a concours maintained female from the last century. Now I ask you, Really! Lets stick to the internal combustion type and leave the tripe to others. Your Grand Prix coverages are very well done.

A. L. Gilbert
Boston, Mass.

We're sort of partial to internal combustion types, too.—Ed.

As an enlightened college student, I am forced to rebel at the article by Mr. Dembling. I cannot see how an article like that can share the covers with Healeys, Fangio and Bonneville.

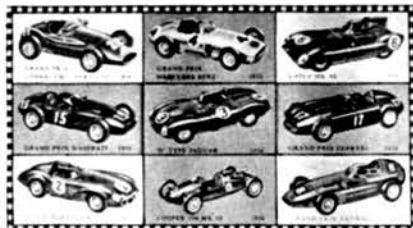
If I want to read about gals in hotel rooms and gay boys, I'll pick up any of the dozen trash magazines on the newsstand. We Brooklyn College students are notoriously short of money, and when we put down thirty-five hard earned cents for a magazine about sports cars, we expect to read about sports cars.

I learned nothing about Stutzes or Pierces and care less about early American Cookbooks. Now lets try to keep our minds out of the gutter and in the cockpit.

Carl Klass
Brooklyn, N. Y.

If that's the way you want it we will try—however, this is a family magazine.—Ed.

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