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## BRITISH AUTO PARTS

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## letters

### THE PRINCESS AND THE PEA

Please read the enclosed road test on the Morris Minor . . . then compare it to your recent road test of the same car. You state the riding qualities of the Morris are simply wonderful over rough roads, in fact one of the car's main features. While the consumer-type magazine (which I am inclined to believe) says just the opposite. The ride and shock absorbing qualities of the Morris were, in so many words, miserable, and long distance travel would be very unpleasant. Gentlemen, there is something rotten in Denmark and it smells like Sports Cars Illustrated road tests. You probably won't print this letter as it might start some of your subscribers thinking and putting two and two together. I feel better anyway getting it off my chest.

Jack Walters  
Mamaroneck, N. Y.

*To someone used to feather-bed characteristics found in many domestic products, the ride handed out by the Morris may have seemed a bit stiff. To those who are used to the average small sedan or the firmer sports cars, the Morris has excellent characteristics. While the road could be felt, there was no, repeat N-O, tendency toward loss of control nor was there any discomfort. Put it this way, Jack; the staff of SCI does not spend its time soft-conditioning the seat of its collective pants on rubber rings. SCI is a magazine reporting on men's automobiles. We call 'em as we see 'em and the Morris has a good ride, feather-fanned opinions to the contrary.*  
—Ed.

### TABLE TOP GRAND PRIX

After purchasing a "Table Top Grand Prix", I would like to see a "Miniature Road Racing Club of America" started, and am willing to act as temporary secretary for those in the New York area who would like to participate. All those interested can contact me at 557 DeKalb Ave., Brooklyn, New York.

Earl Beer  
Brooklyn, New York

In the December issue of SCI you wrote an article "Table Top Grand Prix". I would like information on where I can get these models and the approximate price. If you can't give this, where can I find out.

Bobby Pitman  
Dothan, Alabama

*We don't know where the Alabama dealership is located, but our Scalectric dealer is Polk's Hobby Shop, New York City. They may be contacted for any questions pertaining to the table top Grand Prix.*—Ed.

### AMERICANS UNITE!

I feel that I must point out a few convictions of mine. This is especially aimed at blind Sports Car enthusiasts such as Mr. David McGrath in your December issue.

I must compliment SCI on the objective reporting and lack of bias in treatment of all material. It seems that some people think that if it's foreign, it is above reproach.

I would like to support Mr. Borgeson in blowing this myth apart. My means prevent me from owning a sports car at this time, but I have been an avid enthusiast for over ten years. I have been fortunate enough to have driven a very representative group of cars but as yet am only an aspiring Fangio. This group covers VWs and Renaults to 300SL's and most American iron.

Here at the University of Florida, our club holds many small rallies, gymkhanas and sprint races. I use my car in all of these events although it was never intended to be used in this manner. I have fun, and after all, that is what the sport is all about.

On our little road course, strictly handling and not a power or speed course, in a time lapse of two minutes for three laps, I was second fastest, one tenth of a second slower than a 1500 Speedster. Other cars running included VWs, a Ghia, MGAs, 1500 TF MG, Renaults and Hillmans. The Porsche and I led the rest of the field by five seconds.

I am not a gambling man, but Mr. McGrath, please open your eyes and mind; you might learn something. I will graduate next June and am coming to California. I will be glad to have a go with you on any short twisty course in my car.

Believe it or not (I have witnesses) I'll be willing to see you next summer, Mr. McGrath, in my tired 1952, 4 cyl, 2200 cc, 72 hp. Jeep Station Wagon.

Fred K. Gamble  
University of Florida  
Gainesville, Fla.

### FANGIO USA?

At least two statements in the article on Mr. Sam Hanks in your November '57 issue are wide open to debate.

Referring to his win at Indianapolis as the biggest event of any automobile racer's career is pure fiction. I can only conclude that the writer has never heard of Le Mans, Sebring, the Mille Miglia and the now discontinued Mexican Road Race. These, and others too numerous to mention, are far greater tests of man and machine than Indy ever will be.

The writer's vision must have been glued on the North American continent because he goes on to say that Hanks has won practically everything else a man can win in racing. That, of course, is pure rubbish, as anyone with only half an eye on the world picture would agree.

Without trying to take away any of the great credit for his win at Indianapolis, and other wins, he has never won a world's championship or a foreign Grand Prix, to say nothing of the events mentioned above. Fangio's win in this year's German Grand Prix was a far more outstanding performance than any win at Indy ever has been.

J. Howland  
San Diego, Cal.

The article was about an American doing American racing—a definite specialty distinctly different from the racing you mention. In his area, Hanks is tops as Fangio is in his.—Ed.

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Hillman Minx ('49).....158

Minx Mk 4 & 5.....190

Minx '55-56 ohv.....247

Minx late '56.....267

Jaguar XK-120.....185

Mk 7.....197

XK-140.....241

2.4 litre.....277

MG TC Midget.....155

TD Midget.....192

TF Midget.....233

Magnette (ZA).....223

Model "A".....194

Morgan Plus 4.....167

Morris Minor.....220

Minor ohv.....181

Rover 75 ('50-51).....181

60/75 90 '54-55.....227

Renault 750.....205

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