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## letters

### CHEV-VAGEN

Chevy engine in a Volkswagen. Goodbye cruel world. BANG!

Bill Speedwin

R.I.P.—Ed.

I seriously suspect that the Cumberland-Mott story on the Volkswagen-Corvette is a big fat hoax, particularly as no photos of the engine installation are used. But, even if it is not, I can't say that I'm particularly impressed with the idea. Now, in my VW I have a forty-four liter Daimler-Benz 601 engine that turns out 3,000 horsepower. As this engine takes up the entire interior of the car, it is necessary to drive from inside the front luggage compartment, peering out through a slit.

To fool other drivers, I have painted people on the sides of the engine block so that the car appears to be carrying an entire family.

Due to the tremendous torque of the Daimler-Benz engine, I'm using solid steel tires. On a fast start from a stop light I cut two grooves a foot and a half deep in the concrete.

W. R. C. Shedenhelm

Hollywood (where else?), Cal.

Go man, go!—Ed.

### OOPS, SORRY!

I wish to bring to your attention, not as a complaint, but merely to set your records straight, the fact that reference to your February cover is highly inaccurate.

1. Car No. 75, a Ferrari Testa Rossa, belongs to and is driven by me.
2. Car No. 6, a Ferrari Testa Rossa, belongs to Ebby Lunken, also exclusive driver of same and, by the way, is National Contest Board Chairman for SCCA.
3. The only piece of equipment in this beautiful photo, owned by John Edgar, is a Freuhauf van. Both of Edgar's cars, a 4.5 and a 2.9 Maserati, were on the other side of this van along with Joe and Carol Shelby.
4. Scuderia Cincinnati is in no way connected with the Edgar entourage. Our Chief mechanic, Ed Strauchen, can be seen at the far left. I imagine the confusion arose from the fact that the Danville heat forced us to rig an awning from our van to John Edgar's.

Seriously, we all enjoy your superior publication and consider it a fine credit to the sport.

Jack Quackenbush  
Cincinnati, Ohio

. . . please note that you have accomplished the greatest feat known to man. You have John Edgar's Maseratis bearing the Ferrari shield . . .

E. Scott German  
Towson, Md.

### TWO SCHOOLS OF THOUGHT

Sometimes we wonder what the sport is coming to. It seems to us that our beloved sport is being infiltrated by those who own sports cars because they look nice, are

novel, can be made as comfortable as one's living room and because a fellow down the street has one.

Many owners of sports cars call themselves enthusiasts but to us they are merely cashing in on the current popularity of sports cars. Where is the proverbial enthusiast with grease in his ears who drives a topless, radioless, heaterless, mufflerless but very immaculate MG-TC? Where is the chap who used to wave to another sports car owner? Where is the fellow who likes to wind out his mufflerless machine until the tach has no place to go? We very seriously wonder whether there is something wrong with us because we enjoy these things so much.

Your otherwise excellent magazine is partly to blame!! Your recent road test of the Ferrari 250 Europa shows this up. You praise the car for its complete absence of gear and engine noise. The few times that we have ridden in Ferraris are remembered because of those wonderful noises. When you remove these things from a machine, you are removing its soul and character.

Your continuing praise of the monstrous American sedans such as the Fury, Hawk, Dodge D-500 etc. is just another step further away from the true, hairy sports cars with character. Are we a voice in the storm?? Let us hear from those enthusiasts who enjoy what seems to be gone and want nothing to do with the soft, plushy and characterless sports cars of today.

Herbert Miska  
Herman J. Rottue  
Kurt Miska  
Karl A. Muggenburg

... How many of us will ever see, let alone buy, a Ferrari, a Lotus, a "violent" VW hybrid, a Denzel 1300, a V12 Maserati or some of your other champagne appetite cars. These cars are for the oddballs. Let's get down to terra firma, and try to improve the local breeds. . . .

Willard C. Poole, Jr.  
Stamford, Conn.

Let's climb out of our little patch of terra firma and look around, eh, Junior?—Ed.

### AND IN THIS CORNER . . .

... Signor Nuvolari would never, never have refused to drive the Mille Miglia or the Monza 500, had there been one in his day. I think the all time greatness of a man should be determined somewhat by things like this, as well as by the cold, black-and-white percentage of races won, etc.

A. K. Bradford  
Westfield, Mass.

In Ken Purdy's article on "The World's Finest Driver," I think he over-emphasized the whole idea. Fangio and Nuvolari lived in two different eras of auto design and engineering; therefore they're non-comparable. The only thing they have in common is that they were both very excellent drivers, and world champions at different intervals. But still they can't be compared. If both of them lived and drove in the same era, then they could be. . . .

Darryl Sutphin  
Lewisburg, W. Va.

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