

# Marion's Meanderings

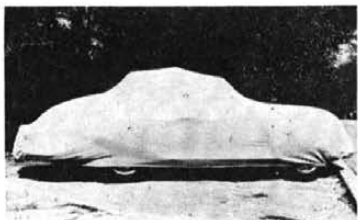
By  
Marion Weber



Hi, there! Well, as we noted in this same space last month, the name for the new silicone-treated Mitten material has been selected and will henceforth be used to describe the water-repellent car covers we tailor to fit your make, year and model car. The name is DURICON . . . keep it in mind. And be sure to congratulate Dr. K. C. Sharretts, 430 So. Main St., Greenville, Pa. for winning first prize in our contest to find a tag for the material. Other prizes went to C. C. Chiang of San Francisco, Dr. R. J. Jones, Sherwood, Ore. (these medics are pretty sharp), Herbert Levy Jr., Houston, Tex., Dave Suddeth, Coca Beach, Fla., Mack Stamps, Ocala, Fla. (southerners know the value of protecting a car against the hot sun and dampness), E. A. Kent Jr., Providence, R.I., Arlene Fisher, Nashua, N.H. (thank goodness a gal scored), Lt. Col. W. R. Pieper, Alexandria, Va., and J. D. Proctor of the College of Richmond, Va.

Now that we have that out of the way, don't fail to leap into action and snaffle one of these car covers for your pet. Remember, if it sits out as much as four hours a day a Mitten can save you many, many dollars. If your car isn't listed below, write for free quotation.

By the way, how's your convertible top? Is it getting raggy, faded, disheveled and becoming a bad weather hazard? If so, you should replace it with one of our do-it-yourself tops. Anyone can be an expert with our top kits, it's easy, it's fun and you save so much money it's almost ridiculous. A precision-tailored, 3-ply deLuxe fabric, 18 Mo. written guarantee top for Healey, Corvette, Jag, MG, TR, Porsche Speedster or VW is only \$29.95! Same thing in super vinyl (3-year guarantee) only \$43.75. Order by sending loot plus make, year model and description of car (≠ of top bows, curtains or windows) and whether large or small rear window is desired.



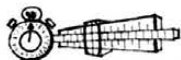
MG Mitten	Lightweight canvas Sun & Dust Cover	DURICON Water repellent
Healey Huggler		
Triumph Tunic	\$17.95	\$24.50
Alfa Apron		
Fiat Frock		
Sprite Spat		
Morris Muff		
Renault Romper	\$22.95	\$29.50
Volks Vest		
Ghia Gown		
Porsche Parka		
Peugeot Pegnoir		
Minx Muff	\$27.95	\$32.50
Saab Sack		
Corvette Cap		
Thunderbird Teepees		
Jaguar Jacket (140-150 & 3.4)		
Mercedes Muff (190-300SL)		
Volvo Vest		

Ordering Instructions: We pay postage on these items if you send money. COD's take 20% deposit. 4% sales tax is extracted from Calif. residents. Money refunded in 10 days if not completely satisfied.

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# TECHNICAL CORRESPONDENCE



## DUAL VS. TRIPLE . . .

On reading your article on the Speed 20 Alvis (January Road & Track) I was surprised to find you reviving the old fallacy that "three carburetors are better than two" for a 6-cylinder engine . . .

Cornwall, England J. A. F. Blight  
*On the contrary, it is an old fallacy that two carburetors are worth the trouble—on a 6. (Your Tech Ed was once a dynamometer engineer for two well known U.S. manufacturers.)*

*All of the test work and data we have seen indicate that two carburetors on a 6 are very little, if any, better than one. In fact, one company proved conclusively that if they merely enriched the mixture on a one-carburetor setup, they could get the same power and fuel consumption as with two. Both firms reached the conclusion that only three carburetors on a properly ported 6 could give any worthwhile improvement.*

## BUDGET BOMB . . .

I am contemplating the purchase of an open Berkeley for class H modified racing. Occasionally I hear some rather spectacular things about the modified Berkeleys, and the extremely low cost of the car appeals to me. Do you think that this car, if properly modified, has any real qualities and potentialities for budget racing? I would prefer to play with air cooling and a 2-cycle engine, which the Berkeley has. The thing that concerns me is the extent of information available on modifying 2-cycle engines. I understand conventional super tuning can be a big mistake as far as power output is concerned. Is adequate information available on this subject? Chicago, Ill. H. L. Kleinpeter

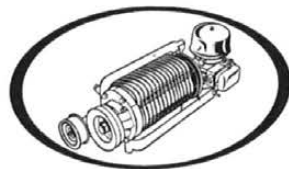
*Judging by the performance of the Berkeleys that we have seen running in West Coast production racing, it would seem that the Berkeley is very well suited to competition work. We have not had the opportunity to observe this car in its modified form (unless some of the people driving in production racing are judging a little). Be that as it may, the Berkeley certainly shows promise. It should be able to give a good account of itself in modified racing.*

*A complete analysis of 2-cycle engines is quite beyond the scope of a discussion in this column, although we would very much like to attempt it. One thing that we can make perfectly clear here is the dangers involved in attempting to apply 4-cycle techniques to the 2-cycle.*

*The first and most direct line of approach is to grind away at the ports; this can be a very good way to boost the power output of the 2-cycle engine if it is done properly, but that is much easier said than done. If this procedure is to work, a considerable amount of calculating must be done first. This calculating is not, unfortunately, the sort of thing that the average enthusiast, or even one with lots of 4-stroke experience, can readily cope with.*

*Any material on 2-stroke engines is rare enough, but books on the subject of extracting high specific outputs from them are almost unobtainable. Sir Harry Ricardo's book, "The High Speed Internal Combustion Engine," contains a fair amount of material*

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and will be of some help, but more will be needed. A letter of inquiry to the book dealers who handle technical matter might net additional books that are published in England for the 2-cycle fanciers there.

#### A FAINT HOPE . . .

After reading about the Austin-Healey Sprite in Miscellaneous Ramblings and marveling at the rapidity of the following road test, I can only wonder what became of the Turner Sports.

The Turner received no review from the Technical Editor and only a short write-up in Road & Track. The Sprite received a full-page writeup by the Technical Editor and a complete road test.

I realize that enthusiasm for a low-priced sports car has increased considerably in the last year, however, and I wonder what would have happened had the Turner received the same attention as the Sprite. Could the lack of notice be due to the fact that BMC is behind the Sprite? Why was there no mention of the Turner in connection with it? Naples, Italy Robert R. Roy, USN

*The Turner is a good little car, with many virtues. However, we have found from several years' experience that it does no good to stir up a lot of enthusiasm for a car that does not have nationwide distribution.*

*Nearly 40% of all the sports cars sold in the U.S. are purchased in five Western states. Yet, so far as we know, there have been only a couple of Turners west of the Mississippi. Our somewhat limited space restricts us to reporting on cars that are either available to everyone or cars with considerable technical interest, and we must, unfortunately, handle many otherwise worthy cars with unseemly brevity.*

#### QUAD HEADLIGHTS . . .

With reference to your editorial comment about quad headlights (Miscellaneous Ramblings, December 1958), we wish to give you some information.

Quad headlights have total (all bulbs) power ratings of 100 watts on low beam, and 150 watts on high beam. Candlepower ratings are approximately 210,000 and 320,000 respectively.

GE's Suburban lamps have ratings of 80 and 100 watts, or 160,000 and 210,000 candlepower on low and high beams, respectively.

Sight distances vary proportionately to the square root of light output. Thus the new suburban lamps are far inferior to the quads. They do borrow the quad low-beam pattern of light, at the expense of the best in high-beam lighting. For the high-speed driver, however, even the highs are as good as or better than older duals and the lows are better.

Quad power ratings cannot be matched in duals because of cooling problems on highs, and high-beam patterns could not be matched if the Suburban's lows were maintained.

Claremont, Calif. Martin Jackson

*We appreciate Mr. Jackson's information as it sheds a little more light (pardon the pun) on the new four-eyed look.*

*It all seems to boil down to a question of light patterns, and on this score the quads are ahead. Most enthusiasts will still prefer the "old-fashioned" English system of long-reach driving lights to supplement the standard lighting arrangement.*

## A FIBERGLASS BODY FOR \$35?

It isn't likely you'd be taken in by such a headline as this, but it is almost as ridiculous as some of the ads that offer fiberglass bodies for \$X.00 AND UP. The and up, qualified, includes such essentials as doors, trimming, crating and a number of "extras" built into every Devin body for which there is no extra charge. However, if you deduct the average cost of these extras:

dash and door jambs	\$ 50.00
doors & liners	100.00
hood	25.00
deck	25.00
flanged, reinforced hood and deck openings	50.00
headlight receptacles	25.00
crating, trimming and federal excise tax	75.00
total	\$350.00

from the complete price of a Devin body (\$385), you realize that you are getting the actual shell for the ridiculous price of \$35.00. As the country's largest custom fiberglass body builder, Bill Devin has developed techniques and designs to a point where such detailed fabrication is economically feasible. Sports car and small sedan conversions using these sleek bodies are simple, fun to do and end in a distinctive appearing car with great appeal. See your Devin Dealer or write for brochures described at right.



Whether you are building a special for street or racing, Devin fiberglass bodies, immediately available in 27 sizes, offer the greatest value to the amateur or professional craftsman. Save hundreds of dollars in expensive metal body work and complicated framing plus time and temper.

#### DEVIN COMPETITION PARTS

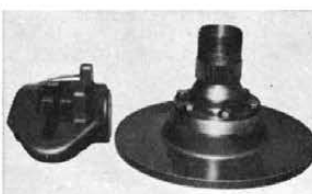
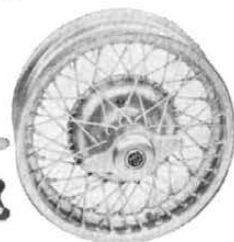
WOOD RIM COMPETITION WHEEL, beautifully polished wood rim on tested frame. DISC BRAKES in several sizes for 750cc to unlimited cars. FINNED ALLOY BRAKE DRUMS, DELTA REAR ENDS (3 sizes) SUSPENSION COMPONENTS, TUBE FRAMES, COMPLETE CHASSIS. Send \$1.00 (refundable with first order) for colorful body brochure and catalog sheets on competition parts.

#### BORRANI WHEELS

\$195

set of 5

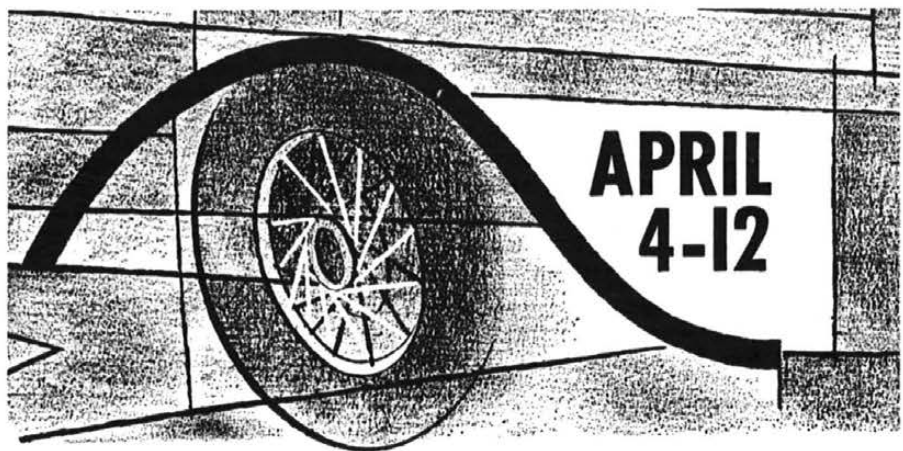
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