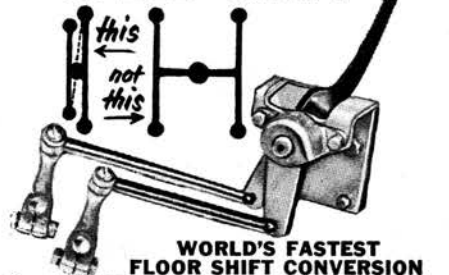


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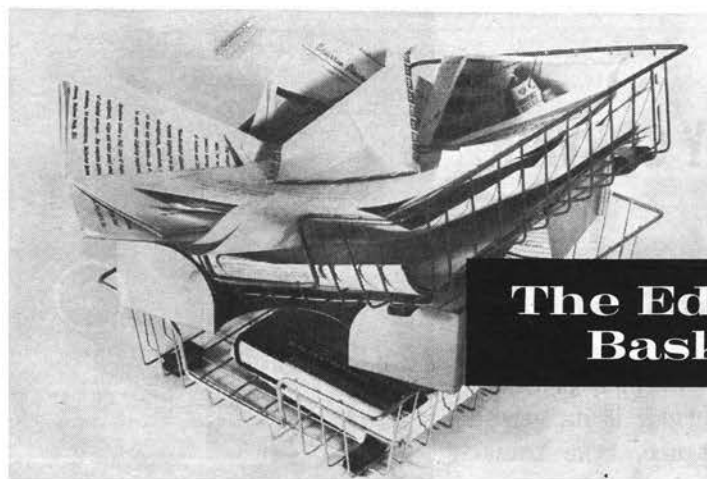
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The Editor's Basket

Racing's Men of the Year

PERHAPS NO SPORT produces more lasting enthusiasm from both participant and spectator than does motor racing. And yet perhaps no sport has more "unsung heroes."

Since we added racing coverage to MOTOR LIFE, we have been highly gratified by the favorable reader response — and particularly the interest in the people who make racing what it is.

There are many individuals whose accomplishments and contributions in the field of racing deserve national acclaim. These men need not necessarily be champions, but each has been an outstanding representative in his own particular phase of racing.

To pay tribute to these individuals, MOTOR LIFE has established the "Racing's Men of the Year" Awards. These awards will honor each of the following categories. Driver, Mechanic, Car Owner, Stock Car Driver, Drag Strip Driver, Sports Car Driver, Newsman, Official and Promoter. Selection of the actual recipients will be made by a national panel of judges, all of whom are associated with the sport in some way and have taken an active interest in its welfare and progress. Their choices for "Racing's Men of the Year" will be presented in next month's MOTOR LIFE.

To honor the first recipients of these awards, a presentation dinner will be given on March 7th, at the Glen-Aire Country Club in Sherman Oaks, Calif. Interested racing fans who may wish to attend can make reservations (deadline, March 1st) by sending their check or money order for \$5 to MOTOR LIFE, 5959 Hollywood Blvd., Los Angeles 28, California.



Posing shyly next to our test Tempest is Tech Editor Chuck Nerpel's "racing laboratory" — a Formula III machine converted to Formula Junior. The wraps come off next issue.

"SO WHAT ELSE IS NEW" in this issue (pages 30-34) explores a situation which always interests the automotive fan... the reiteration of old ideas or once-tried designs that seem to crop up from time to time. Most radical attempts are generally put forward by those small concerns which have everything to gain and nothing to lose, and lose they seem to do — according to the record books. The unusual automobiles and engineering concepts outlined in the article are further explored in a fascinating new book published by Floyd Clymer, titled *100 of the World's Finest Cars*. Many of the authentic illustrations accompanying our article are from this book.

SPEAKING OF IDEAS, The Bendix Corp. introduced five "new automotive developments" at the recent SAE International Congress and Exposition of Automotive Engineering in Detroit. Among these was a design for a pedal-less split floorboard — the right side acting as the accelerator and the left as the brake. Similar in purpose to single-pedal accelerator/brake systems, the Bendix approach incorporates a hydraulic system accumulator which maintains braking pressure. If power should fail, increased foot pressure actuates a standard master cylinder for emergency stopping.

In another braking design, a split-system master cylinder incorporates two pistons that operate simultaneously — one controlling the front brakes; the other the rear. (Similar split "double-safe" systems are required by law in some European countries.)

A new power steering system called Varamatic employs a variable ratio that reduces by 60 per cent the number of steering wheel turns needed for parking and maneuvering. The system combines a variable gear ratio with a power cylinder. The reduction in required steering wheel turns may lead to replacing the wheel with handle-bar grips, or a half-wheel similar to airplane controls.

A constant-velocity universal joint (exhibited in an "action" display) is expected to solve many front-wheel-drive vibration problems that cause wear and stress on bearings and gears. The Bendix unit insures that the driving and the driven shafts turn at the same speed. In addition, the design offers "rolling end" motion, eliminating the need for splines.

All of which goes to prove the adage: "The car of tomorrow starts with the ideas of today..."

FOR NEXT MONTH we have planned an exciting issue which will include (in addition to the "Racing's Men of the Year" Awards) five road tests, a survey report on transistorized ignition systems, and an inside look at stock car racing.

— **Erv Rosen**

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