

# GUIDE TO CAR GOODIES & GADGETS

MAY 1964

60 CENTS IN CANADA

50 CENTS

# CAR LIFE

HOW FAST AT INDIANAPOLIS?

ROAD TEST OLDS JETSTAR I

Racing's Hottest Driver A.J. Foyt

**MUSTANG**  
Test and Analysis  
Of This Hot New Pony





EDITORIAL DIRECTOR: JOHN R. BOND

Editor: Dennis Shattuck

Managing Editor: Dave Black

Associate Editor: Gene Booth

Editorial Assistant: Barbara Wine

Art Director: Hal Crippen

Art Associates: Bill Motta, Barbara Boyter,  
Ramona Bolhous

Contributors: Griff Borgeson, Ed Janicki,  
Bill Libby, Roger Huntington, W. W. Jackson,  
L. D. Worthington

Publishers: John & Elaine Bond

Publishers' Assistant: Jean White

Circulation Manager: Ray Powers

Advertising Director: Ben LaMaster

366 Madison Avenue, N.Y., N.Y. 10017

Western Advertising Manager: Richard Bartkus

Midwest Advertising Manager: Frank Willard

Advertising Assistants: Shirley Meyers,  
Elizabeth Daniel



CAR LIFE is published monthly by Bond Publishing Company, 834 Production Place, Newport Beach, California. Second class postage paid at Newport Beach, California, and at additional mailing offices. Copyright 1964 by Bond Publishing Company.

SUBSCRIPTIONS. U.S., possessions, and Canada: \$5 one year, \$9 two years and \$12 three years. Single copy 50 cents (60 cents in Canada). All other countries: \$6 one year, \$11 two years, \$15 three years. Foreign countries and Canada: remit by money order or draft on a bank in the U.S., payable in U.S. funds.

ADVERTISING. See SRDS. Home office: 834 Production Place, Newport Beach, California 92663; telephone MIDway 6-3981. Eastern advertising office: 366 Madison Avenue, New York, N. Y. 10017; telephone YUkon 6-1735. Midwest advertising office: 2102 Penobscot Bldg., Detroit, Mich. 48226; telephone WOODward 3-1775.

CHANGE OF ADDRESS: At least four weeks notice is required for a change of address. Please furnish both old and new addresses, with an address imprint from a recent issue. Send to:

CAR LIFE, 834 Production Place, Newport Beach, California 92663.

EDITORIAL CONTRIBUTIONS are welcomed by CAR LIFE but cannot be considered unless guaranteed exclusive. Photographs should be released for publication by source. Not responsible for return of unsolicited manuscripts, photos or drawings unless accompanied by a self-addressed stamped envelope.

**SPECIAL FEATURE**

CAR GOODIES

*an accessory catalog for the car enthusiast* 33

**ROAD TESTS**

1965 FORD MUSTANG

*a swift new pony in the old corral* 12

1964 OPEL KADETT

*a likeable little car* 72

1964 OLDSMOBILE JETSTAR I

*the automatic automobile* 76

**FEATURES**

RETURN OF THE HEMI-HEAD

*a 1951 engine makes its debut* 21

HOW FAST AT INDY?

*tires may tell the tale* 24

A. J. FOYT

*a daring young man on a dashing machine* 27

WINTERNATIONALS

*report from Pomona* 66

CORVAIR TESTUDO

*an Italian sea turtle with new shell* 86

**TECHNICAL**

FORMULAS FOR CARNAUTS

*or how to fly without instruments* 81

DESIGNING THE MODERN ENGINE

*Part VIII: driving the accessories* 89

TECHNICAL CORRESPONDENCE

*beef soup for gourmets* 92

**DEPARTMENTS**

LETTERS

*compliments, complaints and cracks* 4

OUTLOOK

*when will GM a-racing go?* 10

CALENDAR

*what's happening, and where* 11

MOTOR CITY

*beating the Detroit bushes* 20

AUTOS ABROAD

*das Deutschlandler Chevelle* 65

HUNTING FOR PERFORMANCE

*a new department* 80

BOOKS/NEW & USED

*our readers advertise* 95

REARVIEW MIRROR

*records, 1910 style* 96

**COVER**

FORD MUSTANG AS PHOTOGRAPHED BY THE FORD DIVISION

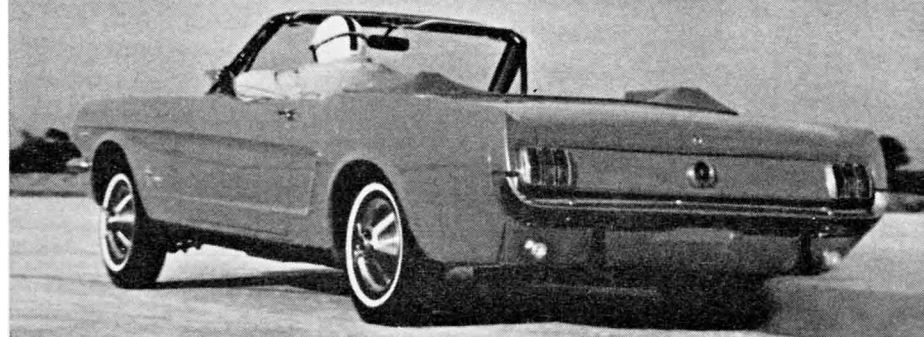
**HOLD YOUR HORSES, WYATT!**

*Before you saddle up, take another*

*look in the OK Corral—there's a*

*frisky new colt back in the Ford stable.*

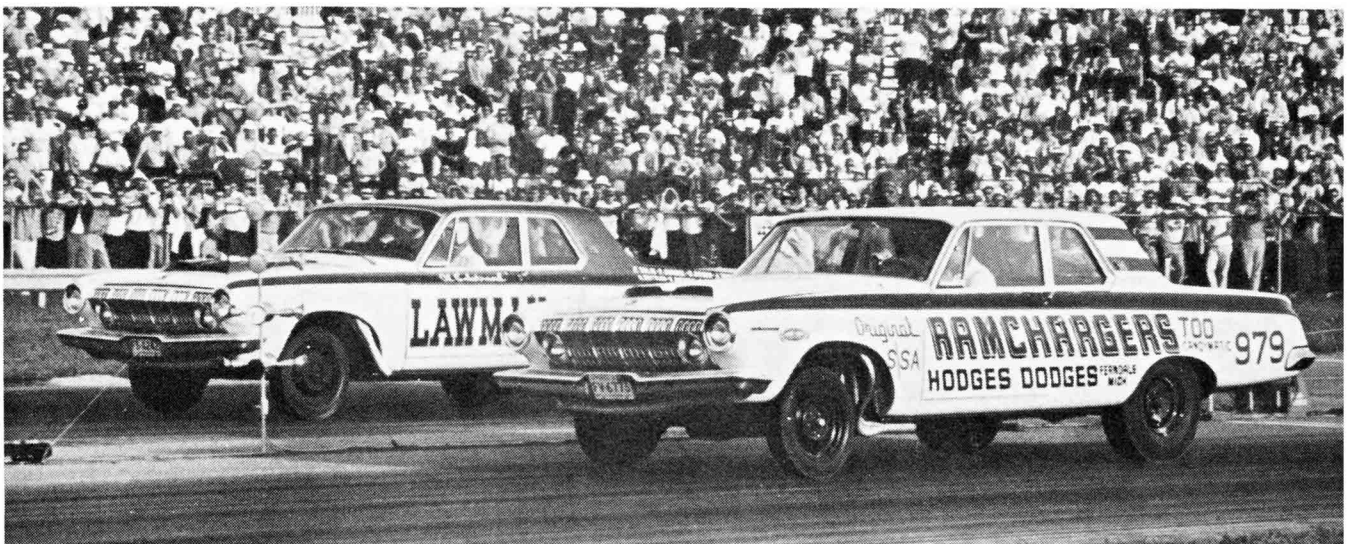
*Test and technical review start on page 12.*





Jim Thornton and Herman Mozer (979) coming off the line in S/SA class.

## Some days you win



Mozer and Al Eckstrand in final run for Top Stock Eliminator title.

## Some days you lose

The fortunes on the straight and narrow warpath change as quickly as the gears in the go-box! Today you tear 'em up. Tomorrow is another day. Your machine has got to be mean . . . you've got to be good . . . and you've got to come out of the hole with more togetherness than Amos and Andy! That's the drama of the drag strip, man and machine.

That's why more than 100,000 buffs bulged the track at Indy for the NHRA's big showdown—the world championships.

And what a showdown! On Saturday, Jim Thornton in a '63 Dodge downed his Ramcharger teammate, Herman Mozer, on his

way to royalty in the Super Stock Automatic Class. Next day, running for the meet's most coveted honor—Top Stock Eliminator—Mozer turned the tables and gave Thornton the thumb. But the event was far from over. Mozer still had to face the present "Mr. Eliminator," Al Eckstrand in Lawman, another specially equipped '63 Dodge. And another winner is defeated. Mozer edged him by 1/100th of a second with an e.t. of 12.22.

Some days you win. Some days you lose. That's what keeps the quarter-mile jaunt so interesting. But have you noticed? When a Dodge loses these days . . . it's to another Dodge.

# Hot Dodge

DODGE DIVISION



CHRYSLER  
MOTORS CORPORATION



## Instructions: Clip along the dotted line

After that, you're on your own.

But you'll think of something. That's a Corvette Sting Ray—Convertible on the left, Sport Coupe on the right. The name Corvette put America back on the sports car map and Corvette owners in a class by themselves.

Corvette did it, and does it, with a bon vivant of an extra-cost V8 that hits 375 hp, a ride you don't expect from sports cars, extravagant concern for your personal

comfort, looks most stylists would be too timid to even suggest, and an elaborate style of doing things you probably thought went out with the last Roman emperor.

All this soul-soothing adventure without ever leaving civilization! A good dose of Corvette could forever change your mind about sports cars—and your Chevrolet dealer will lend a helping hand.

Chevrolet Division of General Motors, Detroit, Michigan.

**'64 CORVETTE STING RAY BY CHEVROLET**