

Next Month in CAR LIFE

## BIG E-BODY BATTLE

Comparing Buick's Riviera with the Olds Toronado

## LONG LIVE THE KING

Offenhauser engines fight back with gobs of supercharged power

## AH SO!

Survey and road test reveal a Rising Sun for Japanese automakers

## HOT YEAR FOR NASCAR

Sorting out the exciting machines and a top driver's profile

And More, in February CAR LIFE at newsstands

JANUARY 18

8 CAR LIFE

# FENDER FORUM

### A Belt on The Chin

I was present at the 7th Stapp Car Crash Conference in Los Angeles when Mr. Fredericks of the Ford Motor Co. showed us pictures and gave his talk which has apparently formed most of the basis for the article written by Ed Janicki in the May issue of *Car Life*—certainly the part dealing with the lap-shoulder belts.

Many of us attending this session were critical with a number of facts about the way that the tests were set up. You will note from the pictures that an excessive amount of nylon webbing was used. It is also a known fact that with more webbing, and more stretch in the restraint system, this permits the dummy to go further forward.

A major factor of the dummy submarining under the belt was that an exoskeletal-type dummy was used, that is; the torso of the dummy was hard and unyielding which did not permit the webbing to depress and give additional holding as it would with the torso of a live person. Another variable is using a slip joint at the buckle. We manufacture a belt which locks webbing at the waist belt so that with the preponderance of the weight held with the lap belt, the buckle does not act as a pulley with the shoulder strap pushing the upper torso down and submarine the body under the waist belt.

Another crucial area is the point at which the buckle is positioned. It must be positioned low on the inside hip or else the shoulder strap will pull the waist belt off of the pelvic girdle with damage ensuing as illustrated in the pictures. Additional elongation of the shoulder strap was gained by the deflection of the roof with the load applied.

When you consider that the tests can be arranged as described, results can be obtained which are not valid where people are concerned. Incidentally, the Ford Motor Co. at the 8th Stapp Car Crash Conference in Detroit, at their own proving grounds, demonstrated barrier conditions with lap-shoulder belts in which most of the above disputed points were rectified. The test results clearly demonstrated the advantages of a lap-shoulder belt combination.

Denver, Colo. J. E. Sharp, President  
Rose Manufacturing Co.

### Cussed Corsa

As the proud owner of a Corsa with the 140-bhp engine, I read your road test of the IECO Corvair (Sept. CL) with mixed emotions. The first bone I would like to pick is your reference to the "... precise, quick-shift linkage." The transmission linkage of my car is one of the most aggravating things about it and I have never driven any other 4-speed Corvair that was any better in this respect.

As for the brakes, my stock units stop

the car any way but straight and are prone to overheating. I plan to try the sintered metallic brake linings as soon as my budget permits. I have had my car equipped with the IECO steering arms and they increased the minimum turning circle of the car substantially and also cause the front end to hop up and down at full lock. I plan to try the optional Chevrolet unit your article mentions just as soon as the local dealer can figure out how to order it.

My experiences with the handling of the stock Corsa, which are considerable, have convinced me that the biggest improvement in this area could be made by adding some sort of anti-roll bar to the rear suspension—and I don't mean the old "camber compensator." If you know of any such device, please let me know.

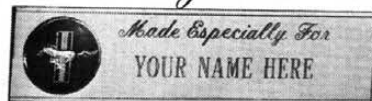
The part of your report that amazed me most of all was your approval of the car's handling with the Goodyear Powercushion tires. I tried these on my car and they caused me to very nearly lose control of it on a particularly tight corner. This experience and others have convinced me that the Powercushion series tires are absolutely unsafe for hard cornering with a Corvair.

Name withheld by request

### Seal of Approval

The article "Safety Foist" (Aug. '65 CL) contains the following statement: "Regular readers of *Car Life* are well aware... of significantly better headlights developed in Europe." My experience during the past two years has made me

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WATCH FOR  
Riviera and Toronado  
Road Tests  
in February Car Life.

believe the reverse to be true. Although my driving has not put me in every European-made auto by any means, I have yet to drive one in which the standard headlight is as satisfactory as the U.S. sealed-beam. For this reason, I am replacing the standard lights in my new Morgan with Westinghouse 6012s.

Many European cars have lights that do a fine job on high beam (for example, the Mercedes), but all of them show only a faint muddy glow on low beam. My VW gives a faint muddy glow on either beam. On these dark, narrow roads only the sealed-beam picks out bicycles and mopeds against the glow of oncoming traffic. Even in Germany it is considered unsporting to run over people, and that's why I'm changing to sealed-beams.

Perhaps your reference was to optional equipment items. I know from personal experience that the Lucas Flamethrower is a fine driving light, and I understand the iodine vapor lamps are even better, but I have yet to see a decent 2-beam lamp that is made in Europe. If you can supply the name and/or number of a better light, I would be very interested in trying it out.

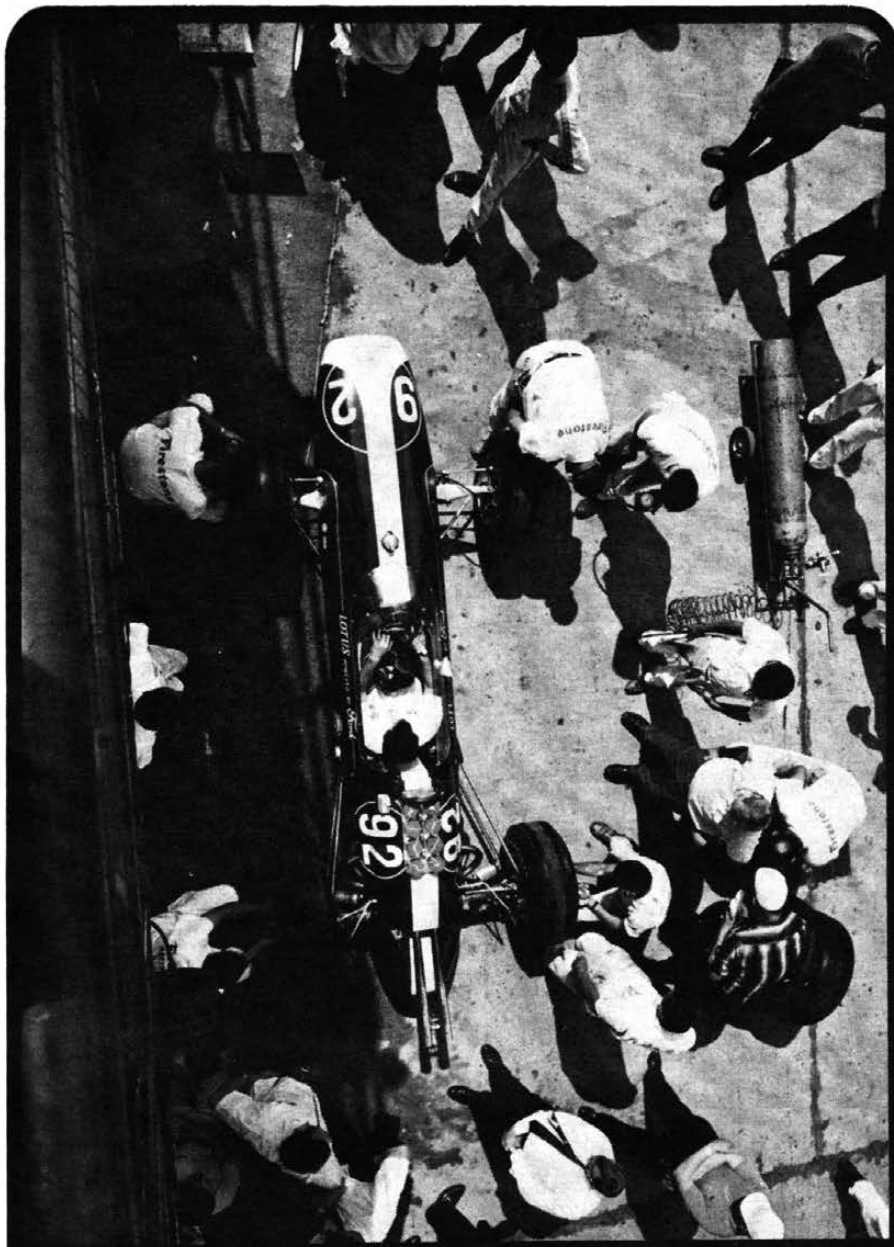
Muellendorf, Germany Dennis E. Davis  
Stick with 6012s.—Ed.

#### **Taken to Task**

In the three years I have subscribed to *Car Life*, I have developed a certain admiration for Roger Huntington, both for his prodigious output, and the fact that he is usually accurate and well-informed. However, occasionally he does goof. The one I have in mind here is his calculation of the acceleration of a car based on the observation that its front wheels lifted off the ground (Jan. '65 CL, P. 48). I suspect he has already found out that the torque applied to the rear wheels also tends to lift the front wheels off the ground and must be included in the analysis. In this case, taking his data, and adding only an assumption of a 15-in. wheel radius, it is easy to calculate that the acceleration that causes the wheels to lift off the ground is 1.06 G and not 1.73 G as quoted.

You have a couple of other pet ideas with which I take exception. The first is your frequent reference to the "Desirable Arms-out Position for Driving." Having been driving now for about 40 years, and driving over 100 miles per day to and from work, I long ago found out that the "arms-out" position is quite tiring, and results in strained shoulder muscles if sustained. Now that I have learned to push my seat forward until my arms almost rest on the wheel, I have been able to drive as far as 1000 miles in one day without strain. Previously 400 miles would produce the strain I mentioned. Once you have given this posture a fair trial, you will find the more customary low-seat, stretched-out position almost intolerable.

Your other idea is in the virtue of mounting the rear vision mirror on the fender instead of the door. I tried this, too, and found three major drawbacks that moved me to move it back to the door (in back of the ventilating window, incidentally.) These were: 1) The field of



INDIANAPOLIS LOTUS-FORD BY ROBERT P. TRONOLONE

## **VIEWPOINT...**

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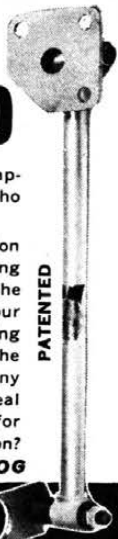
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# FENDER FORUM

view is too small, about half that of the other mounting; 2) you cannot easily move your head to cut out the glare of bright headlights behind you (in the other position, all you have to do is to move it forward or backward slightly, since the glare comes in from the side); 3) it is impossible to adjust. This last point can, of course, be overcome by buying the internally adjustable type, which is hard, but not impossible to adjust.

Oh yes, I thought of another goof, not by Roger. About a year ago, you ran a series of articles on headlights, with some comments on fog penetration. Most of the comments were correct, but one of them was to the effect that, if you wanted to go faster than the first suggestions would permit, then your only recourse was to go to such-and-such a light, and "burn your way" through the fog. Forget it. The eye responds to contrast. You can multiply your intensity 1000 times and you will not improve the contrast. When the fog is heavy, put on your low beam and slow down. There is no other solution (unless you want to invest in radar). Incidentally, I am not entirely an amateur in this fog bit, since I do hold a PhD in optics, and have worked for several years at the Naval Research Laboratory, where much of

the basic research for fog penetration has been done.

In spite of my apparently critical attitude, I do hold your magazine in high esteem. After all, four comments out of the 38 issues I have is pretty small potatoes.

Santa Ana, Calif.

Eric Durand

## 'Copter Query

I read Motor City in the September issue. Fine, but who is the mysterious Michigan manufacturer of the 3-passenger helicopter that won the Michigan 1965 Product of the Year Award? There actually is another means of transportation besides sports cars.

Columbus, Ind.

C. G. Machalicky

Manufacturer of the new helicopter is  
Enstrom Co., Menominee, Mich.—Ed.

## Seeks Specs

I buy your magazine regularly so I do not want to miss the number that gives all the basic specifications of the new model cars. Last year (1965) they appeared in October. Due to strikes and other conditions this resume does not always appear in the same month each year.

Please inform me in what issue the data will be published for the 1966 models.

Manhasset, N.Y.

William E. Haynes

November, 1965.—Ed.

## FWD Forum

Enjoyed the article on the history of front-wheel drive very much, but was sorry to see no mention of the association between the little known Hamlin-Holmes and the Ruxton-Kissel-Moon-Gardner effort.

The Hamlin-Holmes car, so named for its founders, had a life span of less than 12 years. From the factory in Harvey, Ill., from 1918 to 1930 when it closed, it never produced more than 10 cars. The Hamlin-Holmes featured a most unusual fwd arrangement. There was the usual driveshaft emanating from the engine, which was placed in a reversed position far to the rear beneath a conventional hood. This shaft went to a standard differential whereupon drive axles went to each of the front wheels. The entire effort appeared backward compared to a standard type motorcar.

In appearance, the Hamlin-Holmes cars seemed to have used the bodies of other makes, though such was not the case. Early models looked much like the Moon, while the 1922 looked like the Cleveland and the 1925 looked like the Rickenbacker. By 1930 when the last Hamlin was built (Holmes had dropped out) the design was very sleek and racy looking. In fact it was identical to the later introduced Gardner save the insignia and hood side louvers. Gardner may have utilized the Ruxton chassis and Continental engine, but it most certainly used the Hamlin body design.

It might be mentioned that the Hamlin-Holmes was well enough thought of to have been entered in the 1926 running of the Indianapolis 500. It isn't known if it finished, but at least it started.

Rockford, Ill.

Karl S. Zahm

It threw a rod and retired.—Ed.

# CALENDAR

- DEC. 2-5 Sixth Annual Auto, Boat & Speed Show, Great Western Exhibit Center, Los Angeles, Calif.
- JAN. 12-23 45th Brussels International Auto Show, Brussels, Belgium.
- JAN. 22-26 Pure Oil Performance Trials, Daytona Beach, Fla.
- JAN. 23 NASCAR Riverside 500, Riverside, Calif.
- FEB. 3-13 Amsterdam International Auto Show, Amsterdam, The Netherlands.
- FEB. 5-6 SCCA Daytona Continental, Daytona Beach, Fla.
- FEB. 10-12 AHRA Winter National Championships, Irwindale Raceway, Irwindale, Calif.
- FEB. 18-20 NHRA Winternationals, Pomona Drag Strip, Pomona, Calif.
- FEB. 19-20 NHRA Winternationals Drag Races, Pomona, Calif.
- FEB. 27 NASCAR Daytona 500, Daytona Beach, Fla.
- MAR. 10-20 36th Geneva International Auto Show, Geneva, Switzerland.
- MAR. 11-13 16th Annual National Autorama, State Armory, Hartford, Conn.
- MAR. 20 NASCAR Bristol SE 500, Bristol, Tenn.
- MAR. 26 SCCA Sebring 12-Hour, Sebring, Fla.
- MAR. 27 NASCAR Atlanta 500, Atlanta, Ga.
- APRIL 30-MAY 1 USRRR SCCA Riverside National Open, Riverside, Calif.
- MAY 1 NASCAR Darlington Rebel 400, Darlington, S.C.
- MAY 7-8 SCCA USRRR Laguna Seca, Laguna Seca, Calif.
- MAY 22 NASCAR World 600, Charlotte, N.C.
- MAY 30 USAC Indianapolis 500, Indianapolis Speedway, Ind.
- JUNE 2-5 NHRA Spring Nationals, Bristol International Dragway, Bristol, Tenn.

Dates appear to be firm unless otherwise indicated, but Car Life cannot be responsible for changes. A last minute local check is always advisable.