

CORRESPONDENCE

POOR HENRY J

Just to let you know that some of us up here are at least a little bit literate, I felt it was high time a Canadian dropped you a line.

Re letter of Mr. Elliot (April '51) please don't let everyone degrade the poor little Henry J's acceleration. After all, that's all the car has as a claim to fame. We all realize that it has no looks, no finish, no comfort, no trunk, etc., and now we find that it has no pep. Of course, there's still that (you should pardon the expression) bargain price tag, but who wants to drive a price tag. I'm afraid America's newest automobile is a dud, to put it bluntly, but to keep Mr. Clymer happy, let's say he can still out-drag a stock M.G. (or am I sticking my neck out).

Glancing down the page, I see that Mr. Barlow is hard at work selling Simcas and panning Le Sabre. Even if this "dream car" has a few borrowed ideas, isn't it a step toward a car that will proudly bear its "made in U.S.A." tag? I think it deserves a little praise even tho I've yet to hear any.

As for the magazine, I don't know of another which I enjoy as much, altho I can read it all thru in an hour or so. Mightn't a few more pages be in order?

Toronto, Ontario, Canada Bill Cumming

FULLY LOADED FISH TRUCK

You told how the "great" MG TD backed up the Fargo Street hill in Los Angeles; this should be no great deed. . . . In the early '20's, my father backed up the same hill in a fully loaded Oldsmobile fish truck.

Daily City, Calif. Jerry Echols

Because a loaded truck concentrates the weight on the driving wheels, and because a truck reverse gear is very low, it is an easier feat than with a passenger car. Probably your dad used Mobilgas . . . see page 16.—Ed.

HUPP SKYLARK - GRAHAM HOLLYWOOD

Enclosed is a picture of a 1941 Hupmobile Skylark I have recently purchased. The body of



this car is nearly identical to a 1941 Graham Hollywood. Can you tell me what the relationship is of these 2 cars?

Junction City, Kansas L. L. Lacer

The body used on the Hupp Skylark and the Graham Hollywood was originally designed and used on the Cord. Hupmobile purchased the dies from Cord, made changes and improvements, then produced the "Skylark" in 1939. The Graham organization bought the dies from Hupmobile, made considerable modifications (\$100,000 was spent on the top panel die alone), and used them on the "Hollywood" in 1940 and 1941. The Hupp Skylark and the Graham Hollywood were almost identical except for engines. Your Hupp was probably BUILT in 1939 and SOLD in 1941.—Ed.

PONTIAC BOOSTER

Note to Four Fearsome Ford Fans: Your advice to Pontiac owner (Apr '51 issue) was noted, considered, and discarded. All suggestions spun out in the far turn. One point recognized . . . a good strong jack is required with a General Motors product.

Suggest you refresh your memory as to the recognized winners of the approved stock classic held at the Kansas City State Fair, 1950 . . . amazing performance these Pontiacs!

One question remains: Why buy a new Ford when for the same amount of Uncle Sam's currency one can purchase a good used car?

Yours truly is all in favor of more accurate speedometers in the lower-priced cars.

Wyandotte, Michigan Ray Carlson

ROAD and TRACK

The Motor Enthusiasts Magazine

ALL-AMERICAN SPORTS CAR

The Cunningham Sports Car, described on pages 6 and 7, is an important milestone in American automotive history. It is the first *real* American sports car since the days of the Stutz "Bearcat" and the Mercer "Raceabout." In appearance, performance, and design, it is America's prime automotive product.

Three examples of this car will carry the blue and white racing colors of the United States to LeMans this year. Win or lose, this participation is of far-reaching significance. Proof of our ability to produce a high performance automobile will be on record.

Almost single-handedly, the work and inspiration of Briggs Cunningham have re-established the prestige of America in the field of international motor sports. By placing the Cadillacs at LeMans last year, "Scuderia" Cunningham unfurled the Stars and Stripes . . . by participating in the Argentine races, the team helped to successfully extend our activities to global importance.

To America's outstanding sports car enthusiast, we owe a deep debt of gratitude.

CROWDED PAGES

It will be noted that the regular series of road tests has been omitted in this issue. A "crowded" house is responsible. The last minute arrival of important material, such as news of the Cunningham Sports Car, the Syracuse Grand Prix, and the American Sports Car team in Argentina, caused a "re-shuffle." Several regular features and a couple of special stories were placed on the shelf until next month.

In fulfillment of our policy of quality, we are happy to offer a special 16-page Salon section. Printed by the gravure process, the finest possible reproduction is the result. Your comments on this feature are invited.

This issue, with 48 *actual* pages (52 including covers), is representative of one of our most shining goals—to give our readers more pages, more pictures, more information. Our progress toward this goal is largely dependent upon advertising space sold. You can help by urging manufacturers and dealers to advertise and by patronizing Road and Track advertisers. Remember to say, "I read your advertisement in Road and Track."

June, 1951

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Spike Rhiando	Corrado Millanta

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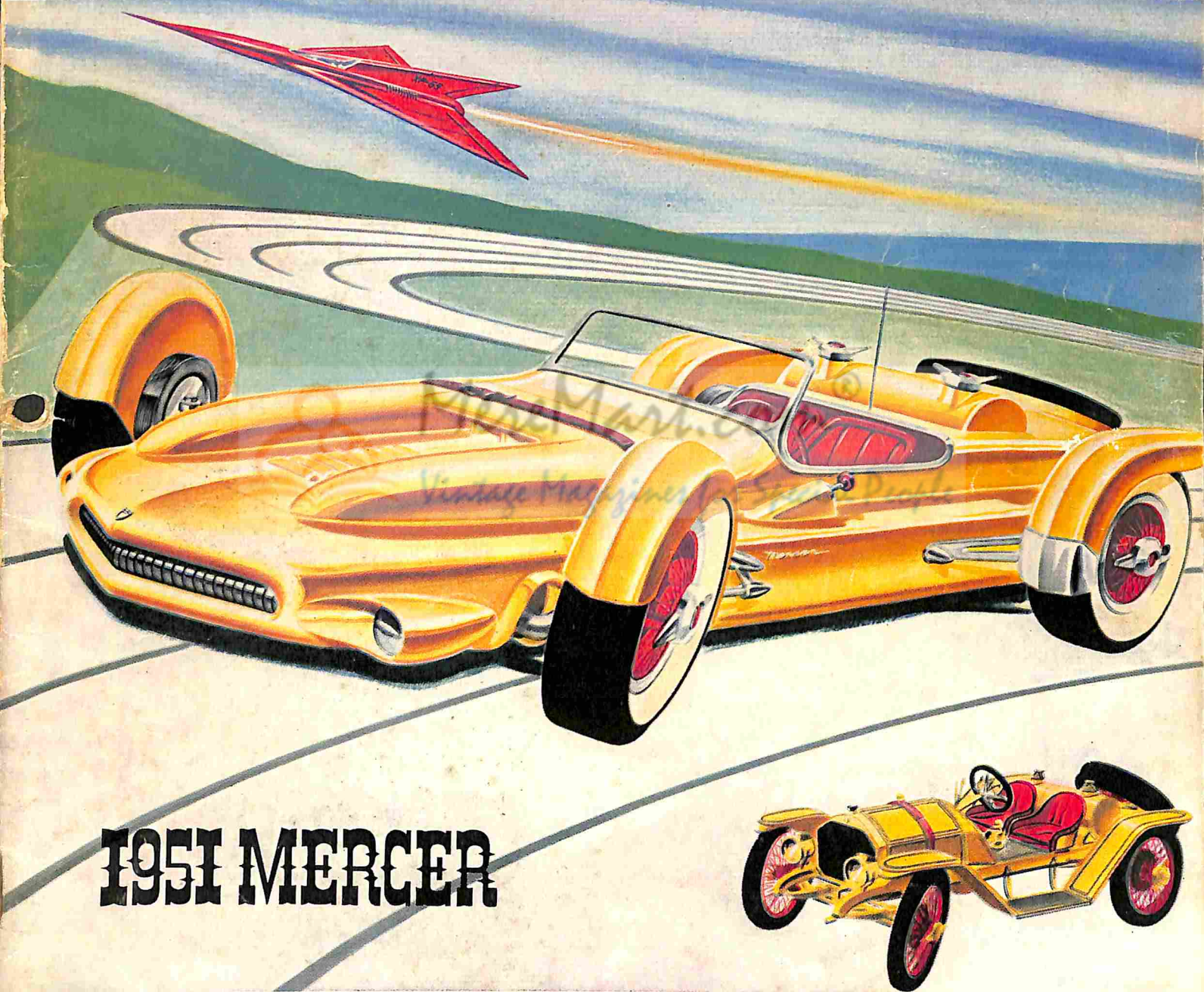
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