

CORRESPONDENCE

EDGAR'S "REVOLUTIONARY TC"

John Edgar's "Revolutionary TC" is truly revolutionary. One feature you didn't mention is the changeable right or left hand steering. Is this to confuse competing drivers or is it possible your cover negative is printed backwards? Sandusky, Ohio Mrs. Suzanne Dietrich

January cover should be viewed with the aid of a mirror.—Ed.

"ODD LOOKING AUTO WITH THREE WHEELS"

In your January issue I noticed several pictures of the Morgan, an odd looking auto with three wheels.



Perhaps you have seen pictures of the first American Scootmobile in some of the nation's top periodicals. Its basic principle is similar to the Morgan except for having its engine in the rear. The 1952 version is a slick looking sport convertible. This little 9-foot dream car has a 12 hp 2-cylinder engine, a top speed of 65 mph and runs 50 miles on a gallon of gas. Am sending a photo of my newest success. Production on this car is very limited.

It is typical of American design with that Anderson touch in torpedo styling. Owosso, Michigan Norman H. Anderson

JAGUAR XK-120 vs CHRYSLER SARATOGA

I tried a "drag" with my XK-120 and a friend's Saratoga Chrysler. Out of five runs he held me three times and lead me twice to sixty. My car is in good condition and strictly stock except for a semi-open exhaust system. I know how to get the best out of my car and have participated in several airport races with good results.

Ontario, Canada George N. Seabrooke

Your Jag needs a tune-up.—Ed.

DEEP, DARK, DISMAL, ENDLESS SWAMPS

Regarding the delightful article on the Cunningham's, "Lost Boy," Road and Track Jan. '52, by Jerry Chesebrough. I think our favorite shutterbug has made a tragic error that no loyal we'-footed Louisianian can let slip by unnoticed. Jerry gives a paragraph over to telling how

"some clobber-head in a modified Cadillac" tried to race the three Cunninghams in the backwoods of Louisiana. I'm not defending the "clobber-head" here, but "backwoods" . . . gad man, never say woods when describing the terra-infirma of Louisiana! The word is swamps; deep, dark, dismal, endless, trackless swamps. So much for that!

New Orleans, La. Buddy Floyd

OVERDRIVE SWITCH WARNING

In reference to the Ford Dynamatic fan (re: Jan. 1952 R&T), we have just installed one on a '49 Ford without making any other changes. The local Lincoln Mercury agent says that it may be installed on Fords thru '51 by replacing the rest of the pulleys with their '49 Ford counterpart.

I would like to report my experience with an "overdrive switch." After installing it (the switch) I found many more pleasures to be had with overdrive until, one day while backing out of my driveway, I slipped the gear shift lever into neutral while the car was still rolling (admittedly a bad habit). The o.d. switch was still in overdrive from a previous trip, when WHAM . . . the Lincoln came to a quick halt almost completely destroying the overdrive transmission. That little mistake cost me almost \$200. After examining the overdrive transmission, I can see that using it as a "hill-holder" is a practice most definitely not to be recommended. Several first class mechanics have made this very same statement to me. Always make sure that the o.d. switch is not in overdrive when backing.

Tampa, Florida Dick McMaster, Jr.

ROAD and TRACK

The Motor Enthusiasts Magazine

HORSEPOWER RACE

For 1952, Chrysler continues with 180 hp. Not to be outdone, Cadillac has announced a boost to 190 hp. DeSoto, with a 160 hp V-8, competes with Oldsmobile's increased (to 160) horsepower. Ford, Mercury, Nash and almost all the others boast greater power under the hood. Why didn't they reduce engine size, utilizing the efficiency gain to obtain the same hp, with less fuel consumption and weight?

The engines are all good, that no one will deny. However, in the battle for greater power outputs, chassis and body designs are sadly neglected. Some models are definitely poorer handling than their ten year old predecessors.

Body design has fallen far behind engine advances. Some of the cars may be beautiful "things" but they are not beautiful cars. Style takes the place of design.

Wheels are still covered with fender skirts—for no logical reason. The designers have raised the fenders so that the new lower hoods appear lower than they are . . . and the raised fenders obscure the driver's road vision.

It is hoped that the interest stirred by new engines may lead to new cars . . . completely new, and better.

ITALIAN INFLUENCE

The effect of Italian influence on the American automotive scene seems to be increasing all the time. Already publicized are the Ghia-Chrysler and the Farina-Nash tie-ups. Some other deals are "cooking" which will emphasize this influence still further. In the racing field, the Ferrari entries at Indianapolis may be as much of a bombshell as were the Maserati in the pre-war 500s.

In the opposite direction, it must be admitted that American influence has affected the automotive industry of Europe to no small extent. Among the items apparently adopted from American practice are rugged bumpers, wrap-around rear windows (hard-tops) and increased seating capacity (in some cases). Undeniably, America has also pioneered the mass-produced automatic transmission, and the Europeans are sure to follow along this general direction and perhaps give us a few new ideas in this field.

All considered, the situation is a healthy one for both schools of design, and progress toward better all-around cars is inevitable on both sides of the Atlantic.

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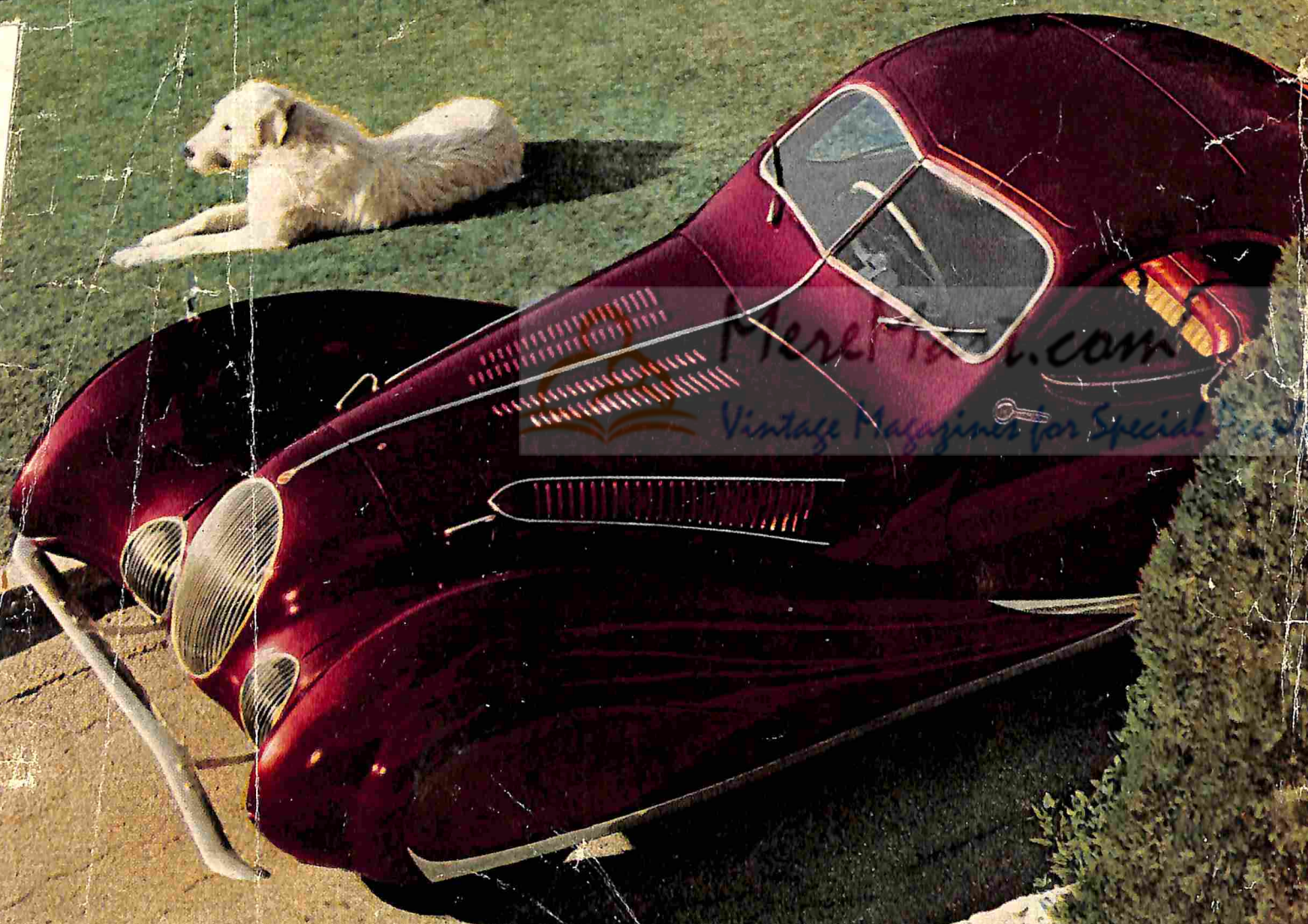
CALENDAR OF COMING EVENTS

February 17 Argentina, President Peron Race
22-25 Italy, Sestriere Rally
March 9 Italy, Tour of Sicily
9 U.S.A., Vero Beach Road Race
15 U.S.A., Sebring 12-hour Race
16 Italy, Siracusa Grand Prix
23 U.S.A., Palm Springs Road Race
April 12-14 Italy, Inter-Europa Cup Race
14 Australian Grand Prix
14 Great Britain, Goodwood Races
14 France, Pau Grand Prix
20 Italy, San Remo Grand Prix
20 U.S.A., Pebble Beach Road Race
27 France, Marseilles Grand Prix

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MARCH, 1952

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PHOTO BY CHESEBROUGH

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