

## CHARLATANRY OF PYRAMID-BUILDERS

The remarks by Roger Barlow and John Wheelock Freeman on "Le Sabre" cover the subject adequately.

But the matter is deeper and more serious than this. The general stench of charlatantry is driving intelligent young men out of the technical departments of American industries. There is no longer a good career to be made in technology in this country. It has become a business for (censored) who organize themselves into cliques and claques and operate a general conspiracy of shiftlessness and incompetence. The old-time, tough, tobacco-chewing mechanics and machinists who built the first Detroit cars were good men. The present generation of pyramid-building (censored) are not worth the powder to blow them to hell.

The USA makes few cars with either utility or genuine swank. For pure utility the best thing is the Austin A-40 "Countryman" station wagon. If one wants swank, speed, or other forms of satisfaction, there are the Pinin Farina jobs, the MG, Jaguar, etc. The American car is neither functional nor economical nor thrilling. It is ugly, monstrous, expensive, and in general a damned expense from which little satisfaction is received in return.

New York City, N. Y. Morris Horton

Detroit's products are big, reliable, and easy to buy . . . and that seems to be what most Americans want. However, the advantages offered by foreign cars are being appreciated by an ever-increasing number of Americans.—Ed.

## AUSTIN A-90 FOR ROAD RACING

If I could afford it, I would race an Austin A-90 in the races around here (Watkins Glen and Bridgehampton), not as we see it in the showroom, but in a form similar to the MG or Healey. Remove the shift from the post to the floor, add a blower and I believe you would have a car that would give most of the Cad-Allards, Jaguars, etc., serious competition, providing, of course, that you raced them on a much hillier course than the one used for the Sebring, Florida, race. I believe the clutch in the Austin is one of the shortest I have ever driven and would be ideal for road racing.

Watervliet, N. Y. William Boyd

## OLDS 88 BEATS STUDE V-8

I would like to tell Mr. John Utley (readers column April '51) that in a fair acceleration race, and Olds should beat a Stude V-8.

Here are some recent performance figures I have of the Olds 88 and the Stude V-8 with both conventional and automatic drive. The conventional Olds did 60 mph in 11.9 seconds. The Stude did 60 in 12.8 seconds. The Olds did a half-mile from standing start in 30 sec. flat. It took the Stude 31.2 sec. with overdrive.

Now for the automatic gear boxes. Zero to 60 took 13.5 seconds in the Olds and it took the Stude 16.2 seconds. Half-mile from the standing start took the Olds 31.5 and the Stude took 35.1 seconds. You better race another (or the same) Olds 88 again. This time fair and square.

New Taven, Connecticut Jerry Nahum

To be accurate, 0 to 60 acceleration tests must be run with corrected speedometer figures or a fifth-wheel.—Ed.

## THE TRUTH, WHOLE TRUTH, AND NOTHING BUT . . .

RE: your policy toward discussions of different cars. I think you are absolutely right in stating the truth, the whole truth, and nothing but the truth, when discussing the merits and short-comings of a car. What good is such a discussion if the information is not accurate? Certain other automotive magazines publish road tests of cars which sound as tho they came straight from the manufacturer himself. Please don't . . .

Indianapolis 8, Indiana Norman Brehob

Truth is the keystone of our road tests.—Ed.

## FLOYD CLYMER A KAISER PRESS AGENT?

After reading the glowing praises for Henry J by Floyd Clymer, I would like to ask one question. "Floyd, when did you start working for Kaiser as a press agent?"

Croton-on-Hudson, N. Y. Augustin Schisler

Clymer has a very successful publishing business and does road tests for Popular Mechanics. He owns a Mercury, Nash "Rambler," Ford 6 and 8, Henry J, Cadillac, Studebaker V-8, and a Kaiser. All were bought and paid for by Clymer. Not a dime does he get from Kaiser for his opinions—he just likes the cars! Also see the British magazine "The Motor" for Feb. 28, 1951.—Ed.

ROAD and TRACK, May, 1951

## ROAD and TRACK

## The Motor Enthusiasts' Magazine

## AMERICAN HOT ROD CONFERENCE

One of the leading amateur automotive sports activities in the U.S. is the timing of modified American roadsters, coupes, and sedans on the dry lakes of Southern California. For many years past, numerous clubs have existed side-by-side, yet operated under divergent competition rules. Recognizing the great value of co-ordination, a central guiding body was proposed.

After many months of difficult preliminary groundwork, the timing associations of California and Nevada have founded a federation to be known as the American Hot Rod Conference. Standardization of rules and classes, co-ordinated safety campaign, a strong public relations group, and inter-organizational activities are among the objectives.

This step should be hailed as proof of the timing associations' progress and ability. Resultant improvement, recognition, and growth will repay the founding "fathers" for their struggles.

## SPORTS CAR CO-ORDINATION NEEDED

With class limits, definitions, and affiliations being points of variance and debate among the sports car clubs, a central co-ordinating board is certainly needed. The multitude of clubs, rules, and events has introduced a multitude of problems. If sports car activities are to be enjoyed as a pure amateur sport, the freedom of members to run in all events should be facilitated.

Now that the AAA has entered the picture by bidding for control of sports

car racing, the clubs should avoid any moves which might exclude the possibility of a co-ordinating body.

The benefits of unity are many. Let us not argue the point lest it be too late.

## ITALIAN INFLUENCE ON AMERICAN BODY DESIGN

Interesting activity is taking place in Italy, where the cars of tomorrow are being built. Prototype Nash bodies have been built by Pinin Farina and are known to have been shipped to the U.S. They are beautiful, needless to say, but unfortunately the front wheels are still hidden. We hope Nash will heed Farina's advice and change this feature.

Carrozzeria Ghia has made arrangements with Chrysler Corporation to build sample bodies for the entire Chrysler line, along with a special chassis, perhaps for the rumored Plymouth "light car." We may be mistaken, but isn't there some Ghia influence in the grille of the new Dodge?

Stabilimenti Farina has prepared special coachwork on the Mercury chassis, which may influence their future styling. This coachbuilder has produced some of the world's best looking automobiles.

Vignale is the "up-and-coming" Italian designer, with cars of a very progressive styling. (See page 18). Packard is reported to be interested in this organization's work on the Packard chassis.

Carrozzeria Touring, who build the lightest and perhaps the most technically advanced Italian bodies, seem to be unapproached as yet. General Motors should step in and have them build a 2000 pound Olds "88"!

May, 1951

Vol. 2 No. 10

## CONTENTS

Palm Springs Road Race.....	6
Road Test—Jaguar XK-120.....	8
Miscellaneous Ramblings.....	10
Design Forum.....	11
Road Test—Studebaker V-8.....	12
Thru the Windscreen—Phil Hill.....	14
Wire Wheels are Back Again!.....	15
O. S. C. A. Engine.....	16
Portrait of a Blown MG.....	17
Salon—Alfred Vignale.....	18
Johnny Ysmael.....	19
2.3 Alfa.....	20
Book Review—10 Greatest Books.....	22
Technical Correspondence.....	23
Sketch Pad—Henry J.....	24
Steering Problems.....	25
500 Club—Organization & Construction.....	28
Mercedes in South America.....	29

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ROAD and TRACK is published monthly by Enthusiasts' Publications, Inc., 540 W. Colorado Blvd., Glendale, California. Phone CHapman 5-2297. Entered as second class matter at the post office at Glendale, California, under the Act of March 3, 1879. Copyright 1951 by Enthusiasts' Publications, Inc. Reprinting in whole or in part forbidden except by permission of the publishers.

Subscription price \$3.50 per year thruout the world. Single copy 35c.

Change of address—must show both old and new addresses.

Contributions—not responsible for the return of unsolicited manuscripts, photographs, and/or drawings unless accompanied by self-addressed stamped envelope.

Mailing address—Box 110, Glendale, California.



# ROAD and TRACK

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MAY, 1951

Simca 8 Sport

Morris Minor



PHOTOS BY J. JULIUS FANTA

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*The Motor Enthusiast's Magazine*