

SCHIZOPHRENIC MORGAN 3-WHEELER?

... good article and wonderful pictures of the Morgan three-wheeler (Road and Track, Jan., 1952). But the one at the bottom right of page 21 is not the same as the rest! ... is it a different model?
Bellflower, Calif.

R. K. Winters

T'WAS MINE!

Enjoyed seeing photo of my Morgan included with those of Walker Edmiston's car. For your information, it was a 1934 model and carried a modified JAP 998cc engine. Displacement of two cylinders was not the same. Morgan had so many vibrations I couldn't tell if any were caused by displacement variance or not. Accelerator was on steering wheel, as was the spark control. When cornering, my overcoat sleeve always caught the throttle with interesting results. Brakes used to lock occasionally, so once I collided with a chauffeur-driven Rolls ... right in the middle of Mayfair. Rolls was owned by the Duke of Devonshire who was President of the Automobile Association. I still have his letter of appreciation. On account of a sickly battery, I had to start the Morgan with a hand-crank. To accomplish this (against high compression) I always cut out one cylinder by means of a valve lifter. Foremost point on car was the distributor ... most vulnerable ... and frequently damaged. Points were the first thing to get wet in the rain, too. Once I ran into the rear of a Triumph sedan. The front end of the Morgan crank-pulley went thru the Triumph glass license holder, engaged, and began boring a hole in the number plate. Driver (complete with bowler hat and pin-stripe suit) wondered "was that really necessary?". Morgan got wonderful gas mileage ... 45 mpg. With tears in my eyes I sold it when I left England in 1949. With all your MGs (I had two) and my present XK, if you haven't owned a Morgan, you haven't lived.
Beverly Hills, California

Ben Mayer

FORD V-8 IN HENRY J

On page 10 of the December issue of Road and Track, Mr. James C. Hall asked if anyone had put a Ford V-8 engine in a Henry J. I put a '49 Ford engine in my Henry J last month, and you are right. It is a job and will make the Henry J go, but the lowering blocks in the rear will not take care of the front, as the front of my Henry J dropped about five inches and the A arms were slanting the wrong direction. To put the front end back where it should be I took 1950 Pontiac (six-cylinder) coil springs, cut them off the same length as the Henry J springs, and used Ford shocks. This put the front where it should be.

I used the '49 Ford transmission and overdrive. The Henry J driveshaft and the Ford driveshaft are the same diameter. I cut the Henry J shaft to the right length and cut the universal joint assembly out of the Ford driveshaft. Then I welded the Ford universal joint shaft into the Henry J driveshaft. The assembly has to be dropped about three inches and the front of the oil pan has to be reworked.

By all means, he should put in an overdrive. Body modifications are: Pontiac vertical bars in grille, Cadillac tail lights, automatic window lifts, rear glass vents, Ford sunvisor, and Kaiser hub caps.

Haven't checked top speed as yet. Speedometer only registers 100 mph. The hand has been approximately on inch past 100, upgrade. Speedometer might be way off.
New Market, Virginia

W. H. Freeman

INSULT TO MEXICO?

I wish to enter a strong protest against the way you spoiled your otherwise excellent coverage of the Mexican Road Race by your chauvinistic and insulting attitude toward the Mexican people.

Imagine how you would feel as a citizen of the nation of Mexico upon looking at the cartoon on Page 44. The other two cartoons are not much better.

You were the guests of the Mexican people, using their roads to race on, in a race that was only possible because of the cooperation of their government.

Common courtesy, to say nothing of the requirements of international friendship, would dictate a more respectful attitude on your part.
Oakland, Calif.

R. L. Arnold

The Mexican people are grand ... and above all, they have a well-developed sense of humor. The cartoon on page 44 also shows our Advertising Manager (eyes on springs) and he feels fine. The one on page 47 was done by a Mexican artist for a Mexico City newspaper ... it was well received there. Cartoons are caricatures—not portraits. Do you resent American cartoon characters appearing in Mexican papers?—Ed.

PHOTO CREDITS

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ROAD and TRACK, February, 1952

ROAD and TRACK

The Motor Enthusiasts Magazine

AMERICANS TO LE MANS

Word has just been received that General Motors and Chrysler have both asked for a set of regulations and entry blanks for the 1952 Le Mans 24 Hour Race—to be run in France June 14th and 15th.

Cars already built which could qualify as Le Mans prototypes are Chrysler's K-310, Buick's XP-300 and General Motors' Le Sabre ... the latter two of course running detuned in order to permit gasoline fuel.

Both Chrysler and Cadillac stock ohv engines have shown up well at Le Mans before and can do it again—sponsored by the factories. And there is a class at Le Mans for stock production sedans. Ford's new-engined 1952 model looks potent

enough to do well as could the Studebaker V-8. If Kaiser and Willys should build competition models of their light sedans, Le Mans would certainly see two of the best handling American cars.

All this is not day-dreaming. It is known that because of the Packard showing in the recent Mexican Road Race, the Packard Company can be invited to participate in this year's Le Mans. Those familiar with Packard's engineering history know that this invitation will not be refused.

Let us all applaud Detroit's participation with production cars and prototypes. It will definitely help produce safer, easier to drive, satisfactory American cars.

INDIANAPOLIS FERRARI

Road and Track has long advocated American participation in European Grand Prix Racing, and European participation at Indianapolis.

It is with great enthusiasm that we announce the following important news.

Johnny Parsons, 1950 AAA National Champion has been chosen to drive the "Grant Piston Ring Special" in the 1952 Indianapolis. And the car? A 4½ litre,

specially-modified Ferrari Grand Prix car.

Parsons will also be a member of the official Ferrari team during the coming Grand Prix season. Thus he will be eligible to earn points toward the World Championship. If time permits, the Ferrari factory will enter an official works car to be driven by Alberto Ascari.

Road and Track is proud to have assisted in these negotiations.

COVER PHOTO

The beautiful two-tone Ferrari coupe on this month's cover was photographed in Paris by Vachon. Body is by Carrozzeria Vignale of Torino. Mannequins are from the Couturiere Carven of Paris.

February, 1952

Vol. 3, No. 7

CONTENTS

Palm Beach Road Races.....	4
Mercedes 170S Road Test.....	6
Jaguar Mark VII.....	8
Del Mar Road Races.....	9
Falcone 500.....	14
Bristol Wind Tunnel.....	16
Misc. Ramblings by the Tech. Ed.....	17
Ghia Chrysler.....	18
More About Horsepower.....	20
Technical Correspondence.....	22
Club Activities.....	24
Jaguar Tuning Hints.....	26
Fitch Le Mans Special.....	32
Frua.....	33
Fabulous Ferrari Four.....	34
British Styling.....	36
Siata.....	37
Mexican Road Race.....	38
Ghia.....	40
Rolls-Royce Engines.....	42
Johnny Ysmael.....	44
Bentley Sports.....	46

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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 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.

ROAD and TRACK



35 cents

FEBRUARY, 1952



TYPE 212 FERRARI

The Motor Enthusiast's Magazine