

CORRESPONDENCE

HUDSON COAST-TO-COAST RECORD

I am an old dirt track driver of the Duray, Huggahl, Hory, Lockhart and Jack Logan days.

The letter re Olds 88 by L. Berg floored me. Any man with much knowledge of autos and speed wouldn't question Floyd Clymer's statements as he did.

The Checkered Flag carries the money bag . . . Hudson's 3A records over ten years old no one has dared try for . . . Hudson's 51 plus hours coast-to-coast . . . let him enter some of the races M. Teague and his Hornet are in. Burbank, Calif. Mark M. Campbell

An Austin A-40 sedan made the coast-to-coast run in 57 hours 27 minutes by official Western Union Timing.—Ed.

88 vs. BSA

To the proud Olds 88 owner who has never been beaten: I will donate \$10 to any Olds that will beat a Greyhound bus leaving Chicago destined for Milwaukee and arriving less than 30 minutes after the bus has already gotten there. As for racing a BSA 500 cc motorcycle in 2 miles that is no race, and I also would not want to give you a dime for every BSA 500 cc rider here in Chicago that would beat you in 1 mile and still be ahead of you at 10 miles. Again, I say, sir, other Olds owners may eat the strawberries you write but not other car and cycle owners. Isn't it odd that no Olds is ever beaten . . . not even by another Olds. They must always end their races in a tie.

Chicago, Illinois

R. Needham

HOT ROD MG

Frankly I am a novice as a Sports Car fan and I unquestionably have lots to learn. What I cannot understand, however, is why the "Hot-Rods" like the Edgar MG and the Cannon Night-Mare are allowed to compete with true Sports Cars. Why don't they (the officials) segregate the entries as follows:

Group #1

True Sports Cars, just the way the manufacturer makes them, without superchargers, super coils, super plugs or super whing-dings.

Group #2

True Sports Cars owned by millionaires who have every known gadget hanging on or about the car and silk scarf around their neck.

Group #3

Any conglomeration of automotive parts. Bailing wire and adhesive tape prohibited. This is the "Hod-Rod" class.

Kirkwood, Mo.

A. L. Von Rump

HIGH POWERED FERTILIZER

When one reads some of the unadulterated fertilizer that gets into print now and then, by some of the high pressure chromium salesmen, we wonder just where the hell it's going to wind up. In this connection, I agree wholeheartedly with Morris Horton of New York City whose brief but concise and to the point letter appears in your May issue: while Mr. Horton's letter was very expressive, it was still very modest when we consider the point in question.

For one tour of duty, I put in four years in the Experimental Engineering Department of the old Pierce Arrow Co. from 1909-1913, and at that time we chewed tobacco also, we had no slipsticks, and didn't sell chromium.

Between the mashed potato drive incorporated in the chromium-plated monstrosities hiding behind the petticoats of the good old word automobile, and the shark tooth front ends, with the extra teeth hanging over the bumpers in some cases, we wonder just where the poor old automobile is headed for. These here new fang-dangle so called automobiles with a set of brains in the transmission, long since ceased to be a he-man car. This is evidenced by the top picture on p. 13 of the May issue. (Note caption)

Anyone who is a real driver, real enough that is, to be allowed to drive, by virtue of a license, certainly should know when to shift gears, which is, of course, one of the few pleasures left in driving; in other words, you drive the car, rather than it driving you.

In closing, let's go back to the good old days of the real he-man automobile with 6 wheels, 4 on the ground, 1 for a spare, and 1 in your hand.

A friend of mine told me of a recent experience he had with a Henry J: to wit, one flat tire, right front, jacked up car for obvious reason, at which time the doors flew open; other results, friend's wife leaning on one door, observing said procedure, fell flat on her face in the dirt.

Yucca Valley, Calif.

M. H. Goodnough

ROAD and TRACK, July, 1951

ROAD and TRACK

The Motor Enthusiasts' Magazine

INDIANAPOLIS STALEMATE

The situation at the "500" was inevitable . . . it was bound to happen. Only eight out of the thirty-three starters were running at the finish. Speeds were high, records were broken, spectators bored.

With engine choice limited to the four cylinder Meyer-Drake and chassis design in a stagnated condition, the competition is so keen that reliability has been lost in the scramble for ultimate performance. Variety is the life blood of racing. New designs contain the element of surprise and offer technical interest. Competition representing opposing theories is always more exciting than a contest between "cats-of-the-same-breed." There are two solutions:

First, to encourage and assist the participation of European cars and drivers. A technicality prevented the highly successful Ferrari from competing. Surely, temporary exceptions could have been made! The Mercedes team, with Farina, Lang, and an American driving, will definitely be entered next year. But still others are needed. Why not use the resulting increase of gate receipts to prepay trans-Atlantic transportation?

Solution Two calls for a change in the now out-moded Indianapolis Formula. The recent F.I.A. convention brought out the need for lower displacement limits and 2½ litres (unblown) and 3½ litre (blown) in the new Formula I, effective 1954. The Speedway Management and AAA could bring new life to the 500 and prepare America for Grand Prix road racing by announcing now that they are adopting the new limit for the 1954 race.

HOP UP

Right from the start, the readers of *Road and Track* have dictated the contents. You ask for more Grand Prix news, road race reports, sports car details, technical data, road tests, and foreign car news . . . so more was included.

Altho many requests were received for articles on hot rods, customizing, motorcycles, speed boats, and track racing. The result . . . HOP UP, our new 15c magazine covering all of these subjects. For complete coverage add HOP-UP to your reading menu.

PEBBLE BEACH

Spectators, drivers, and organizers all agree that the second annual Pebble Beach road race was one of the most successful yet held in the U.S. Over 25,000 fans were in attendance.

The organization, particularly pit facilities, was very good. With better crowd control (escape roads were blocked) and adequate "run-off" shoulders, Pebble Beach should become one of the prime sports car events of the world.

A very definite change in the nature of sports car racing was noticeable at Pebble Beach. Previous successes of the highly-tuned and greatly modified von Neumann MG brought a rash of cycle-fendered lightened TD specials. The outstanding success of the Barlow Simca will undoubtedly precipitate a stampede toward ultra-light special competition bodies. Considering the 6-litre bored Cadillac which powered the winning Allard, it is not difficult to predict an intensive over-boring campaign. All of which leaves the stock sports car owner as a spectator only . . . not a healthy situation.

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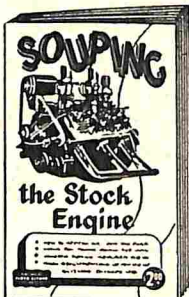


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