

CORRESPONDENCE

THROW THE MOTORCYCLES AND BOATS OUT!

Please, please, no articles on motorcycles or boats . . . Should I want to read about cycles, boats, hot rods, or California custom jobs, (and that's unlikely,) I'll buy a magazine that deals with them. The merit of *Road and Track* is that it deals with sports cars and road racing, not a garbled mess of a little bit of all types of motor sport. Of course, *Road and Track* does not discount the merits of other types of motorized sports, as it should be, because they have their place . . . but please give us information of sports racing and nothing more as there isn't enough of this information available in American magazines. Let's not develop into "a little of this and that, with leanings towards that, but not much of anything."

Pasadena, California

A. D. Nelson

Speak up readers—Tell us what you want and we will act accordingly.—Ed.

SOUPING A 1950 RENAULT

I bought a 1950 Renault about four months ago, primarily for the economy in operation and maintenance, but the little thing runs so well that I've become a "small" car enthusiast.

I would like to "soup it up" a little but need additional data. For example, the handbook issued for '50 is the same one used with the '49. In New York, they set the valves at .006" on the intake and .008" on the exhaust, while here in Jersey, they set the valves at .010 (both intake and exhaust) claiming they have had no trouble with burnt valves even if you do get a little more noise in the engine. It's a regular controversy.

What's the score on this out there on the West Coast? Do you people have anything in "black-and-white" that we might go on, not only for regular maintenance, but for guys like me would like to tinker with the engine a little; you know, things like coils, manifolds—the stuff that is done with the V-8 only on a smaller scale.

Jersey City, N. J.

Frank W. Coggins

Intake at .006" and exhaust at .008" is the advice of Murray Nichols, Renault expert. The aluminum block expands faster than the steel push rods so clearance increases when engine is hot—greater settings are therefor unwise. For more "go" try a 19 mm carburetor and #100 main jet in place of the stock 14.5 mm and #75. There are several good manifold installations, available in France. The engine will rev happily at 6,000 rpm with no valve float. A Renault in the Le Mans 24-hour race averaged over 60 mph and another was timed at 69 mph in the Alpine Rally.—Ed.

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 1950 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, November, 1950

ROAD and TRACK

The Motor Enthusiasts Magazine

RISK IN RACING

"Ever since the first automobile race there have always been plenty of people only too ready to disparage motor-racing on the grounds that it is dangerous. Admittedly motor-racing is dangerous; so is mountain-climbing, steeplechasing, flying, winter sports, or polar exploration, but within limits no more dangerous than the individual makes them.

"All of us have had to take risks of one sort or another, maybe not involving our lives, but for all that unpleasant at the time. Man will always want to overcome all the obstacles in his way to further his knowledge and to master the machine which his brain has designed and his hands have built. Fortunately there are a few people still left in the world with the pioneer spirit, who not only enjoy an element of danger but are prepared to face it with their eyes open."

—George Monkhouse

RAYMOND SOMMER



It is with great regret that we report the death of the great French driver, Raymond Sommer. Known to all as one of the fastest drivers in the world, he only recently had been given the great honor of being selected to drive the new B.R.M. Grand Prix car in its initial races. One of very few ever to be a casualty of Formula 3 racing, he was driving a Cooper 500 when the accident occurred. Tall, debonair, with a Maurice Chevalier personality, he had been racing for over 22 years, competing in over 175 Grands Prix.

November, 1950 Vol. 2, No. 4

CONTENTS

Driving Impressions of the Henry J.	4
Bonneville Records by Dean Batchelor.....	6
Why I Like Foreign Cars by Roger Barlow... 8	
Sketch Pad—Farina Nash.....	9
Monza	10
Ford for S. A. Road Race.....	11
Misc. Ramblings by the Tech. Ed.....	12
Carrozzeria Touring	13
Design Forum.....	14
Farina Wins Again at Silverstone.....	19
Antique and Veteran—R. E. Olds.....	20
Pikes Peak.....	22
Custom Styling—Fitzpatrick.....	23
Photography—People	24
600 Miles in a Supercharged V-8.....	25
Club Activities.....	26
Detroit Dirt.....	27
500 Club.....	29

STAFF

EDITOR.....	Oliver Billingsley
TECHNICAL EDITOR.....	John R. Bond
HISTORICAL EDITOR.....	W. Everett Miller
PRODUCTION EDITOR.....	W. H. Brehaut, Jr.
PHOTOGRAPHIC EDITOR.....	Karl A. Barleben
ART.....	Bill Jenks
ADVERTISING.....	Bill Quinn

FOREIGN CORRESPONDENTS

Alice Caracciola	Spike Rhiando
Geoff Healey	Fred van Beuren

REPRESENTATIVES

Peter Morris.....	320 W. 56th St., New York City
H. C. Brown.....	Houston, Texas

DISTRIBUTOR

Kable News Co.....	Mt. Morris, Ill.
--------------------	------------------

FLASH! ALL EXISTING HORSEPOWER RECORDS SMASHED!



... using an ISKENDERIAN Mushroom Cam

A NEW HIGH OF 243 H.P. ESTABLISHED

Once again the Iskenderian Mushroom Cam takes the spotlight with a smashing record breaking performance. Bill Walker's flat head 3 5/16 x 4 1/8 Mercury engine developed a strong 243 h.p. at 5,000 r.p.m. on the Tony Capanna dynamometer. This is the highest h.p. ever developed from the Mercury engine to the best of our knowledge. This achievement was made possible by the use of the ISKENDERIAN MUSHROOM TRACK GRIND cam. On

July 15, 1950, this engine, installed in a 3/4 type car chassis, officially clocked 162 m.p.h. at the Russetta Drylake Meet. This was not only the fastest time of the day, but the fastest ever recorded for this type of chassis.

Here, in undisputed proof, is evidence of Iskenderian success in advanced cam design. Constant experimentation and precision craftsmanship is your assurance of peak performance when you use an Iskenderian Cam.

"The Cam of Records and Successes"

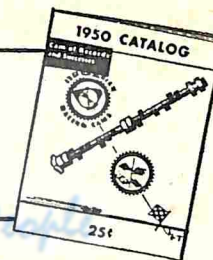


ROAD • TRACK • MARINE

SEND ONLY 25c FOR THE 1950 CATALOGUE & CALCULATOR

The most complete and informative booklet ever published on Racing Cams. Fully explained is "VALVE TIMING FOR MAXIMUM OUTPUT."

Also gives speed hints on Ford and Chevrolet, applications and prices. Block cut-away illustration explaining the installation of the Iskenderian Mushroom Tappet V-8 Track Grind Cams, Engine modifications and Dynamometer results. Included with the booklet is "The Secret of Cooling the Ford V-8" and a wallet size calculator for converting RPM to MPH.



5000 W. Jefferson

ED ISKENDERIAN

Los Angeles 16T, Calif.

REpublic 3-7587

There Is A Dealer In Your Area . . . PATRONIZE HIM.

Phoenix, Arizona
Carl Grimes Mach. Shop
4405 N. Seventh St.

Alameda, California
George Bonsteel
2301 Eagle Ave.

Bakersfield, Calif.
Ernest Hashim
Debolts Aut Mach. Shop

Lafayette, Cal.
Valley Trim Shop
Box 626

Los Angeles, Calif.
Edelbrock Race Equip.
4921 West Jefferson

Newport Beach, Calif.
Hossie's Speep Shop
6908 State Hwy 101

Porterville, Calif.
Gray Auto Supply Co.
1365 West Olive

San Bernardino, Calif.
Scotty's Auto Supply
888 Fourth St.

San Francisco, Calif.
Merritt's Carb'or Elec.
3300 Army Street

San Luis Obispo, Cal.
Jim Wier's Speed Shop
Rt. 2, Box 215B

San Mateo, California
S. S. Auto Parts
211 Twelfth Ave.

Santa Cruz, Calif.
Paul's Self Service

Stockton, California
Jim Zappetini
242 N. Wilson Way

Tulare, California
Danny's Speed Shop
Rt. 3, Box 272

Turlock, Cal.
Bus Schaller
Box 31

West Los Angeles, Cal.
Lewie Shell
11726 Wilshire Blvd.

Denver 4, Colorado
Bandimere's Auto Parts
803 Champa St.

Hartford, Conn.
Speed Parts, Inc.
26 John St.

Dagsboro, Delaware
Hudson Bros. Garage

Washington 11, D.C.
Ray's Custom Shop
520 Rittenhouse N. W.

Miami 37, Florida
Grant Ring Sales
181 N.W. 41st St.

Pensacola, Fla.
D. M. Witherill Co.
713 Palifox St.

Macon, Ga.
George Yetter
2435 Dardin Dr.

Chicago, Illinois
Bill Von Esser
3307 W. Irving Park

Goshen, Ind.
Ray's Auto Body
313 N. 5th St

Indianapolis 4, Ind.
Ralph's Muffler Shop
834 Massachusetts Ave.

Davenport, Iowa
Cliff Johnson
1328 Ninth St.

Davenport, Iowa
Strum Auto Supply
309 W 3rd St.

Des Moines, Iowa
J-R Engine Rebuilding
808 E. 12th St.

Des Moines, Iowa
Van's Speed Shop
1930 Forrest Ave.

Wichita, Kansas
Seneca Street Garage
1301 Seneca Street

New Orleans 19, La.
Paragon Engine Co
8662 Pontchartrain Blv.

Baltimore 30, Md.
John C. Earley
30 Compass Road

Belmont 78, Mass.
Ed Stone
28 Emerson St.

Detroit, Michigan
Dearborn Speed Shop
11443 Mansfield

Detroit, Michigan
Hot Rod Shop
8249 Grand River

Detroit 24, Michigan
Motor City Sp'd Shop
20452 Harper Ave.

Flint, Mich.
The Speed Shop
3318 Fenton Rd.

Pontiac, Michigan
Johnny Wohlfeil
2274 S. Telegraph Rd.

St. Paul, Minnesota
Motor Repair Service
1634 University Ave.

Raytown, Mo.
Oliver Jennings
Mach. Shop
RFD #3

St. Louis 9, Mo.
Ed Debrecht
8510 Watson Rd.

Omaha 2, Nebraska
Barbour's Speed Shop
2867 Farnam St.

Superior, Nebr.
Superior Auto Wrecking

Reno, Nevada
Tiny's Motor Mart
815 Dell St.

Clovis, New Mexico
Real Service
Machine Shop

Roswell, N. Mexico
Phil Thompson
Box 6612

Blairtown, N. J.
Thompson Speed Equip.
R. D. 1

Eatontown, New Jersey
Ralph's Speed Shop
511 Liberty St.

Lyndhurst, N. J.
Bob Osiecki
533 Ridge Road

Paterson, New Jersey
Speed Parts, Inc.
563 East 32nd St.

Bronx 61, New York
Raceway Garage
2630 St. Raymond

Buffalo, New York
Ted Kessler
317 No. Ogden St.

Elmont, L. I., N. Y.
Coupe Machine Works
4 Plainfield Ave.

Laurelton, New York
Hi-Speed Power Equip.
228-20 Merrick Rd.

Patchogue, New York
Dick's Speed Shop
390 Bay Ave.

Winston-Salem 6, N. C.
Pat Charles
752 E. Sprague St.

Cincinnati 5, Ohio
Smith's Speed Shop
5231 Ponce Lane

Cleveland 5, Ohio
Midwest Racing Equip.
6883 Broadway

Toledo 5, Ohio
Herrick's Speed Equip.
2077 Starr Ave.

Youngstown, Ohio
Youngstown Speed Shop
68 Shadyside Dr.

Portland 20, Oregon
William Schnell
3409 N.E. 87th Place

Allentown, Penn.
Jenkin's Racing Equip.
R. D. 1

Exton, Penna.
Speed Craft Enterprises
Box 15

Milford, Pa.
Almquist Engrng. & Mfg.

Reading, Penna.
Joe Wolf
739 Gordon St.

Greenville, S. C.
Smith's Auto Parts
Easley Highway

Naval Base, S. Carolina
Robinson's Speedshop
134 Chestnut Ave.
Whipper Barony

Memphis, Tennessee
Jordan's Speed Shop
2095 York

Lubbock, Texas
Johnnie Johnson
2301 Seventeenth St.

Salt Lake City, Utah
Porter Muffler Shop
3094 S. State St.

Redmond, Wash.
Mickey Shelton
P. O. Box 308

Seattle, Washington
Bills' Speed Shop
4000 Airport Way