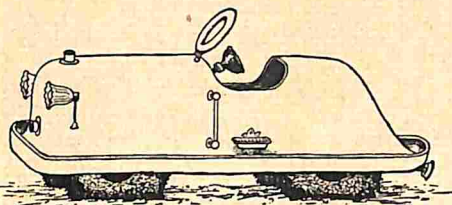


BATHROOM INSPIRED DESIGN

The United States unquestionably has the finest plumbing fixtures and the most luxurious bathrooms in the world. I am convinced that it is this overwhelming admiration for his bathroom that has impelled the average American motorist to insist that Detroit incorporate its finest features in his family automobile.



In order to provide him with a snappy sports job that will still retain all of the beloved plumbing, I have designed the car shown in the attached drawing. I call this the "Carpenter Saturday Night Special" and I predict that its clean lines will have the country in a lather.

In my design I carry the current toilet trend to its logical and ultimate conclusion. Notice the clever way I get the maximum "inverted bathtub" effect by using an inverted bathtub. Other features that should have the American motorist rolling on his bathmat are the racy toilet seat windshield, frosted glass headlights, soapdish step and shower bath grab rail, American Radiator, DuPont Synthetic sponge tires, instruments by Detector Scales and upholstery by Cannon Towel.

The power plant is a blown Sunbeam Shave-master with Schick Injector Feed, using a half-and-half mixture of Vitalis and Pinaud's Eau de Quinine. I have not shown the automatic convertible top which is a modified stocking drier covered with nylon shower curtain.

I realize that I will probably run into trouble over this design with a certain motorcar manufacturer, but my attorney assures me that I am on solid ground as the bathtub was invented before the car in question, even tho you can't tell them apart today.

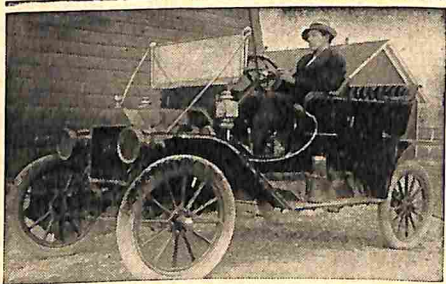
Yours for lighter chassis and heavier bodies, bigger tires and smaller brakes, 12-turn steering and plenty of roll! What's the matter? Do you want to live forever?

Pittsburgh, Pa. Dwight P. Carpenter

1911 FORD—GAS HEADLIGHTS

Mr. Miller did not mention two main faults of the old brass gas headlights: 1. When the burner tip became clogged, it usually cracked the mirror reflector or lens (plain glass). 2. The painful burns you would get on the palm of your hand, resting it on the top of lamp when cranking the engine.

Am enclosing a photo I made of my brother in one of his first Fords, 1912, I think, minus top and side curtains (you paid extra for them) also 30" x 3" bald tires.



We served gas from 5 gallon cans, and strained it thru a chamomile skin stretched over a funnel. A floor creeper was unknown when tightening or replacing car rods we tipped the car on its side and worked in comfort.

Snohomish, Washington E. M. Hamm

AUSTIN SERVICE

I was most interested in the letter of Curt Parker (August R & T). I also own an Austin A-40 and while agreeing with Mr. Parker on the low running costs of the A-40, I feel that in all fairness, the maintenance costs should be mentioned. I recently had the brakes relined on my Austin and due to very few garages accepting work on foreign cars, I was completely at the mercy of the foreign car dealer. My brake job cost \$56. Other recent excessive charges have been: replace speedo cable \$5.50 . . . strengthen frame due to cracking of frame member \$60. I would seriously advise anyone contemplating the purchase of an Austin to weigh carefully the advantages of low running costs against the high cost of repairs.

Hollywood, Calif. Del Cripps

ROAD and TRACK, November, 1951

ROAD and TRACK

The Motor Enthusiasts Magazine

ROAD RACE SAFETY

It has often been pointed out that the future of road racing in America depends upon a good spectator safety record. One really bad accident and "we've had it" . . .

At Watkins Glen, the officials wisely cut in half the length of the "Grand Prix" race when control over spectators was lost. Too few course guards for the unexpected crowds was the cause.

Congratulations are in order to both the Chicago Region of the S.C.C.A. and to the Elkhart Lake Chamber of Commerce. Thru the untiring efforts of both these organizations, who took every precaution to see that the Elkhart Lake Road races were run safely and efficiently, it can be stated that this was the best run event of its kind since road racing in America was resumed and, in all probabilities, better than all the "early era" races combined.

Hay bales (1,500) were distributed at key points around the course, and miles of snow fencing, ropes and street barricades held the spectators to the proper areas. Assisting in this difficult task of crowd control were volunteers from the Sheboygan Naval Reserve, deputies from the Sheriff's office, State Police Radio patrolmen and firemen from Kiel, Plymouth and Elkhart Lake. There were four ambulances with doctors in attendance and three surgeons standing by at Sheboygan.

Communications were vastly aided by the Mobile Radio Unit furnished by the Milwaukee Radio Amateur's Club, Inc., whose station W9HRM was in constant

touch with all sections of the course.

The extreme strictness of the drivers' physicals, car safety checks and general regulations should also be credited. The course, however, did present some very objectionable driver hazards.

We urge that all other sports car clubs take note of these high standards of spectator safety, as adhering to them will help to build up both official and public support.

500 cc RACE

At long last, America is to have its first 500 cc race. Word has been received from the Florida Region of the Sports Car Club of America that it has made arrangements for an event to be held Sunday, December 9, in which the entire morning will be devoted to a series of 500 cc races.

This will be the first full-scale Formula III race to be held in the United States and will also be the first American event for Grand Prix formula race cars since 1937. This should be hailed by all enthusiasts as a significant epoch in the history of American racing as it may well lead to full-scale Formula I Grand Prix racing.

The appearance of 500 cc cars at Bridgehampton and Watkins Glen gave great encouragement to the movement. A Cooper, entered in the Reno Road Race, will give the West its first taste.

Road and Track has championed the cause of half-litre racing because it believes that it offers the maximum amateur participation in real Grand Prix formula road racing.

November, 1951

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EDITORIAL STAFF

Editor	Oliver Billingsley
Technical Editor	John R. Bond
Historical Editor	W. Everett Miller
Associate Editor	Robert Dearborn
Staff Photographer	Jerry Chesebrough
Photographers	Jack Campbell, Bob Canaan, Joe Al Denker, Gene Trindle

PRODUCTION STAFF

Managing Editor	W. H. Brehaut, Jr.
Art Director	Louis Kimzey
Art	Jack Caldwell

ADVERTISING

Advertising Manager	William Quinn
East Coast	Peabody & Ortgies 276 West 43rd Street New York, 18, N.Y.
United Kingdom	Kenneth Kirkman 2 Longcroft Avenue Banstead, Surrey, England
Italy	Michele Vernola C.P. 500, Milano, Italy

CORRESPONDENTS

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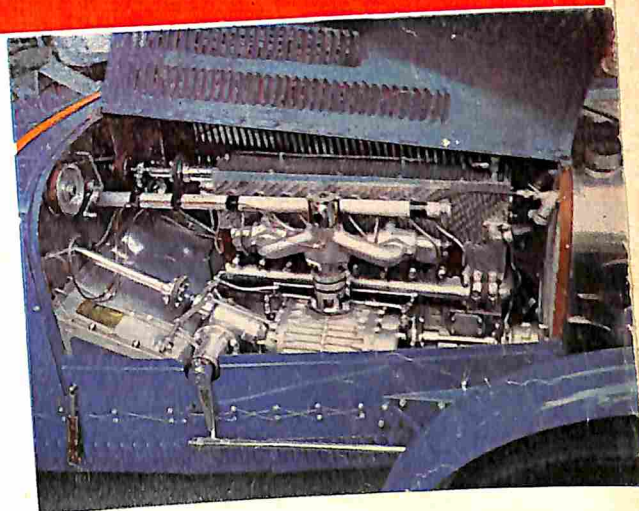
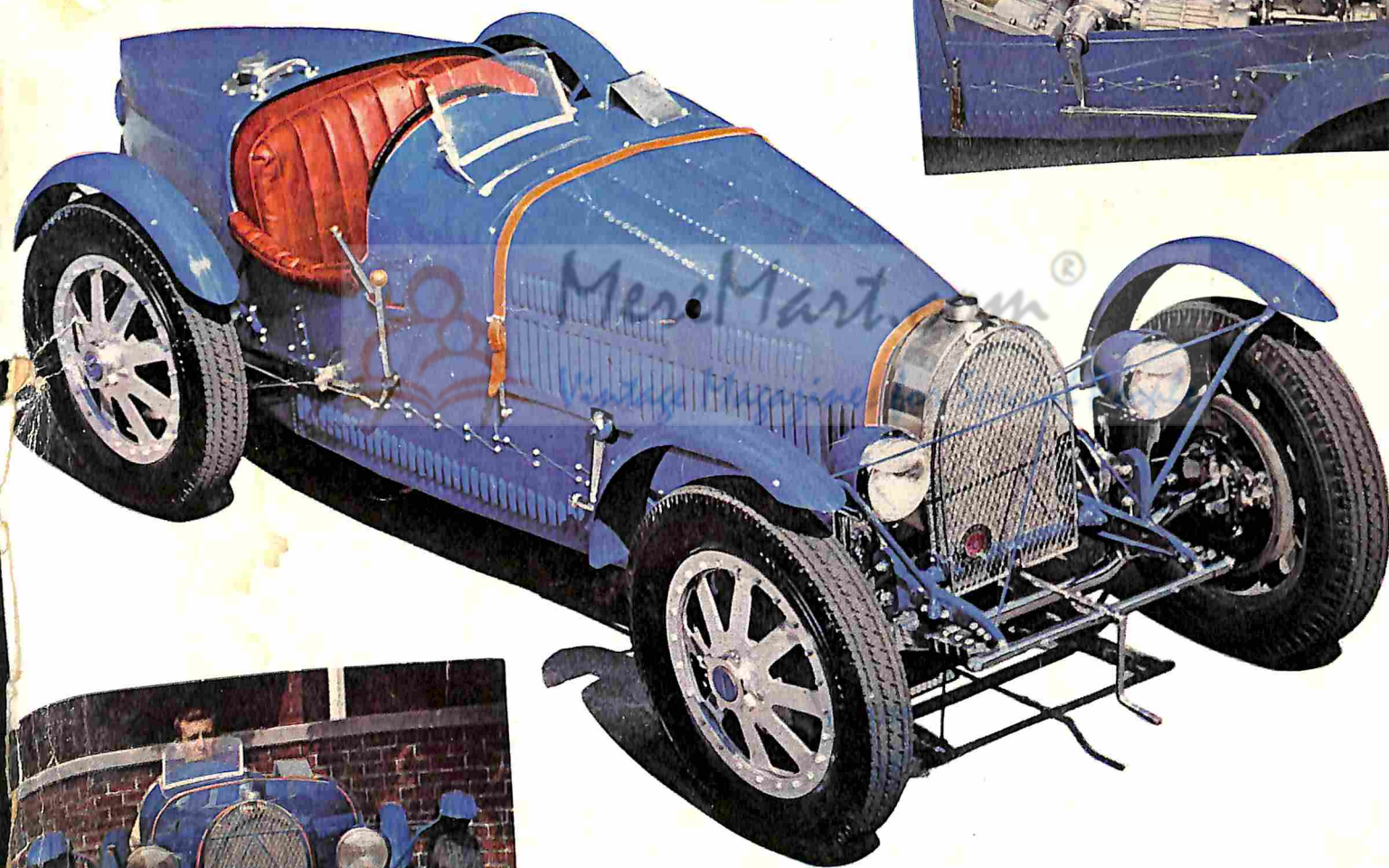
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NOVEMBER, 1951



Type 35B Bugatti

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PHOTOS BY BOB WHEATON

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