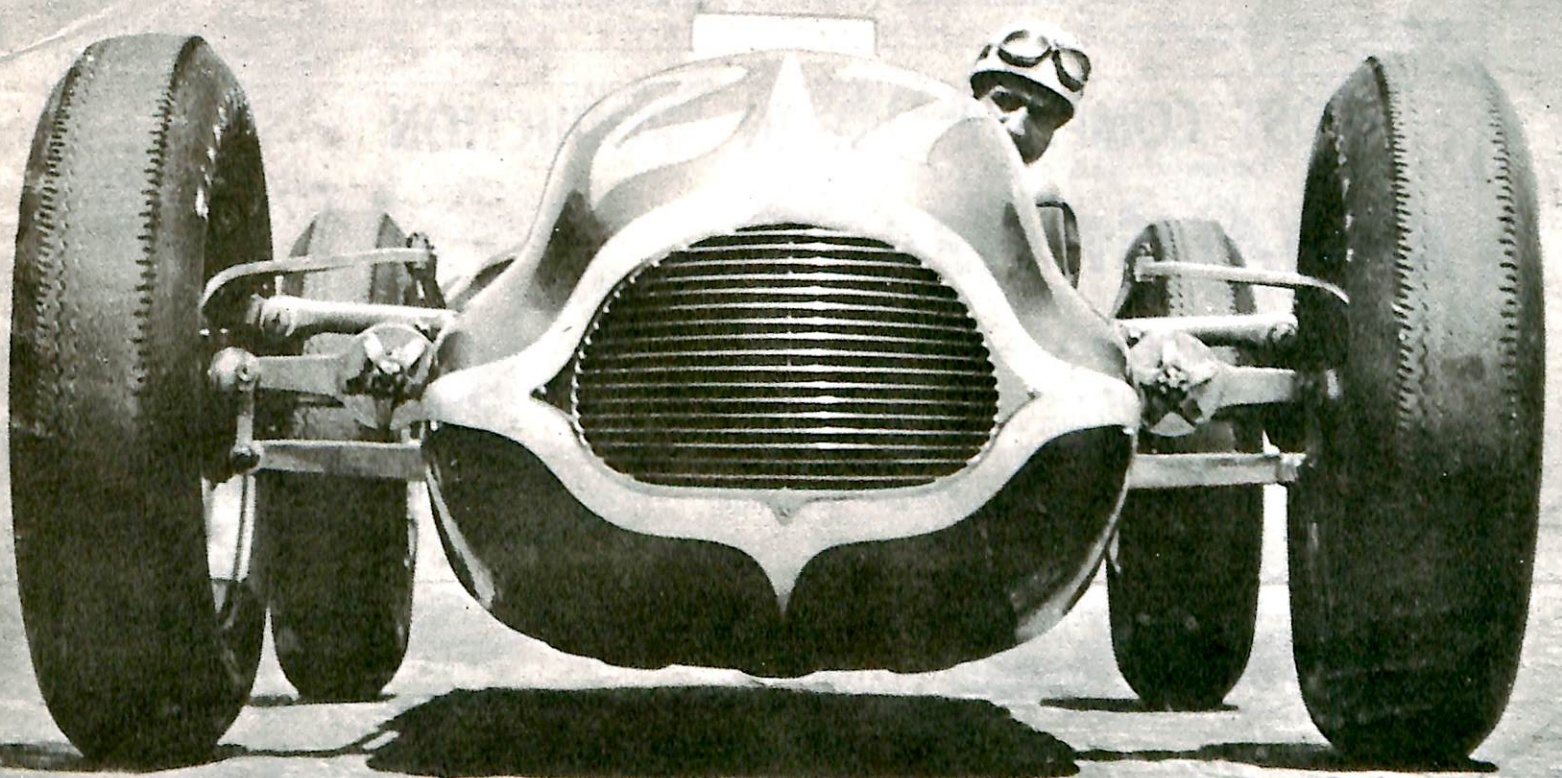


1948

INDIANAPOLIS

"500"

ROAD AND TRACK



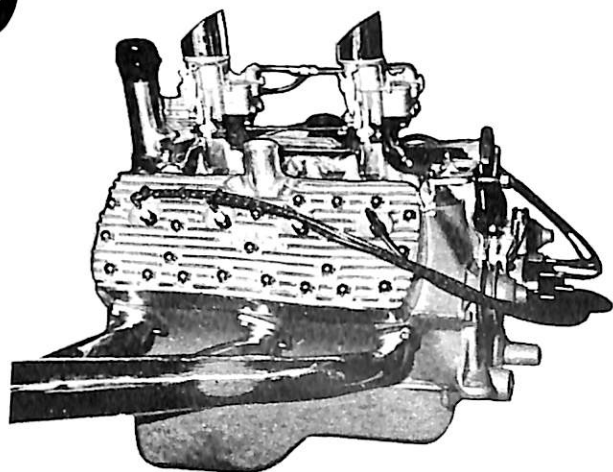
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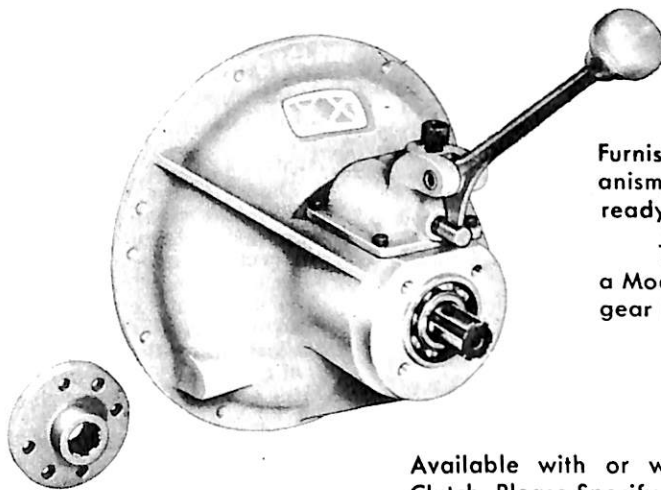
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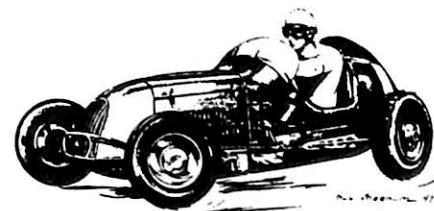
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Gentlemen:

May I suggest two additions to your magazine:

1. A calendar of coming events.
2. Some articles on "how to do it" which would be of great interest to engineers working in other fields.

Your magazine fills a need for a great magazine reading group who are interested in speed, but cannot find time to play with it.

Yours very truly,
TED ALSBACH

Los Angeles, California

Sir:

That Figoni on page 17 is a Talbot, not a Delahaye. Figoni and Falaschi are Italians but have their shop at Boulogne-sur Seine in Paris.

All the best,
PETER STENGEL

Los Angeles, California

Thanks to reader Stengel, also readers Goldschmidt, Ord, and others, for catching our mistake. Means of identification is the name plate on the front, which is definitely discernable as Talbot on the original photograph. At least two of these cars are, at present, in this country. One is owned by Tommy Lee, in California. The other is in the East.—ED.

Dear Sirs:

I am enclosing my cheque in the amount requested—and am delighted that you have resumed publication.

It is a most refreshing thing to find a publication in this country that regards a machine as other than merely a mode of transport to which must be affixed every conceivable type of bathroom fixture in chrome.

I particularly enjoyed Mr. Barlow's article. I hope he can be prevailed upon to continue along these lines.

Yours truly,
LEONARD WOODS

Aspen, Colorado

Sir:

I hope that you will road-test American makes like the Autocar does British makes. Namely, top speed and pick up to 50 from standing start. Interesting cars to have this data on would be Cadillac, Plymouth, and Buick.

Sincerely,
W. A. ANDERSON, Jr.

Los Angeles, California

ROAD AND TRACK will road-test American makes beginning with an early issue. Top speed of the 1948 Cadillac was clocked at 90, and the Buick Roadmaster at 92 m.p.h.—ED.

AUSTRALIAN RACING

Gentlemen:

My interest is motor cars—racing and sports versions especially. My brother Bryan and myself have had quite a few interesting cars, commencing with a famous U.S. make—the Model "T" Ford with Rajo-Laurel o.h.v. assembly. Also a sports 14/40 Vauxhall. At the moment, Bryan has completed rebuilding his beautiful 11.9 h.p. Bugatti "Brescia" 16 o.h.v., a photo of same will be forwarded later. In my spare time, I am constructing a 3/4 racing car which is a 1929 "Gran Sport Surbaise" Amilcar chassis fitted with a Willys "Jeep" engine, modified "T" Ford differential, and monoposto body. It will not be a star performer but I hope it will give me some practice in handling a road racing car.

I greatly admired the beautiful little midgets brought to this country by Cal Niday and the other American racing drivers. They drove many exciting races before packed grandstands during their visit here.

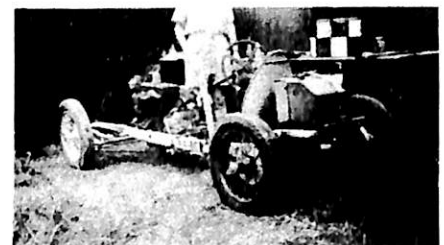
I am a member of the Vintage Sports Car Club of Australia and the Australian Sports Car Club, who hold the famous Bathurst "Mount Panorama" circuit. It was here that the American driver, Paul Swedberg, drove a Delahaye in 1939. Out here in Australia, speed equipment is lacking, we must make everything ourselves and I must admit I am envious of the American enthusiast, who has a choice of so much fine equipment.

JOHN F. BUTLER.

Australia

Shown below is the "Butler Special" in the making. By utilizing the lightweight Amilcar chassis, good performance should be obtained. The American drivers who ran the "Down-Under" circuits last winter returned with glowing reports of Australian enthusiasm for racing. Paul Swedberg was a personal friend, a fine chap, and a top driver.—ED.

(Continued on Page 24)



EDITORIAL

There is no question but that there is a tremendous market in this country for a small, economical car, of high performance and mechanical efficiency.

ROAD AND TRACK suggests that some American manufacturer, we don't care which one, contact the Italian firms of Cisitalia, Pinin Farina, and Fiat; and obtain the rights to build the Cisitalia coupe in this country. Built in quantities comparable to the Ford, Chevrolet and Plymouth, it should cost well under \$1,000. Material costs would be less than half that of present cars, even though the body is aluminum. Tooling costs would be low, as body dies for aluminum fabrication are much cheaper than for steel. It would permit the existing supply of steel to be spread out over a greater number of cars, thereby eliminating that bottleneck to present production. It would help also in relieving the gasoline shortage, which is getting tighter all the time. The only modifications to the car, other than converting to our measurement system, would be to detune, and strengthen the engine to withstand the treatment it would be sure to receive at the hands of American drivers. Suitable bumper guards would also be required. See page 17 for a picture of this car. It is capable of a speed 20 miles an hour faster than any American car, with an engine of one-fourth the displacement.

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The Staff

EDITORS

W. H. Brehaut, Jr. • J. S. Fennessy • O. F. Billingsley

TECHNICAL ADVISORS

Gordon Schroeder • Burt Chalmers

ART DIRECTOR

Forrest Lindsey

PHOTOGRAPHER

Fred Fisher

IN THE NEXT ISSUE—

- Road Racing
for America
- Indianapolis "500"
Analysis
- New Cars

COVER PHOTO —Tower Photographers

Mauri Rose and the Blue Crown Spark Plug Special on the bricks at Indianapolis. The car is owned by Lou Moore of Northridge, California, and won the 1947 classic, with its stablemate running second driven by Bill Holland. Engine is an unblown 270 cu. in. Meyer-Drake Offenhauser. In answer to many inquiries, last month's cover photo was of Louis Chiron, the winner of the French Grand Prix, in his 4½ litre, unblown Talbot. Although not as fast as some of its competitors, the Talbot's reliability proved to be the margin of victory, as the supercharged cars spent much of their time in the pits.

THE WORLDS MOST ECONOMICAL CAR

Just as the "New Look" marked a complete cycle in women's styles, the "Hydro Imp" completes an automotive design cycle. From the simplicity, light weight, and low cost of the "Orient Buckboard," automotive development has followed the trail towards complicated, heavy, and expensive vehicles. The introduction of the "Hydro-Imp" may well mark a return trend toward efficient transportation.

The "Hydro Imp" is both the most economical and the lightest production car in the world — 100 miles per gallon and 146 pounds empty. The oak "buckboard" construction provides frame, floor, and springing in a single simple unit. Power is provided by a 1.3 h.p. Lausen single cylinder four-stroke air cooled engine which operates at constant speed while driving a hydraulic torque converter. Final drive is by chain to the rear wheel. Brake, clutch, and shift lever are all replaced by a simple lever placed between the seats; vertical position is neutral, forward movement of the lever results in forward motion of the car (increasing speed by lowering the drive ratio as the lever advances), while rear movement produces both braking and reverse, in that order. As no transmission is involved, the torque converter will produce 20 or more speeds forward and reverse.

A speed of 15 m.p.h. may be obtained while carrying a pay load of 400 pounds. Steel spoke wheels carry 20 x 2.125 tires and are on a 60" wheelbase with 36" tread. A $\frac{3}{8}$ turn of the aircraft type steering wheel will produce full wheel lock. Seats are tubular frame aircraft type.

The "Hydro Imp" was developed by Stanley

ORIENT BUCKBOARD

— WITH TWO SPEED —



— PRICE, \$425 —

4 H. P. Weight, 500 lbs.

A little machine that has in one year gained a reputation bounded only by the limits of the earth

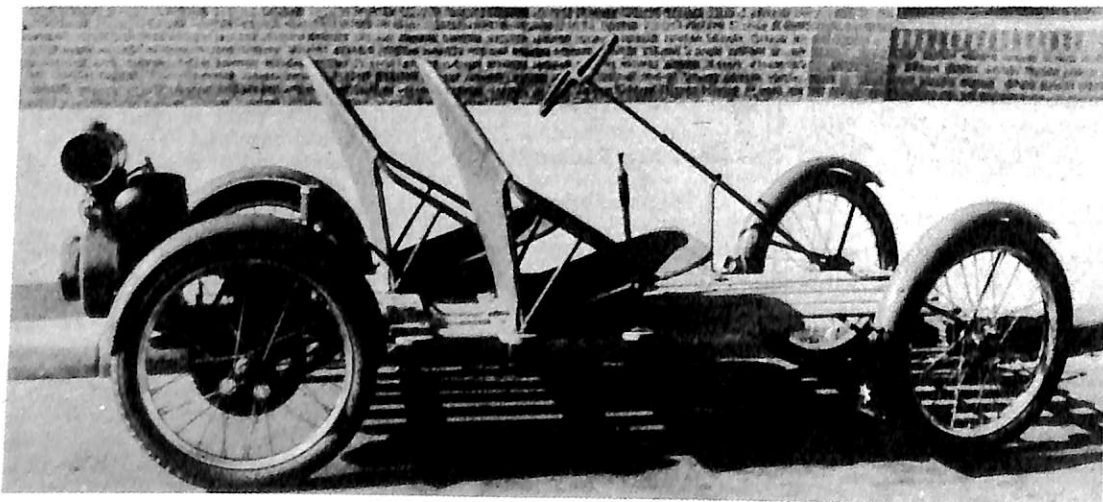
Write for Handsome New Catalogue

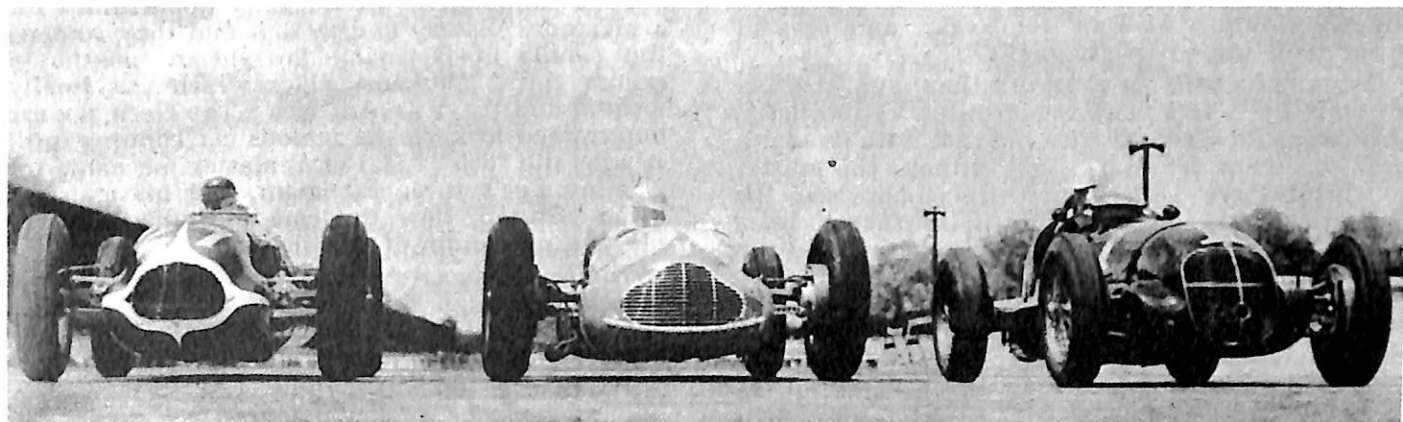
WALTHAM MFG. CO.
WALTHAM MASS.

The Orient Buckboard was the fore-runner of the "Hydro Imp."

Griffin, who is well known for his work in optical centering devices. Griffin suggests the "Hydro Imp" as an ideal unit for invalids and handicapped persons because of simplicity and absence of all foot controls. We predict a much wider acceptance of this economical little car, however, as it offers a practical and inexpensive answer to the second car and short trip problem. Price \$295.

The "Hydro Imp," which approaches the ultimate in economy, simplicity, and low cost.





MAURI ROSE, CLIFF BERGERE, and TED HORN

—Tower Photographers

INDIANAPOLIS-1948

FROM GASOLINE ALLEY

by Gordon Schroeder

If a new record for the 500 mile race has not been set by the time you read this, then it must have rained the afternoon of May 31st, because there is every reason to expect a sensational race from start to finish, with so many cars capable of sweeping the old records aside. With Rex Mays of Glendale, California on the pole, and Bill Holland and Mauri Rose beside him, it will be a battle from the wave of the green flag. Rex has always been noted for his lead-footedness, and usually blows his car up as a result, but if the Bowes Seal Fast Special will stay together, you can look for a lot of the prize money to go his way. It is probably the last year that this car will be eligible, since it is a 180 cu. in. blown engine that powers it, so don't look for Rex to change his tactics and settle for second or third place by taking it slow.

Little need be said regarding the chances of Mauri Rose and Bill Holland in the Lou Moore front-drive cars. After finishing one-two in '47, you just have to make them the favorites to repeat this year. What will be interesting though, is the duel between Rose and Holland after last year's mix-up when Holland slowed down to a order from the pits, only to have his team-mate Rose sweep past him to take first prize money. It is believed that owner Moore will give both Rose and Holland the green light this year to go all out for victory, and the ensuing race should be something to see. In fact, the first three drivers, Mays,

Holland, and Rose, will put on a show like none ever seen before on the bricks, as the lap money can come to more than first prize.

In the second row are two veterans of the Speedway, Jimmy Jackson in Howard Keck's brand new front-drive, and ever-reliable Ted Horn in "Cotton" Henning's Maserati. Keck's car is approximately the equal of the Moore cars ahead of it, and Jimmy Jackson knows every inch of the Speedway, even though a relative newcomer, having made his debut in 1946, when he finished second, just 34 seconds behind the late George Robson.

But for several pit stops last year, Ted Horn might have been winner, instead of third. Horn's driving ability cannot be disputed as he was AAA National Champion in 1946 and 47, has won every race he has entered this year, and has driven the "500" in nine previous races. With the able "Cotton" Henning preparing the reliable Maserati, Horn may well add a first to his collection of two 2nds, four 3rds, and three 4th at Indianapolis.

Of the remaining cars, the one to be watched particularly is the Kurtis-Walsh car, with a 270 cu. in. Offie, semi-De Dion Rear suspension, and tubular truss frame. Walt Brown of Amityville, Long Island will be at the wheel. Kurtis has been building midgets with the best of them for many years, and is now represented at Indianapolis by a dozen or more cars, including the above men-

ROAD and TRACK

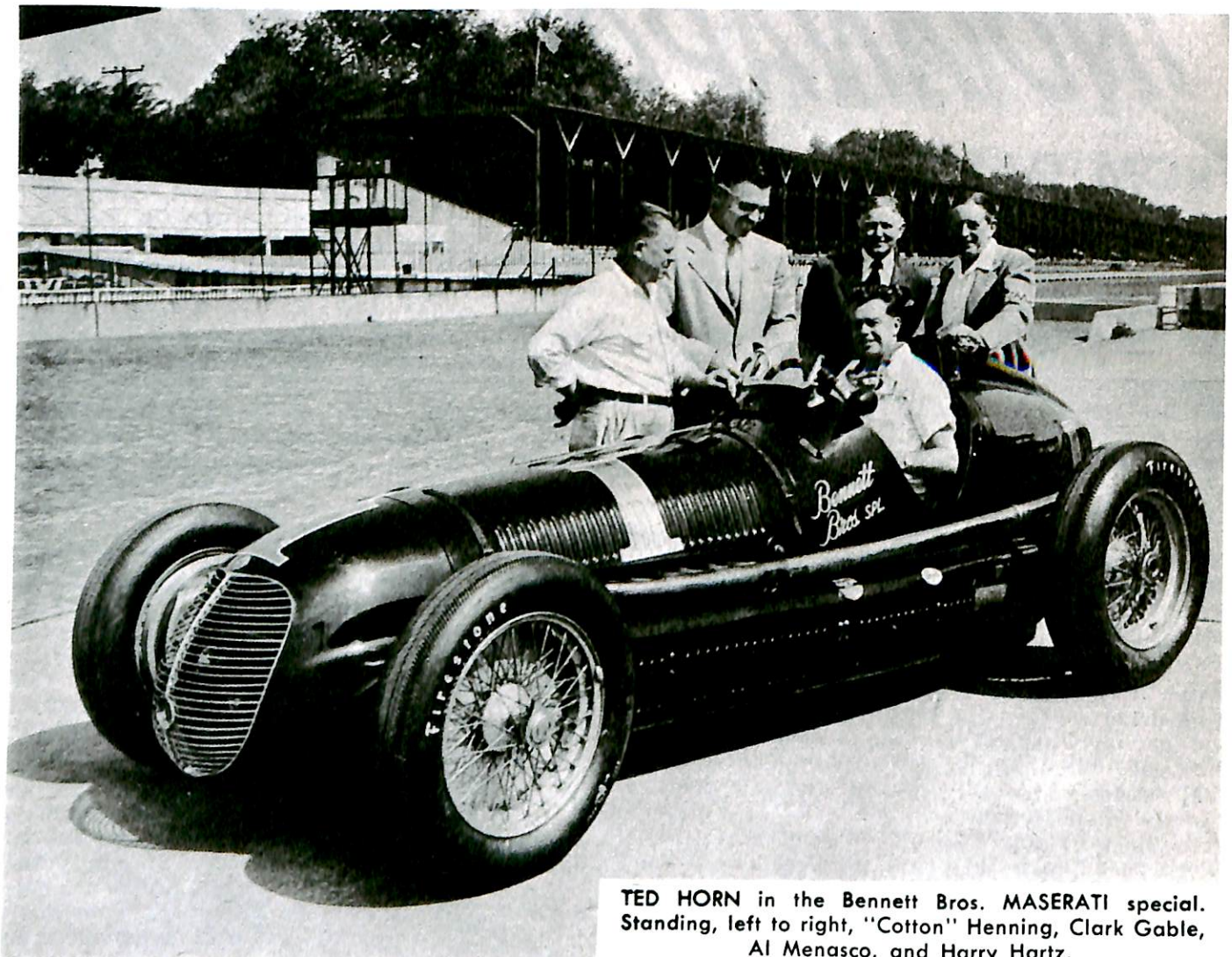
tioned Kurtis-Walsh, the new Don Lee Offy, the Leo Dobry entry, Hal Cole's "City of Tacoma", the Clay Smith & Dan Jones car, and several other well known participants.

An enigma to most everyone, including its own crew, is Lee's Grand Prix Mercedes. Potentially, this car could walk off with the race with its maximum speed of 195 m.p.h., but without the master touch of Herr Uhlenhaut, who supervised the operations of the Mercedes-Benz racing team when this car swept all opposition before it in European road racing, the car hasn't lived up to expectations. Duke Nalon, who drove the car in '47, termed it the best handling car he had ever driven. Last year, the "Merc" lost a piston and ruined the block, one of four which make up the 12 cylinder masterpiece. A call for a replacement was put out to the racing enthusiasts of Germany and the response was immediate. As the Mer-

cedes is barred from European competition, they viewed Indianapolis as the only opportunity for a Mercedes victory and to that end they combed the rubble of Germany for eleven months in search of the Mercedes block which was finally located and flown to America. The Germans are determined to keep the famous car running until it wins the "500". Mal Ord, master mechanic for Tommy Lee's three car team, and his assistant "Bud" Stump, flew the cars to Indianapolis to allow a maximum of test driving.

The Novi-Special front drive is another possible winner, although this car is difficult to handle, and has not yet proved its reliability. Ralph Hepburn's unfortunate fatal accident eliminated one of the two-car team. The other Novi, if it finishes, will probably be among the first five cars.

The most unusual appearing car this year is the
(Continued on Page 25)



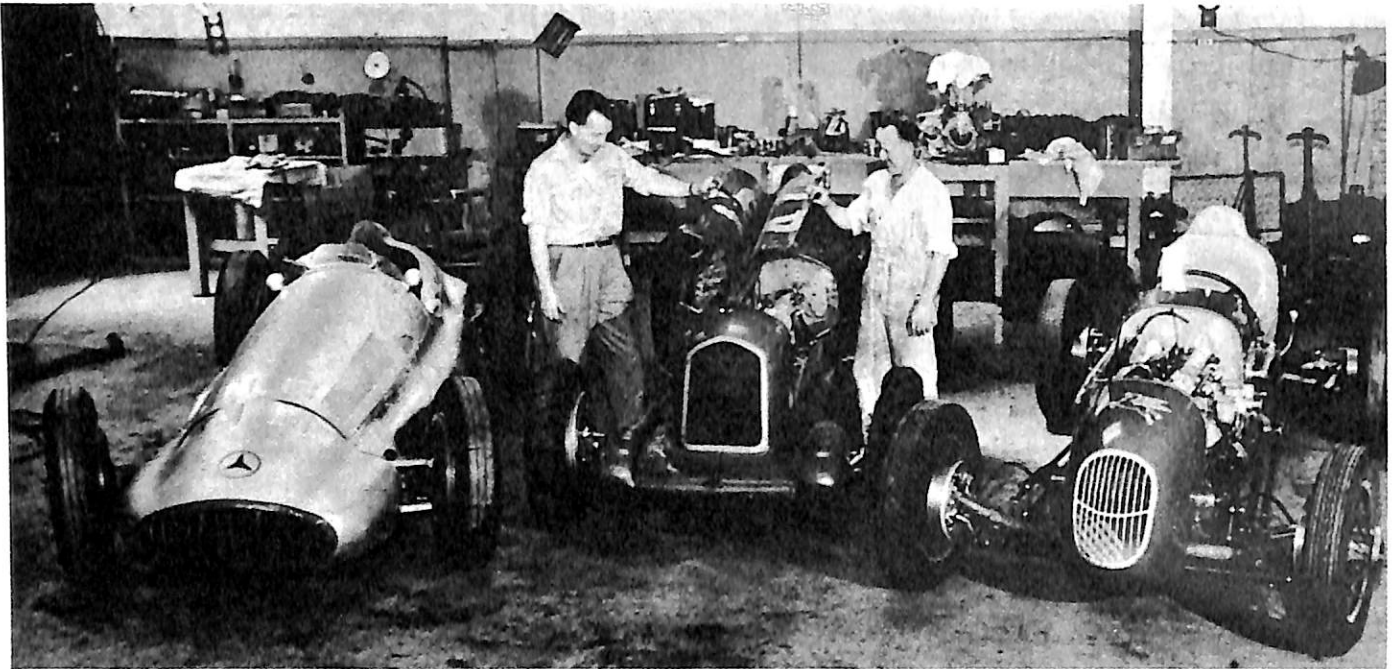
TED HORN in the Bennett Bros. MASERATI special. Standing, left to right, "Cotton" Henning, Clark Gable, Al Menasco, and Harry Hartz.

JUNE, 1948

COMPLETE ENTRIES FOR THE 1948 INDIANAPOLIS "500"

DRIVER	ENTRANT	CAR NAME	FRONT OR REAR DRIVE	CYL.	PISTON DISPL.
Jimmy Jackson	Howard Keck Co.	Howard Keck Special	F	4	270
Les Anderson	Les Anderson	Kennedy Tank Special	R	4	270
Anthony Granatelli	J. & A. Granatelli	Grancor V-8 Special	F	8	274
Paul Russo	Tom Sarafoff	Tom Sarafoff Special	F	4	262
Billy DeVore	Pat Clancy	Pat Clancy Special	R	4	270
Cliff Bergere	A. Granatelli	Grancor-Kurtis-Kraft	R	4	266
Duane Carter	Louis Rassey	Auto Shippers Special	R	16	272
Ed Zalucki	Louis Rassey	Unnamed	R	4	270
Chet Miller	Tommy Lee	Don Lee Mercedes	R	12	182*
Ken Fowler	Tommy Lee	Don Lee Offy	R	4	270
Luigi Chinetti	Tommy Lee	Don Lee Alfa-Romeo	R	8	177*
Unnamed	Joe Lencki	Speedway Cocktail Special	R	6	268
Unnamed	Joe Lencki	Speedway Cocktail Special	R	4	268
Joie Chitwood	T. Nyquist, Jr.	Nyquist Special	R	4	268
Mel Hansen	Ray Brady	Unnamed	R	6	183*
Fred Agabashian	Ross Page	Page Kurtis-Offy	R	4	183*
"Spider" Webb	C. Anderson	Anderson Offy	R	4	271
George Lynch	Lynch & Lishin	Unnamed	R	8	179*
Merril "Doc" Williams	Ford Moyer	Ford Moyer Spl.	F	4	255
Unnamed	R. J. Pierson	Unnamed	R	8	130*
Jim Brubaker	Jim Brubaker	Maserati Special	R	8	273
George Metzler	Lee Glessner	Glessner Motors Special	R	4	140*
Myron Fohr	Marchese Bros.	Marchese Special	R	4	270
Emil Andres	C. G. Tuffanelli	Tuffy's Kurtis-Offy	R	4	270
Mauri Rose	Lou Moore	Bl. Cr. Spark Plug Special	F	4	270
Bill Holland	Lou Moore	Bl. Cr. Spark Plug Special	F	4	270
Mac Hellings	L. & H. Moore	Unnamed	R	4	220
Walt Brown	Ed Walsh	Kurtis-Kraft	R	4	270
Unnamed	Louis Bromme	Unnamed	R	4	270
Chas. VanAcker	Walter Redmer	Unnamed	R	4	270
Bill Sheffler	Bayard Sheffler	Sheffler Offy	R	4	270
Hal Cole	Hal Cole	City of Tacoma Kurtis-Offy	R	4	247
Jack McGrath	Bayard Sheffler	Sheffler Offy	R	4	255
Duke Nalon	W. C. Winfield	Novi Special	F	8	180*
Walt Ader	Fred Peters	Peters Special	R	4	270
Unnamed	D. & F. Palmer	Palmer Special	R	4	255
Duke Dinsmore	Ralph Miller	Schafer Gear Works Special	R	4	181*
Harry McQuinn	Gerald H. Brisko	Frank Lynch Motors Special	R	8	183*
Bob Droeger	Baldwin & Hoevner	Baldwin Special	R	8	191
Ted Horn	H. C. Henning	Maserati	R	8	179*
George Connor	H. C. Henning	Sampson-Miller	R	8	268
T. Bettenhausen	Murrell Belanger	Belanger Motors Special	R	4	270
Unnamed	Murrell Belanger	Belanger Motors Special	R	4	272
Bill Cantrell	Lou Fageol	Fageol Twin Coach Special	R	6	273
Henry Banks	R. A. Cott	Federal Offy-Maserati	R	4	255
Russ Snowberger	R. A. Cott	Federal Special Maserati	R	8	179*
Rex Mays	Chas. E. Bowes	Bowes Seal Fast Special	R	8	180*
Loral R. Tansy	Loral R. Tansy	Tansy Offy	R	4	270
Unnamed	Lou Fageol	Fageol Special	F	8	239
Unnamed	Milt Marion	Unnamed			
Unnamed	Norm Olson	Unnamed	R	4	270
Roland R. Free	Robt. J. McManus	Gustason-Miller	F	8	183*
Unnamed	Bob Flavell	Unnamed	R	6	181*
Johnny Mauro	Johnny Mauro	Miller Special	R	8	98*
Unnamed	Paul F. Weirick	Unnamed	R	4	177*
Red Byron	Raymond Parks	Parks-Vogt Special	F	8	267
Johnny Mantz	Smith & Jones	Kurtis-Kraft	R	4	270
Jackie Holmes	Floyd H. Dreyer	I. P. C. Spl.	R	4	254
Unnamed	John Lorenz	Terman Supply Special	R	4	255
Ralph Pratt	W. J. Lutes	Gdula-Lutes-Pratt Special	R	4	270
Art Hartfeld	Mrs. Bill Corley	Unnamed			
Unnamed	Conrad Wiedell	Wiedell Special	R	8	268
Al Miller	Preston Tucker, Jr.	Tucker-Miller	4-W	6	183*
Milt Fankhauser	Milt Fankhauser	Milt Fankhauser Special	R	4	272
Unnamed	William Schoof	Schoof Special	R	4	270
Charles Rogers	Lawrence Jewell	Jewell Special	R	12	270
Unnamed	John Iddings	Iddings Special	R	4	233
Joe Perkins	Joe Perkins	Kurtis-Kraft Special	R	4	270
Arkus Duntov	Arkus Duntov	Unnamed			
Joe Thorne	Joe Thorne	Thorne Engineering Special	R	6	270
Unnamed	Jimmy Chai	Jimmy Chai Special	R	4	255
John Shackelford	Fred W. Johnson	Johnson Offy Special	F	4	255
Mike Salal	Paul Kuehl	Kuehl-Osborne Special	R	6	169.6*
Unnamed	A. Granatelli	Werner-Grancor Special	R	8	181*
Unnamed	A. Granatelli	Grancor-Werner Special	R	4	270
Unnamed	Paul Guthrie	Alfa-Romeo Special

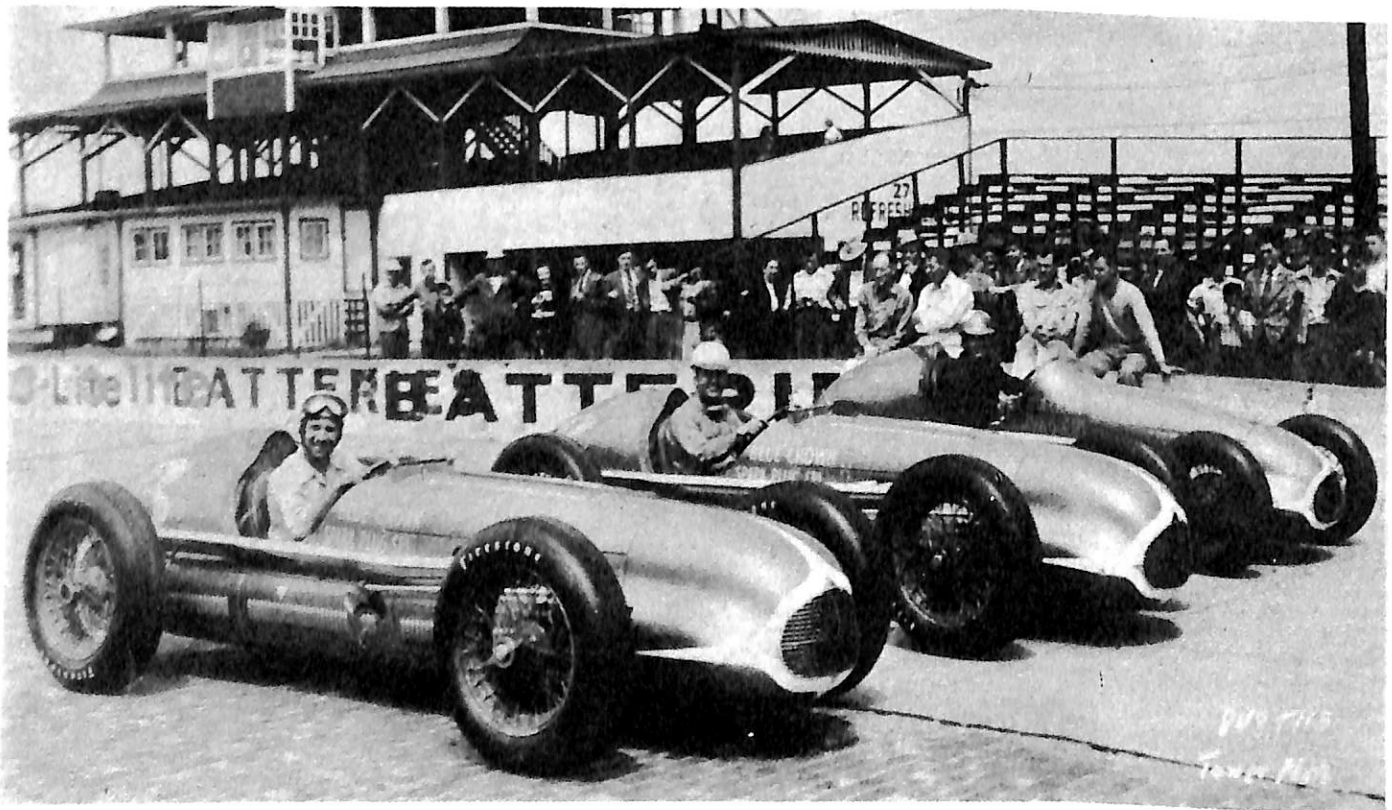
*Supercharged Engines



LOU MOORE'S BLUE CROWN SPARK PLUG SPECIALS. Left to right: Mauri Rose in the front drive, 270 cu. in. unblown car which finished first in 1947; Bill Holland in an identical car; and Mac Hellings in the new rear drive, 4 cyl., 220 cu. in. car.

—Tower Photographers

Don Lee Indianapolis team consisting of (l. to r.): 3-litre, 2-stage blown G.P. MERCEDES, 8-cylinder blown ALFA ROMEO, and the new 270 cu. in. OFFENHAUSER-powered KURTIS-KRAFT. Master Mechanic MAL ORD and BUD STUMP inspect the Alfa Romeo power plant.



JUNE, 1948

MY FAVORITE SPORTS CAR...

THE JAGUAR "100"

by "Johnny" Von Neumann

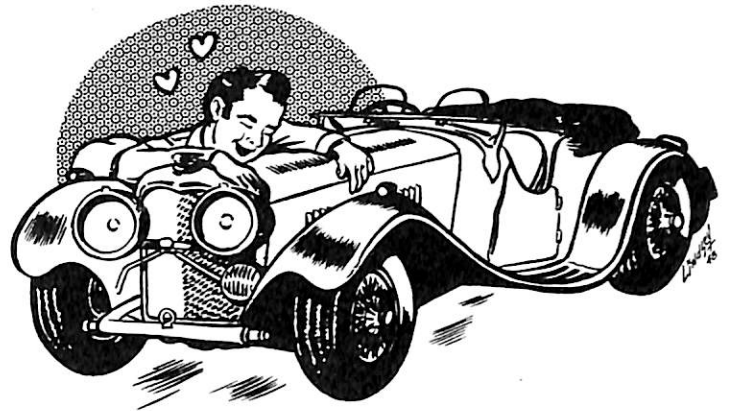
NUMBER 1 OF A SERIES WRITTEN BY OUR READERS

To drive the Jaguar "100" is to enjoy an experience unlikely to be forgotten for many a day to come. It possesses outstanding acceleration, a high top speed, good braking, and complete reliability, all combined in car having classic sports lines in every contour.

Having driven the Jaguar "100" in Europe, I was well aware of the thoroughbred qualities of this fine sports car and when presented with an opportunity to acquire from Alan Curtis his ex-Canadian 3½-litre two-seater, I quickly became the new owner.

A Winfield cam and high compression head were fitted by master mechanic Mal Ord of the Tommy Lee foreign and race car team. These modifications improved the already brilliant performance of the "100", producing 109 mph, despite a weak condenser. The usual 4,500 to 4,600 RPM in high was raised to 4,800 and an easy 106 mph could be attained without special tuning.

Of all its virtues, the "kick you in the back" acceleration of the "100" is the most outstanding. From a standing start to 50 mph required less than 7 seconds and the standing quarter mile, less than



17 seconds. Coupled with this performance was smooth positive braking—to halt from 30 mph in 27 feet with no effect on steering, even hands off it pulled up straight.

The reliability of my "100" was well demonstrated upon the occasion of John Cobb's record run on the Bonneville salt flats. After making the Los Angeles - Salt Lake City round trip, I entered the Palos Verde Road Trials without re-tuning the "100" and won first place. The fine cornering ability of this car was a result of sound design and was materially aided by the use of four shock absorbers on the front, a hydraulic and a friction type for each wheel.

Dead accurate, the steering had a pleasant directness about it which spoke of perfect geometry
(Continued on Page 28)



-Campbell-Ricco

Custom Styling ★ ★



—L. E. Evans

FOR JUNE

Any resemblance between this car and a stock Buick Roadmaster is purely coincidental, according to Frank Kurtis, designer and builder of this custom car. However, underneath that gorgeous body is a 1941 Buick chassis, and Roadmaster engine . . . stock except for the Winfield cam. The frame was modified in order to lower the center of gravity.

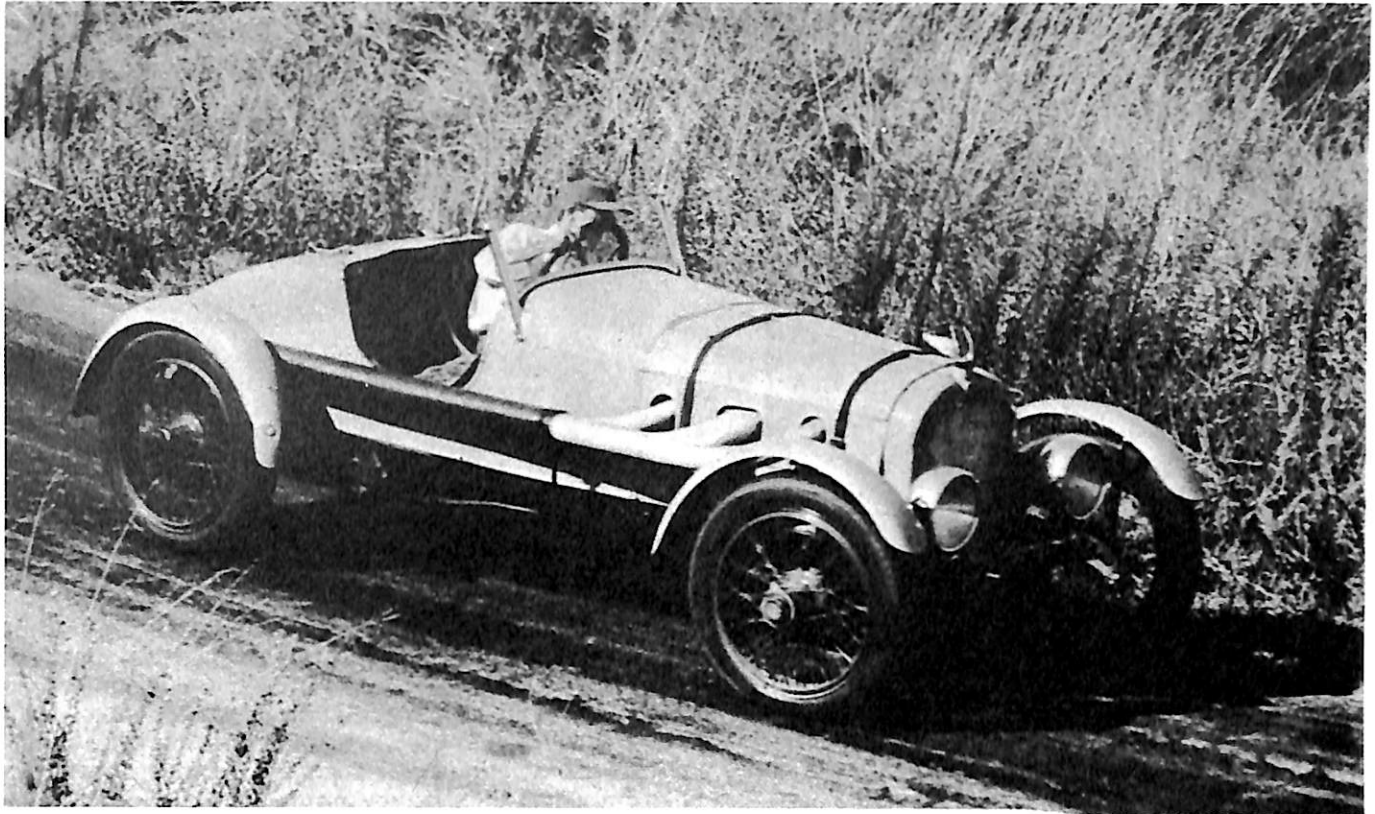
The body was made entirely by Kurtis-Kraft, and is of aluminum over a steel framework. The top is metal with cloth covering, and is removable. The finish is the same color as the Kurtis-Walsh Indianapolis race car . . . Swift Red!

KURTIS BUICK

Both the hood and trunk lid are operated from the dash by cable controls, and there is special luggage made of aluminum to fit the exact contour of the rear compartment. There are no external handles except those for the doors, and these are placed horizontally for safety.

The seats fold down to make a bed, and are of foam rubber, upholstered with genuine leather by Runyon. The rearward visibility is excellent through a compound curved plastic rear window.

The overall height of the car is 56¼ inches, and with the top removed, it is 52¼ inches. Altogether a very sharp looking automobile!



—Campbell-Ricco

ANTIQUE AND VETERAN

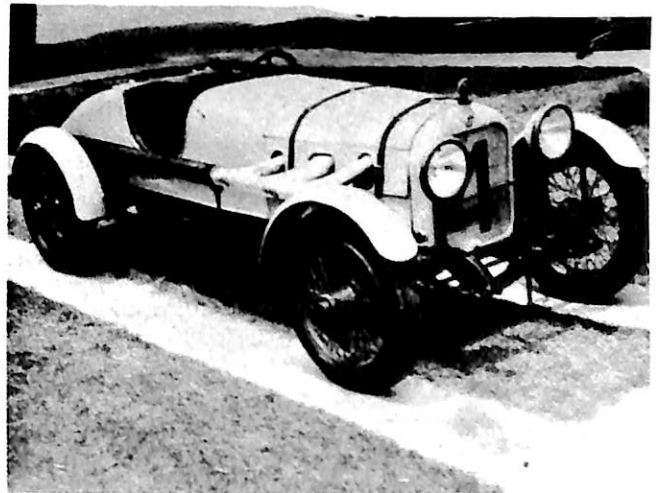
Does anyone know the history of the car pictured on this page? This 1915 Mercer racing car is believed to be the one that Eddie Pullen failed to qualify at Indianapolis in 1915. It is also thought to be the winner of the Elgin road race of that year, and a transcontinental record holder.

Dick Teague, of Los Angeles, found this valuable treasure in storage down in San Diego, in 1945, and restored it to original condition. It is now in the hands of that renowned collector of automobiles, Chicagoan Cameron Peck.

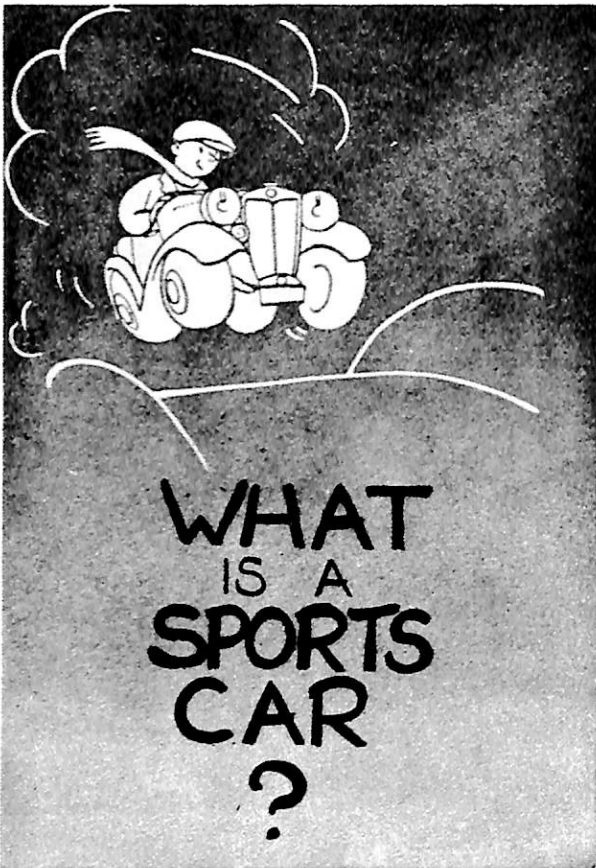
The engine is a four cylinder, side valve masterpiece, of 298 cubic inches displacement. The bore is 3.8 inches, the stroke is 6.8 inches. Obviously not much like the high revving Offenhausers of today! The weight stripped for Indianapolis was 2100 pounds.

One of the most thrilling sights your writer has ever seen, was the way this 33-year-old veteran chugged around the road course at a California Sports Car Club meet, defeating many late model foreign and American makes, and coming surprisingly close to the winners (see photo above).

It is hoped that some reader will know enough of the background of this car to enable us to piece together the complete story on the Mercer, as it is certainly one of America's most famous cars.



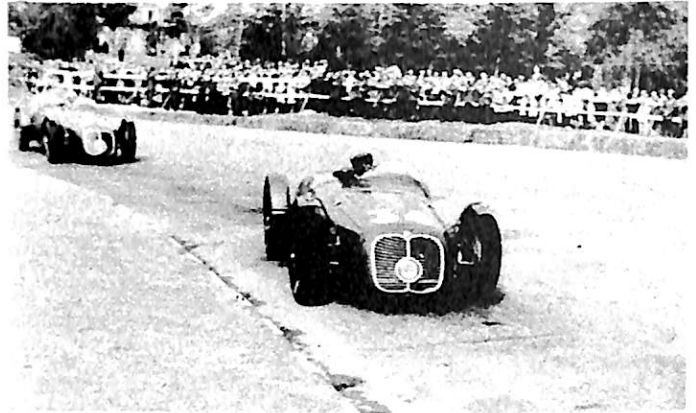
—W. L. Brown



by John R. Bond

Ask the average American the question, "What is a sports car?" and the inevitable answer is: "A convertible." The reason for this reply is readily apparent. It is that no sport cars have been made in this country since the days of the Stutz, Mercer, and more recently, the Duesenberg. In the intervening fifteen to twenty years, a whole new generation has grown into the car-owning age, and few of them can remember the great cars built in the twenties.

As a result of the low price and availability of American cars in the period just prior to the war, very few European sports makes were imported, and these were generally bought by the older enthusiasts seeking to replace their American built sports cars with a later model. Since the war, the dollar shortage in Europe and the car shortage in America, have combined to bring a considerable number of sports cars into this country. As a result, many people are now asking why similar cars are not made in this country. The first requirement, however, is to define the subject, so we will deal with the production of such cars in a subsequent issue.



—Corrado Millanta

MASERATI A6G—CS is an example of a sports car capable of being used as a racing car. This is a formula No. 2 Grand Prix model, powered by a 6 cyl., 2 litre, unblown engine and is capable of 140 m.p.h.

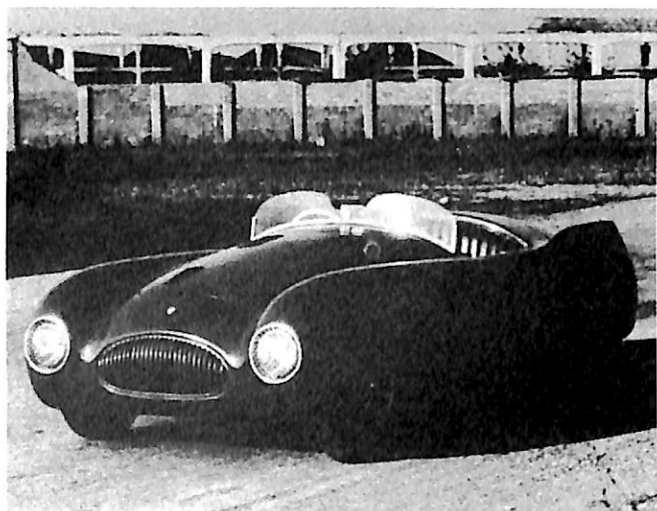
The question being so controversial, the author decided early in 1948 to send out 200 questionnaires to the members of the Sports Car Club of America. The first question asked those who cared to try, to give a brief definition of a sports car. Some left the space blank, but a surprising number made an attempt. Several of the more interesting answers are listed at the end of this article.

Generally, the answers indicate that performance must be "better than standard." (Performance including not only top speed and acceleration, but also roadability, and safety under all conditions. A few required that quality of finish, materials, and workmanship must be excellent before an otherwise eligible car can be called a sports car.

M.G. MIDGET represents the traditional style, with hard springing, minimum fenders, and squarish lines. Fred Button is shown cornering his TC Midget at Palos Verdes.



—Jack Campbell



—Foto Cisitalia

CISITALIA two-seater "Nuvolari" typifies the modern aerodynamic sports car. Note fin on rear fender—on the CISITALIA it looks good!

The M. G. Car Company, of England, say in one of their leaflets that: "A sports car is simply one which is faster, safer, more comfortable, corners and road holds better, and is in fact superior in lots of ways to an ordinary car." This definition is only mediocre, in the writers opinion, because an "ordinary" car is not defined, leaving it up in the air as to what a sports car actually must be capable of, performance-wise.

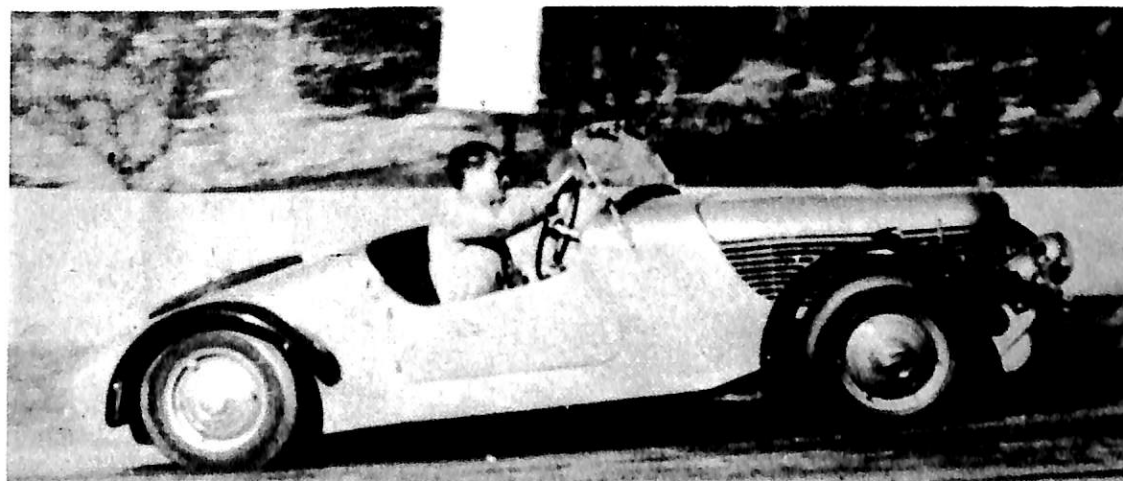
S. C. H. Davis ("Casque" of THE AUTOCAR), once wrote: "I will suggest that the sports car is a machine closely resembling the most successful racing car of the period, but which can be run on the road within the laws of the country." This definition was particularly applicable before the

war, when Bugatti, Alfa-Romeo, Mercedes, and others, built many fine automobiles patterned after their Grand Prix racing cars of that period.

The following are some of the definitions sent in answer to my questionnaire:

1. "... motor tuned or especially built to give performance far exceeding stock car (Detroit) results."
2. "A sports car must be a **useful** type car as against a purely competition type."
3. "... as close to a racing car as you can use on the road with a reasonable degree of reliability."
4. "... impossible to define—you can "feel" a sports car when you are in one."
5. "Engineered to make driving a sport."
6. "A car with quick, positive response to controls, a clean feel, well made, no frills, and quality visible throughout."
7. "... design features which appeal to those who drive for pleasure rather than as a means of transportation."
8. "... engineered for light weight and above average performance in its size class."
9. "A car which, for its vintage and displacement, is suitable for, some recognized form of motoring competition such as: road racing, trials, hill climbs, track work, etc."
10. "... can be used not only for everyday driving, but also as a competition car."
11. "A car between the pleasure car and the racer."
12. "Basically a racing car, modified for road work and touring."
13. "A production car with souped-up engine and lightened body."

(Continued on Page 28)



TRUE SPORTS CAR IS THIS HEALEY ROADSTER DRIVEN BY ROGER BARLOW



Gilmore Stadium - Track of the Month

It was not just by accident that Gilmore Stadium, located at the intersection of two of the busiest boulevards in Los Angeles, Beverly and Fairfax, came to be known as the "home base" of night speedway midget car racing.

It was planned that way by Mr. Earl B. Gilmore, sportsman and businessman, who has contributed much to the growth of automotive events throughout the land. Mr. Gilmore was sponsoring race cars in the old days at Legion Ascot Speedway, and before that at Beverly Hills Speedway and regularly at Indianapolis, long before competitive midget car races were inaugurated.

He built Gilmore Stadium in 1934 to give the original jumping "doodlebugs" a major location to spread their wings. He personally sponsored the first Offenhauser-powered "mighty midget" and thereby placed the sport on a major level. It was Gilmore Stadium that "made" midget car racing midget in name only. The Offenhausers, and drivers "schooled" at Gilmore, have sent the stadium name and fame throughout the land. Stadium designers and track builders have sent representatives from the country over to find the Gilmore secret.

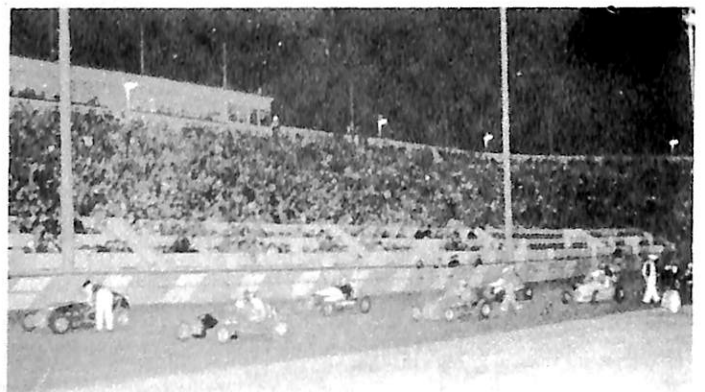
The annual Gilmore Grand Prix, which traditionally closes each season on Thanksgiving night, is regarded as the top midget car classic of the United States. Ronnie Householder, Bob Swanson, Mel Hanson, Sam Hanks, Danny Oakes, and other top drivers "grew up" at Gilmore. The track has probably turned out more champions and top drivers than any other track in the country.

Racing Director Dave Koetzla, who has been with Gilmore Stadium since its construction, and

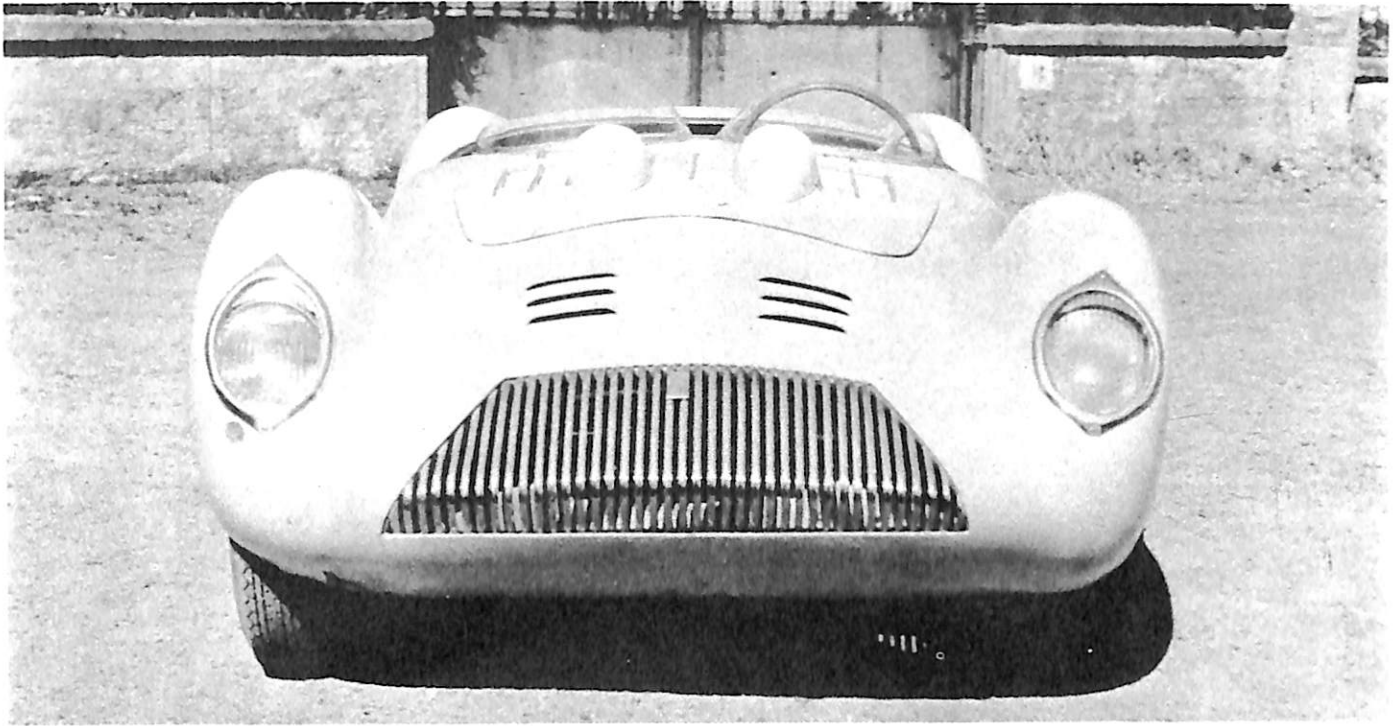
Track Superintendent Butch Dale pride themselves on the fast dirt "banked-quarter". There are no danger spots on the track. It is wide enough at all points for drivers to go at near top speed and still race safely.

This season Gilmore is developing a new crop of "name" drivers in weekly Thursday night races sanctioned by the United Racing Association. Rod Simms, Billy Taylor, Walt Faulkner, Billy Vukovich, Roger Ward, Troy Ruttman, Bill Zaring and others will be household names before the 1948 season is completed.

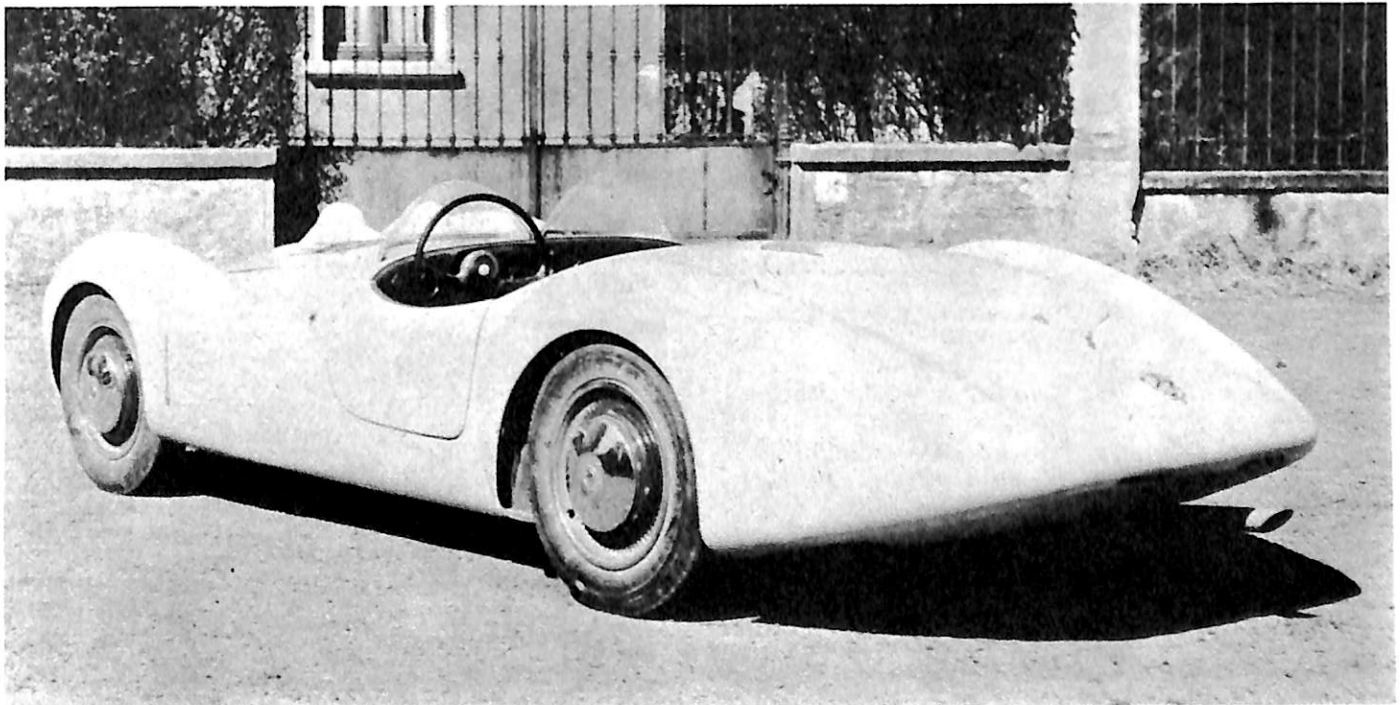
Gilmore Stadium enjoyed its greatest season in 1946 when 500,000 fans attended 30 race meets, a total which established an American record for single track attendance and stands as a goal for speedways throughout the United States this year. It probably will not be surpassed, for Gilmore remains as always—the one major track in the land built solely for midget car racing.



Salon



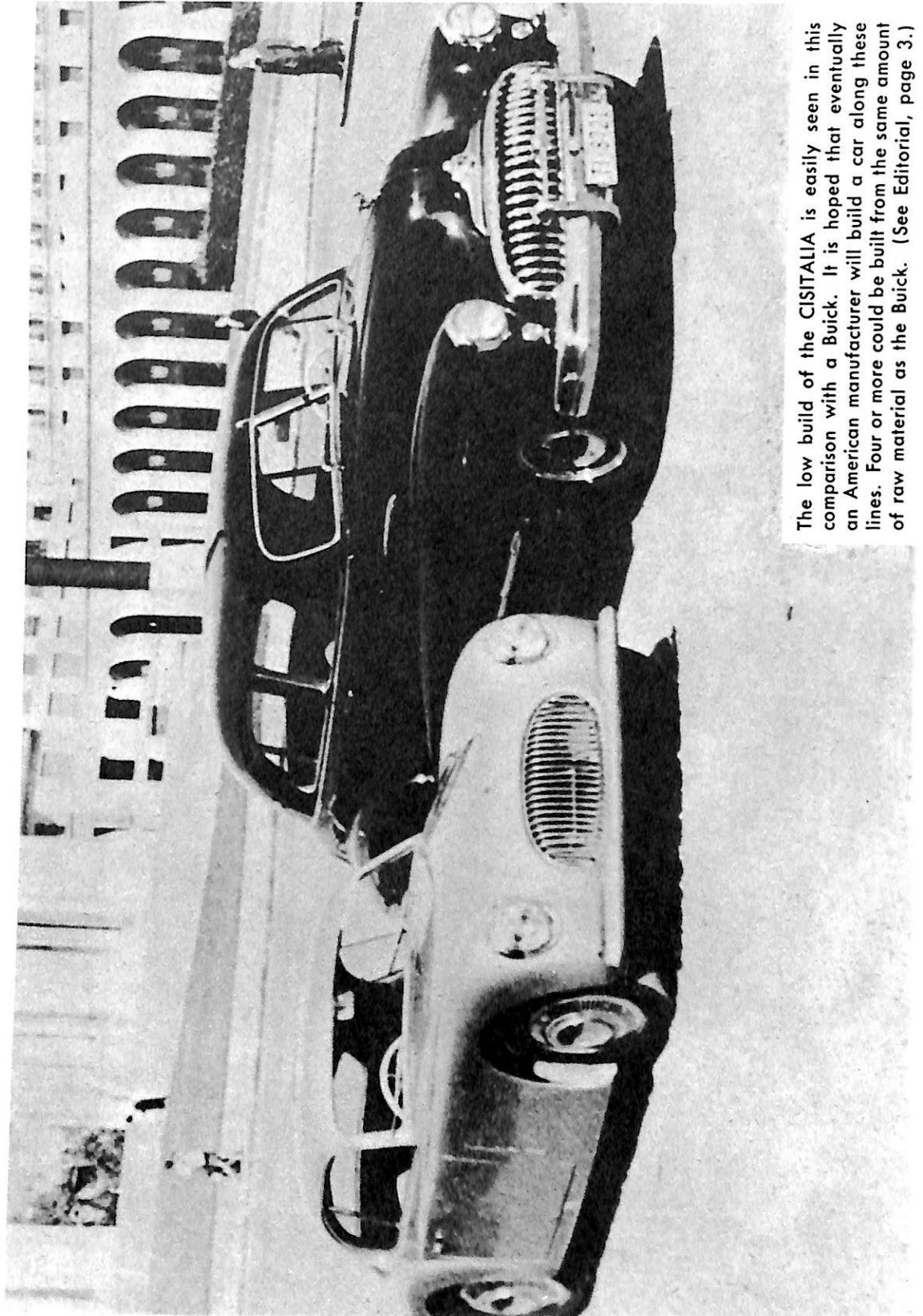
Mille Miglia FIAT by CASTAGNA, 1100c.c. 4 cyl. engine.



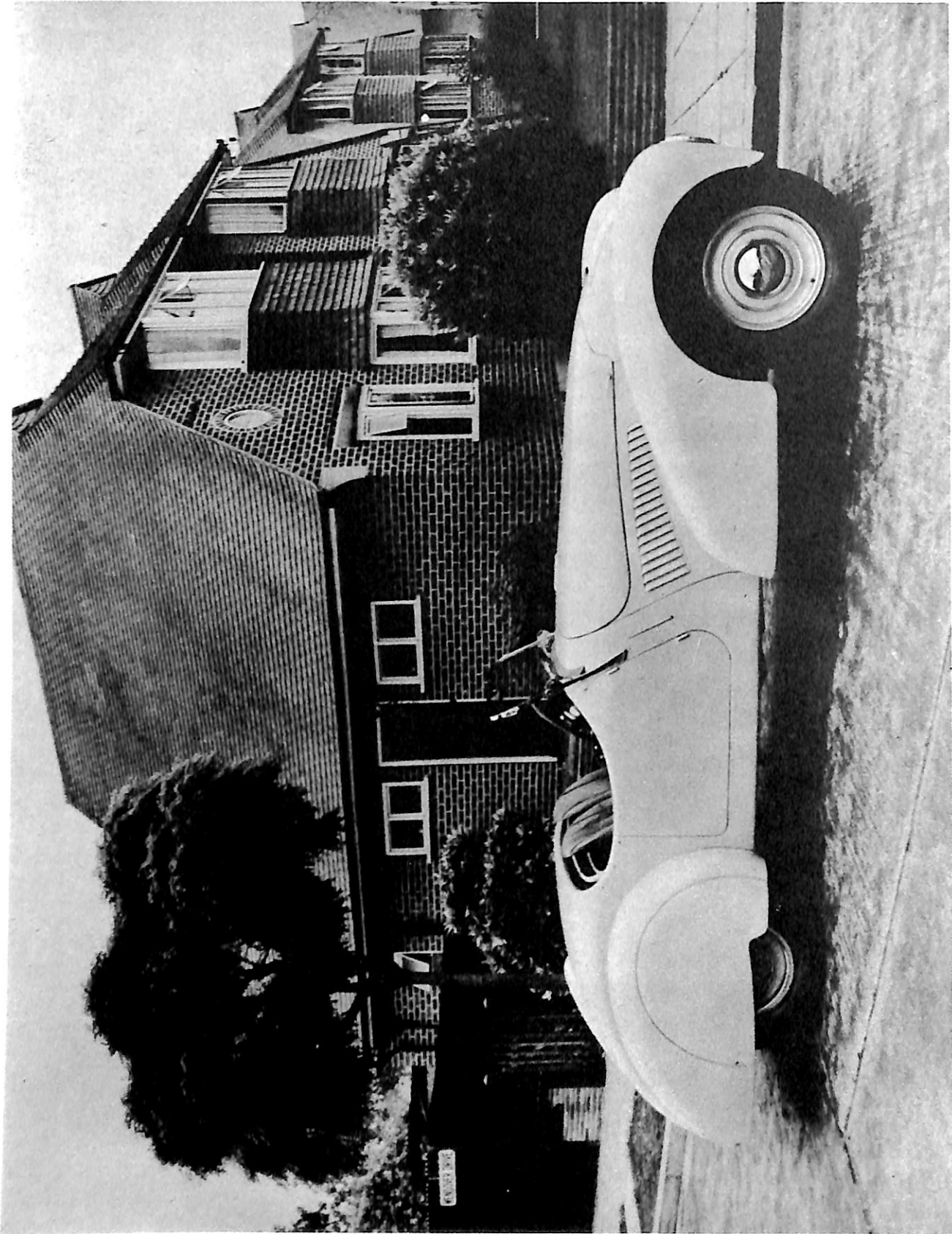


Model 328 B.M.W. is a 6 cyl., 3 carburetor, 2 litre, un-blown sports car. Originally a German design, it was also built in similar form in England by FRAZER-NASH. One of the most successful competition cars ever built.

—"Motor", London

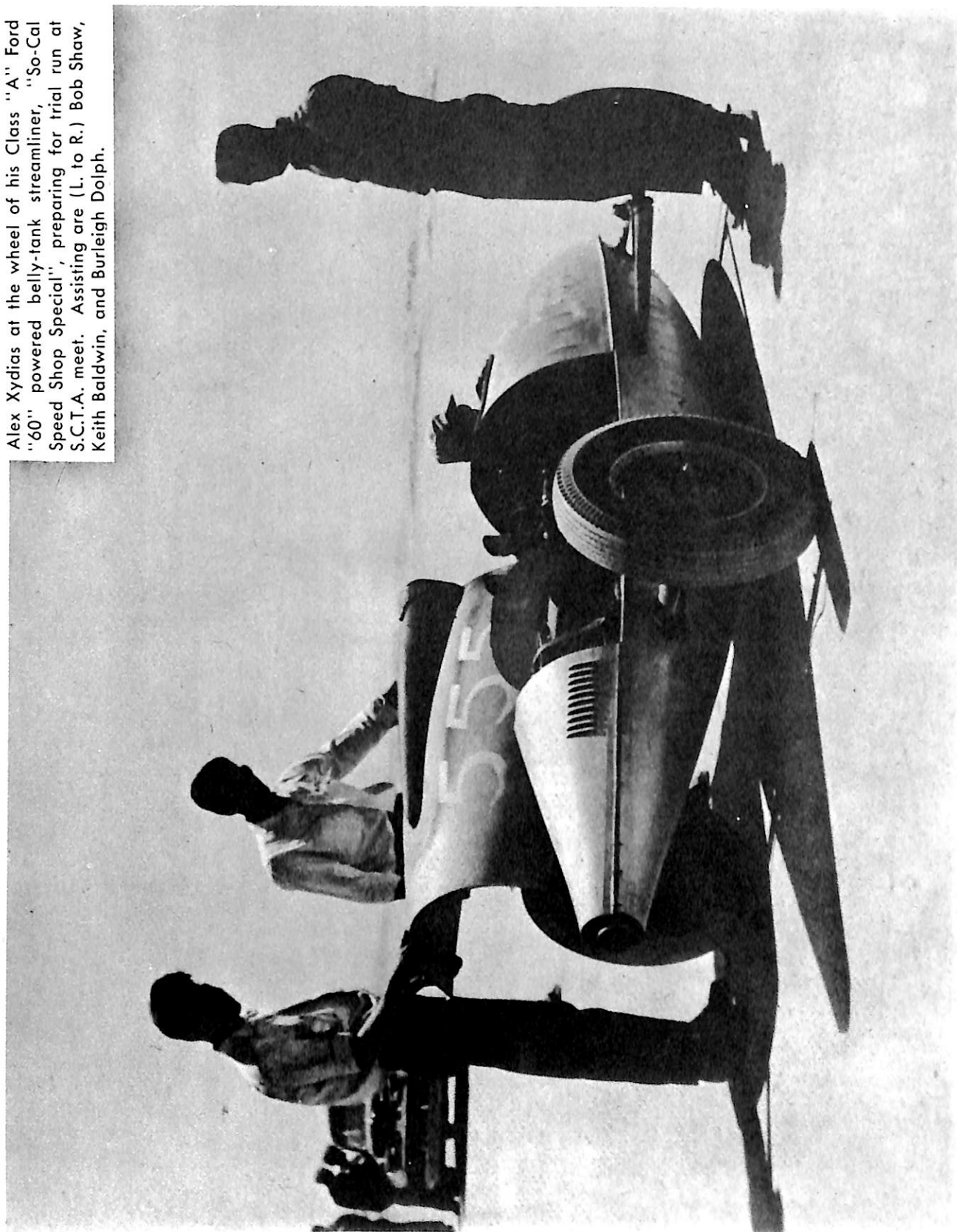


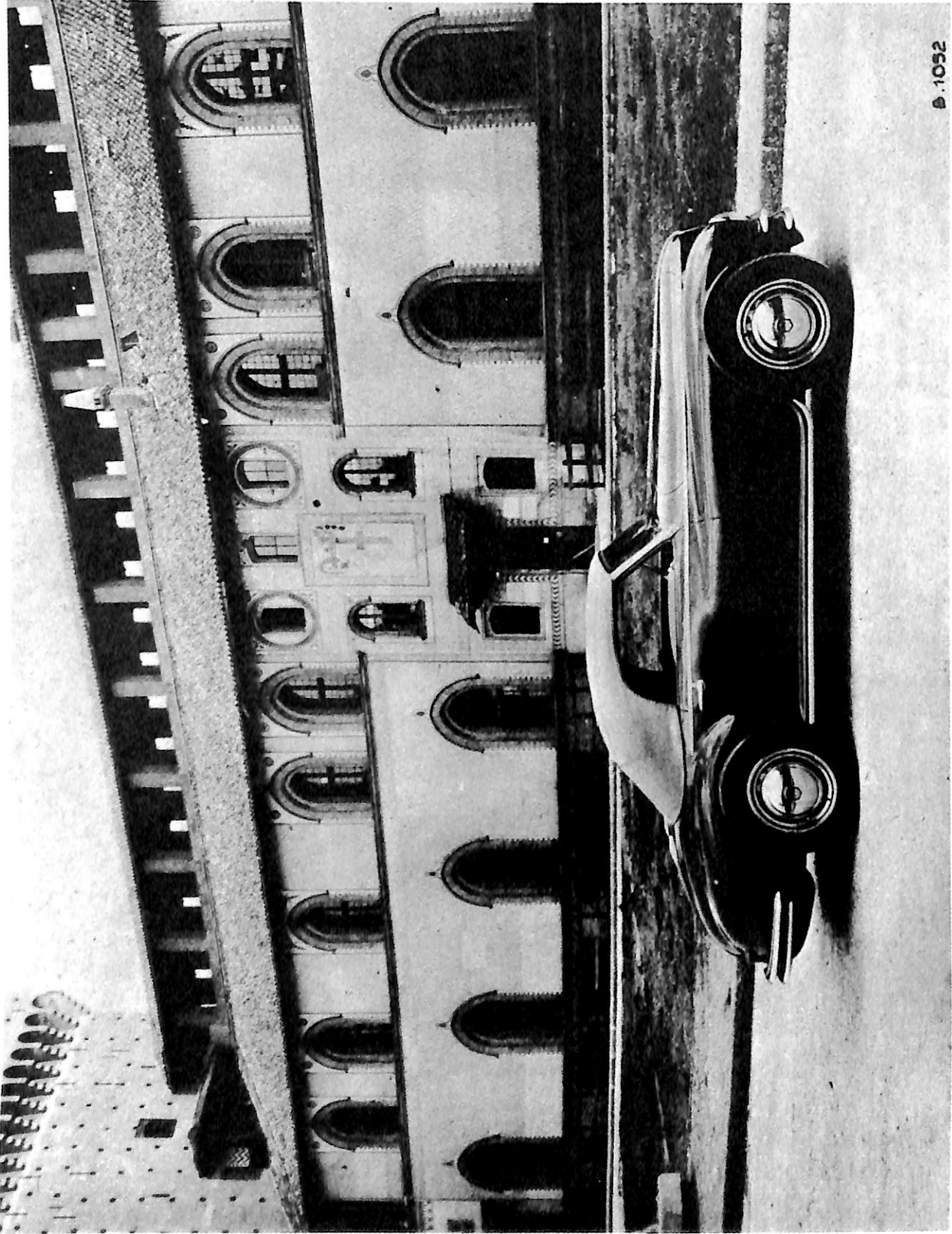
The low build of the CISITALIA is easily seen in this comparison with a Buick. It is hoped that eventually an American manufacturer will build a car along these lines. Four or more could be built from the same amount of raw material as the Buick. (See Editorial, page 3.)



ALLARD competition 2-seater is powered by an English-built FORD V-8 engine, features independent front sus-
pension. This is latest version with added hood louvres,
direction indicators, and wheel discs.

Alex Xydias at the wheel of his Class "A" Ford "60" powered belly-tank streamliner, "So-Cal Speed Shop Special", preparing for trial run at S.C.T.A. meet. Assisting are (L. to R.) Bob Shaw, Keith Baldwin, and Burlleigh Dolph.



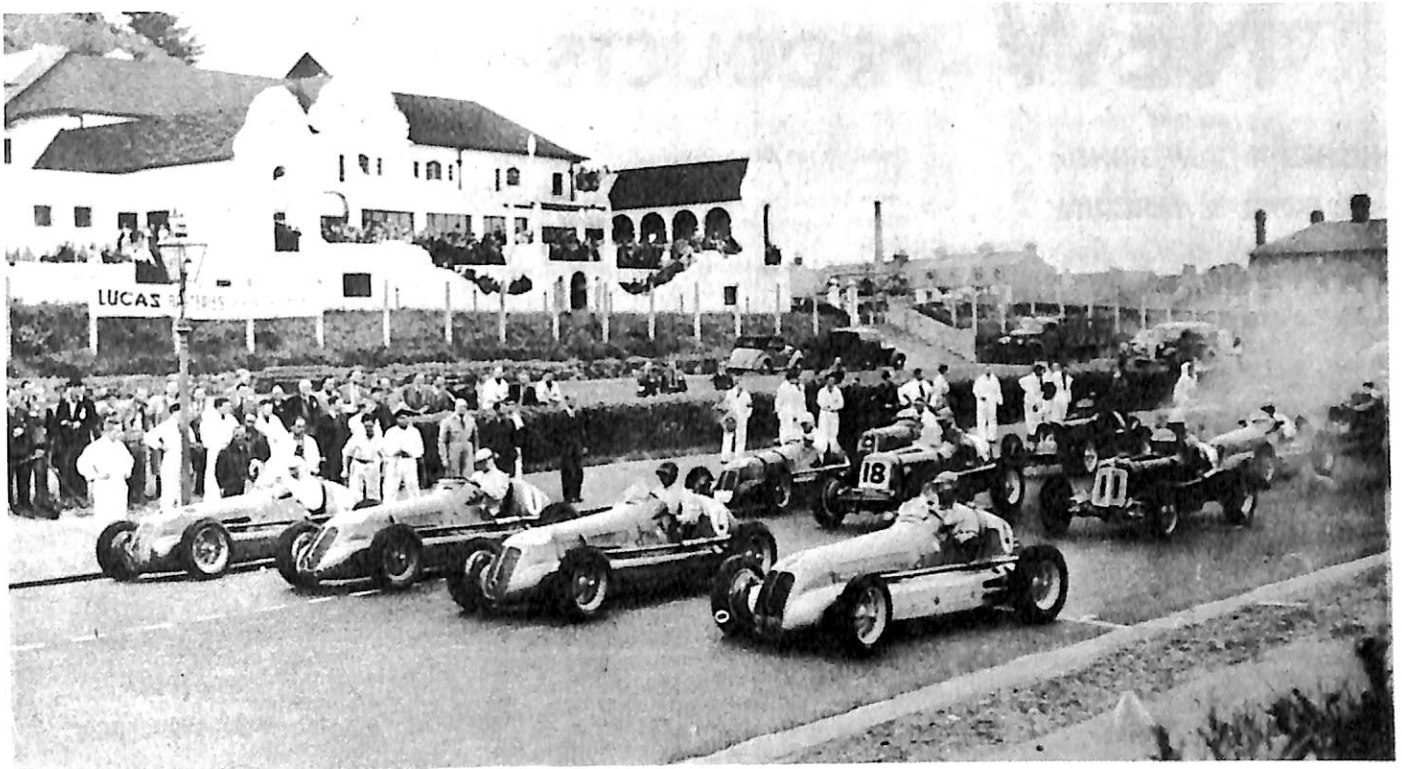


1052

aluminum body gives excellent performance without sacrificing good looks.

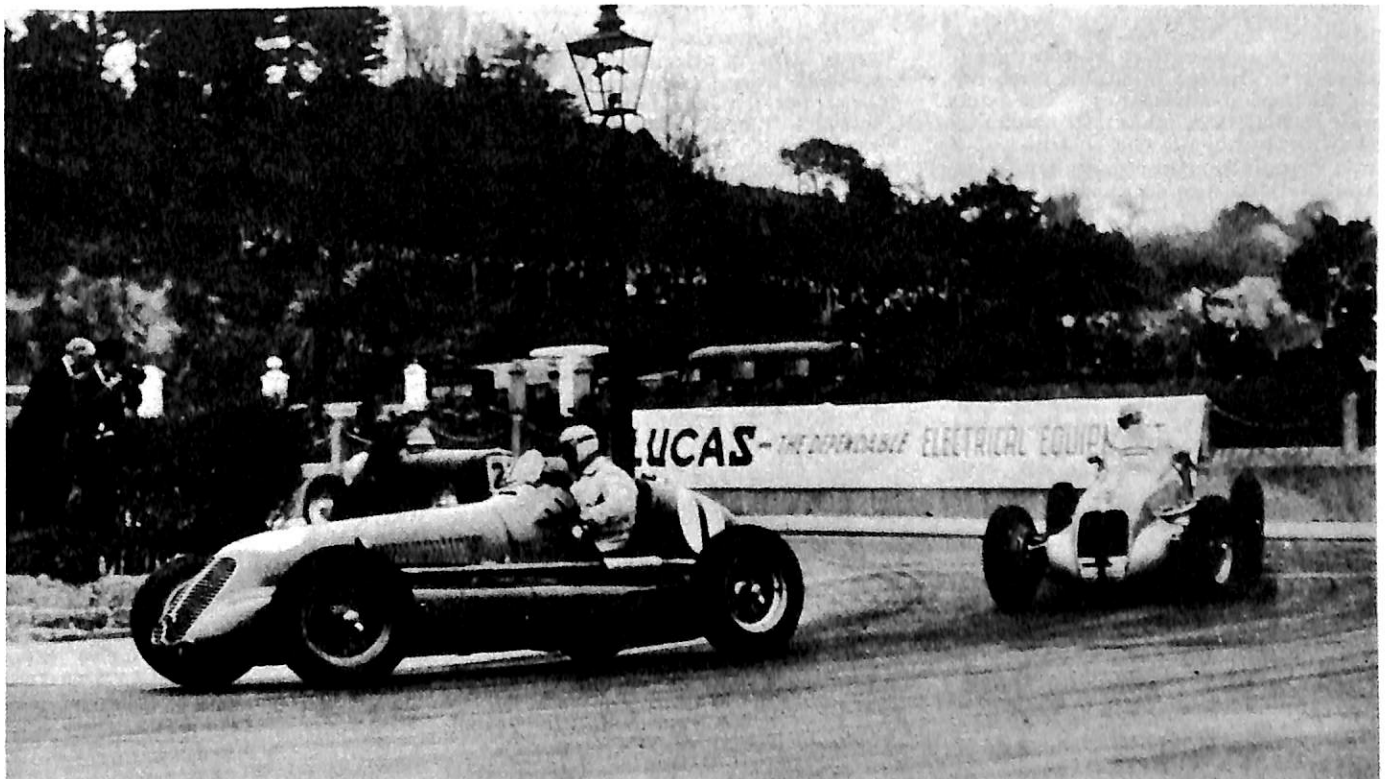
ALFA-ROMEO cabriolet with SUPERLEGGERA body by CARROZZERIA TOURING of Milan, Italy. Light-weight

JUNE, 1948



Above, the start of the 1947 Jersey International Road Race. Front four cars are Maseratis, in the second row are a Maserati and two E.R.A.'s. —Barratt's

Below, B. Bira in a Maserati, chases Louis Chiron, also in a Maserati, around a sharp bend during practice. —Barratt's



NEW PRODUCTS

HIGH-LIFT CAM GRIND FOR FORD & MERCURY

A new high-lift cam grind for Ford and Mercury V-8's is now being offered by Ed Iskenderian. The intake valve lift is .400" while the exhaust lift is conventional. Increased volumetric efficiency is claimed. The new cam is used in conjunction with special mushroom type cam followers on the intake valves.

MAGNESIUM CENTER SECTION —QUICK-CHANGE REAR-END

A saving of 7 lbs. is effected by the use of the new magnesium center section for midgets being manufactured by Halibrand Engineering. Aircraft specification metal is used and the units are adaptable to Bennett axles or any Model "A" Ford ring and pinion and are available for both midgets and big cars.

SAFETY IGNITION CUT-OUT FOR RACE CAR BRAKE HANDLE

Extra safety factor for race cars is provided by the newly announced ignition quick cutout button incorporated in the brake handle knob for use in case of emergency. The knob and button are made of machined cast dural and may be obtained as a unit complete with brake handle or separately for use on existing handle.

HI-COMPRESSION HEADS FOR STOCK FORD & MERCURY V-8

The features of the Edelbrock Racing Heads are now available in a new head which may be used on non-relieved passenger car and truck engines. Ratios available are 7½, 8, or 8½ to 1. These heads will also furnish proper compression ratios for over-bored engines.

DUAL STEERING GEAR FOR RACE CARS

A new and versatile dual steering gear for big cars is now being offered by Norden Machine Works. A continuous cross-shaft drive a pair of Pitman arms providing direct control for each front wheel. The track bar may be entirely eliminated or

retained as an additional safety feature. All width cars may be accommodated by the use of open cross-shafts supported with outboard bearings. All shafts are tubular, the column shaft being built in two sections and is joined by a serrated and locked coupling. The lower column shaft is integral with the worm. The gear is attached to the cross-shaft by serrations. Pitman arms are available in several lengths and the steering ratio is 8 to 1.

NEW DUAL MANIFOLD FOR FORD AND MERCURY V-8s

A new model of the Edelbrock Super Manifold incorporates modifications which allows use for both competition and general operation. A large exhaust heater has been added for improved road use but may be blocked off for competition use. As in the past, this manifold is a 180 low-type and is provided with a fan mounting bracket for late model cars.

CONVERSION OF CHEVROLET ENGINE FOR RACING

After a long period of development, Wayne Mfg. is offering a complete Chevrolet racing engine. To obtain desired performance from the basic Chevrolet block and crank unit, Wayne found it necessary to design matched equipment and operations such as: crankshaft drilled and grooved for pressure lubrication, re-ground cam, Venolia racing pistons, with .990 dia. wrist pins, 12 port high compression head, exhaust headers, dual coil ignition, and aluminum cover plates.

The 12-port head is available in compression ratios ranging from 8½ to 1 up to racing ratios of 11½ to 1.

SUPERCHARGER FOR FORD & MERCURY V-8

The famous Nordec supercharger, made in England, is now available in the U. S. thru the distributor, International Motors. Blowers are made to fit engine sizes ranging from the Fiat "500" to the Ford-Mercury V-8. A complete adaptor kit is supplied with each unit. Altho the top speed is aided somewhat by the installation, the greatest gain is in acceleration.

CLUB NEWS

MOTOR SPORTS CLUB OF AMERICA

Tentative plans are being made for a week-end rally at the Groton Airport (Air Holiday Inn) on Saturday, May 22nd, stay overnight, have a gymkhana and possibly an acceleration test on Sunday, returning home that evening. Robert Grier, club president, reports that the accommodations and food at the Airport are excellent. There will be dancing Saturday night.

SOUTHERN CALIFORNIA TIMING ASSOCIATION

New records were set in the following classes at the El Mirage time trials April 24th and 25th:

- "A" Roadster—Spurgin & Giovanine
113.95 mph average
- "B" Roadster—Doug Hartelt
129.365 mph
- "C" Roadster—Regg Schlemmer
138.975 mph
- "B" Streamliner—Stuart Hilborn
145.640 mph
- "C" Streamliner—Burke & Francisco
144.855 mph

FOREIGN CAR CLUB OF AMERICA

The official club badge is now available for purchase by club members. The meeting scheduled for last month at Knott's Berry Farm was postponed due to difficulty in making reservations for the large number expected to attend. It is expected that the meeting will be re-scheduled at another time.

CALIFORNIA SPORTS CAR CLUB

Search is continuing for a suitable location for future events. Several new members have recently been added to the club, and they are anxious to try their cars out in competition.

HORSELESS CARRIAGE CLUB

In the near future, a meeting will be held at the Southern California Automobile Club. Many of the members will bring their "horseless carriages" and the ensuing discussions, comparisons, debates, and trials should prove highly interesting. The recent caravan tour enlivened the members' enthusiasm and an upsurge of restoration work is under way.

2 New S.C.T.A. Records

Using EVANS Equipment



Class "B" Roadster Record—Doug Hartell
134.93 mph one way—129.36 mph two way

Class "C" Roadster Record—Regg Schlemmer
148.97 mph one way—138.29 mph two way

Schlemmer's and Hartell's cars were equipped with

EVANS MANIFOLDS AND HEADS

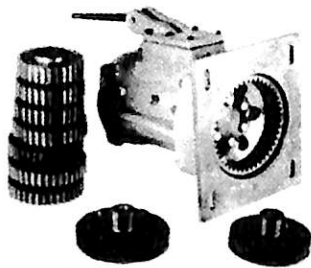
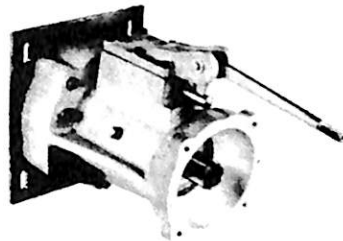
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(Continued from Page 2)

HONGKONG READER

Sirs:

One remarkable feature of Hongkong is the almost complete lack of pre-war model motor cars—the Japs shipped away or destroyed the majority during the occupation. The heavy traffic is composed of post-war models of which 70% percent are American-made, 25% are British, and 5% are French or Italian. In England, up to the time I left, a mere trickle of new cars were on the road and a 1938 or 1939 model could be regarded as comparatively new. To see rows of new automobiles in Hongkong was indeed a "sight for sore eyes." Unfortunately, one is somewhat restricted in the motoring sphere by the geographical nature of the place. Hongkong colony consists of a small island only a few miles long and wide, and the "New Territories" on the Chinese mainland—the road around the whole of this area being only fifty-odd miles. It is not policy to enter into China proper as the roads are bad and banditry is rife.

Am now visiting Shanghai, the city of enormous traffic jams—caused by thousands of "pedi-cabs" (tricycle rickshaws). Experiments are being conducted with a motorized version which may improve matters somewhat. Import of motor cars is restricted, prices are very high, petrol is rationed, and licenses are difficult to obtain.

I've heard a lot about California's "hot rods" but those appearing in ROAD AND TRACK were the first I've seen. The special "hotting-up" equipment offered by your advertisers should find a ready market among sports car enthusiasts here.

ALAN NICOL

Shanghai, China

Reader Nicol's very interesting letter carried stamps worth \$110,000.00 (Chinese).—ED.

Gentlemen:

Geoff and I have just had a wonderful ride in a Healey roadster. The Mille Miglia! (The thousand-mile race, held in Italy—ED.) We were 2nd at half distance with only Nuvolari in front, had averaged 75 mph to there. Nuvolari crashed, and we hit a dog and lost a half hour. Never managed to make up time, and finished 9th at 65 mph, a good average over a difficult course. We were placed 2nd in unlimited sports category. Lurani on a Healey saloon won the touring category and was 13th in general classification. So generally, we are very pleased with the results. Two-hundred started, sixty finished.

All the best,
DONALD HEALEY.

England

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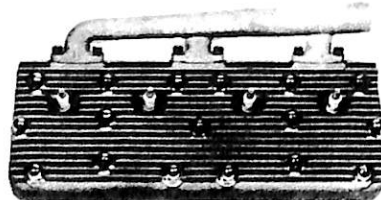
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◀ V-8 "60" HEAD

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A liberal allotment of gasoline reserved for foreign visitors combined with the low consumption of these cars permits the most extensive traveling.

Several makes and models are available at prices ranging from \$1,000 for a small two-seater to \$1,300 for a four-passenger sedan, including all accessories, license and delivery charges.

These cars may be easily resold in Europe for American dollars, or may be brought back to this country.

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RACING AND SPORTS CARS

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(Continued from Page 6)

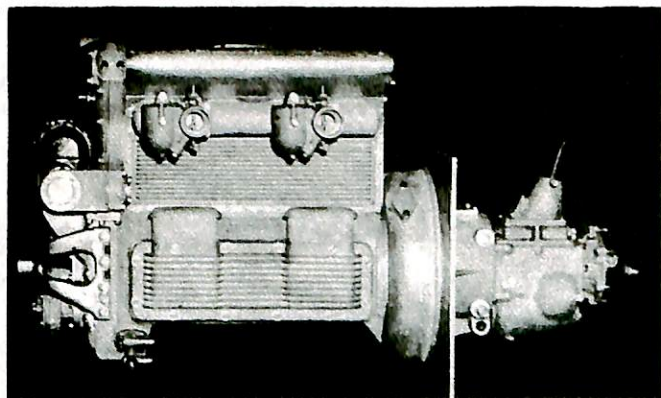
six-wheeled Pat Clancy entry to be driven by Billy De Vore. The four rear wheels are located in tandem rather than in duals as used in Europe for hill climbs. This is a rather odd approach to the suspension-traction problem but it is stimulating to see something new being tried.

Meyer & Drake Engineering Corp. recently completed a group of 18 Offenhauser engines to be used in cars running at Indianapolis this year. Among the cars in which these new power plants will be installed are the entrants of Dick Cott, Murrell Belanger, Lou Moore, C. G. Tuffanelli, Ed Walsh, Marchese Brothers, Pat Clancy, Hal Cole, Howard Keck, Walt Redmer, Aggy Agajanian, N. J. Rounds, and Tony Granatelli.

The name of Harry Miller is still affixed to many of the cars in the 1948 "500". Johnny Mauro has entered one of the old 98 cu. in blown Millers and quite a few Miller 8's are running. One is replacing the Sampson 16 in "Cotton" Henning's car while a few are still in the original chassis. Of the 10 Miller-Ford front-drive cars built, at least two are entered, one by Lou Fageol who has driven it on the streets as a sports car, and the other by Granatelli who experienced some sad transmission trouble during trials. The Preston Tucker Special is one of the rear-engine Millers built for Gulf Oil Co.

Altho four-cylinder Offenhausers predominate in this year's race, the six, eight, twelve, and sixteen cylinder types are also represented. The majority are rear drive with front-drives registering a gain over last year and a single 4-wheel drive (front & rear) along with the 4-wheel rear drive. Several entrants are using modified stock car engines but it is not likely that they will be a threat because of the high qualifying speeds turned in.

It is hoped that the 1948 Indianapolis "500" will blaze the way for new design and increased development of American racing cars.



Many of the cars are powered by OFFENHAUSER engines identical to this "big four."

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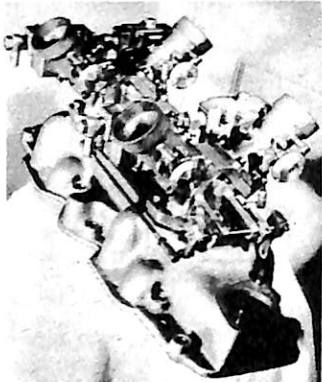
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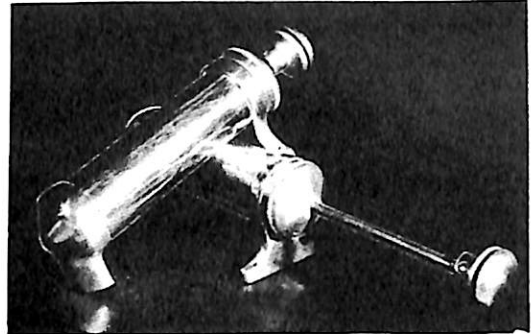
NORDEN

MACHINE WORKS

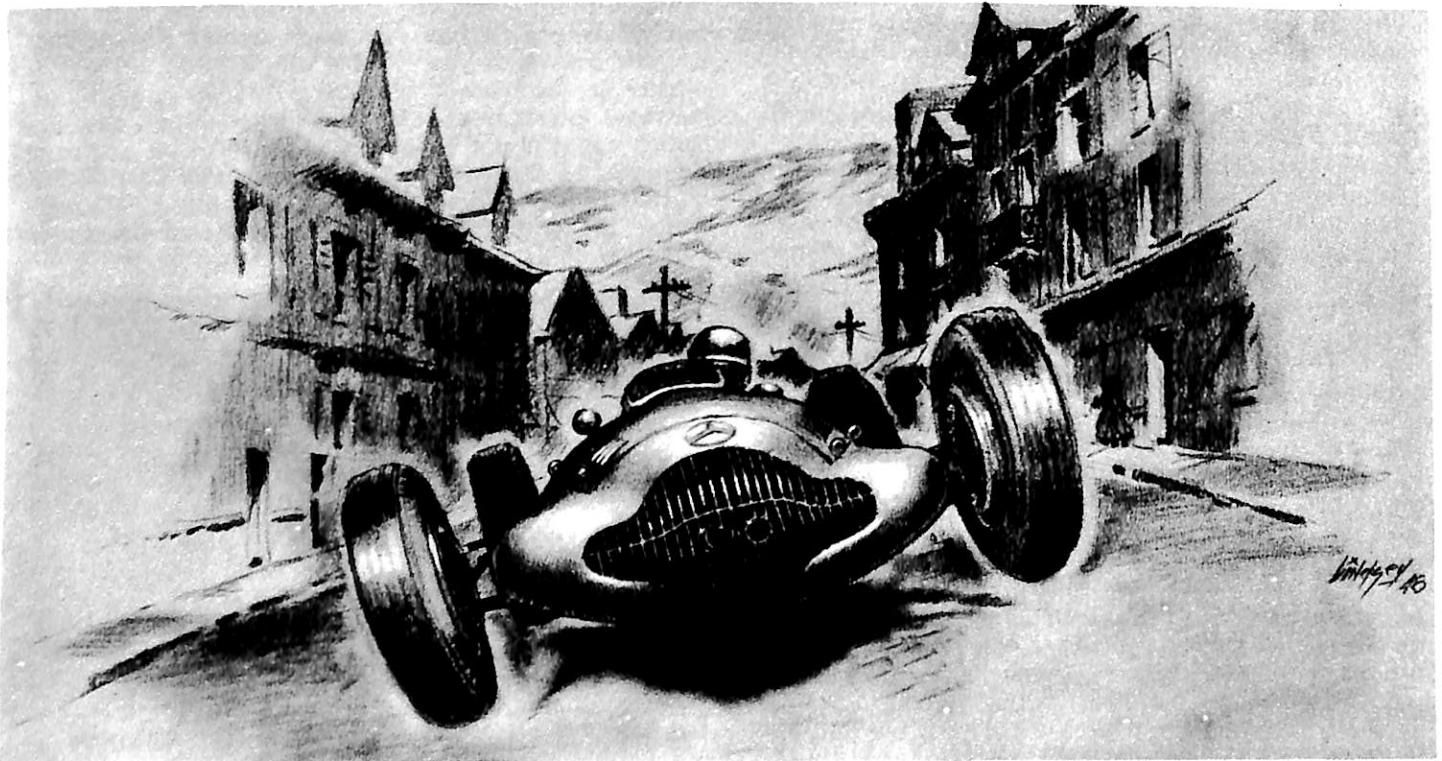
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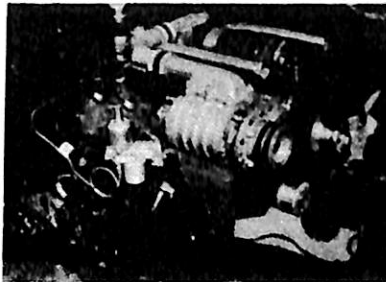


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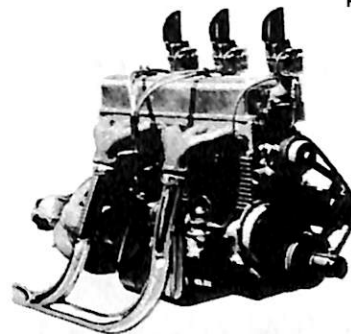
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(Continued from Page 13)

14. "Anything that you get a helluva kick out of when it runs, and an equal amount of fun griping about it when it doesn't . . . which is about 50% of the time. Of course it has to look like it will go like hell even if it won't."

15. "... performance between production type and racing cars. Should be for sports use in civilized countries, not hot rod drag racing in California."

16. "... fast and safe, one you drive, not one that drives you. One that is utterly functional . . . that will outperform standard production jobs in all respects."

17. "It should be as graceful as a beautiful woman, lithe as a panther, slick as a gigilo's hair, flexible as a broken field runner, accelerate like a rocket, be painted like a cockatoo, and sing like a bird at speed."

To summarize these ideas of obviously genuine sports car enthusiasts into one brief definition, we have arrived at the following: A SPORTS CAR IS A CAR BETWEEN A RACING CAR AND A PRODUCTION TYPE.

We do not believe the term can be defined more closely than this.

(Continued from Page 9)

and rigid parts. In the suspension, the makers were able to combine a racing car's stability with a reasonable degree of softness. It rode and handled as a one-hundred-mile-per-hour car should.

It was with great reluctance that I parted with the "100"—something akin to losing a friend. You may be assured I would again welcome a Jaguar into the family.

**Brief Specifications
Engine**

Six-cylinder 82 mm. by 110 mm., 3,485 c.c. capacity. Overhead valves, push-rod operated. Seven bearing 2¼ inch diameter counterweighted crankshaft. Pump and fan cooling with thermostat. Tecalemit oil filter. 2½ gallon sump, ribbed for oil cooling. Forced lubrication throughout. 125 h.p. at 4,250 RPM with 7.2 compression ratio.

Fuel System

By two electric pumps from 14 gallon tank at rear. Electric gauge graduated in gallons and litres. Reserve gasoline tap. Twin S.U. horizontal carburetors with electrically controlled choke.

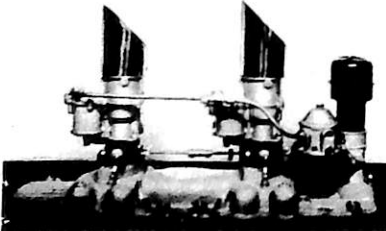
Ignition and Electrical System

Lucas de luxe 12-volt set with ventilated dynamo. Large diameter head lamps with stone guards. Twin blended horns. Stop and reverse light. Twin electric windshield wipers. Special Lucas coil and distributor ignition. Dimmer switch and horn button in center of steering wheel.

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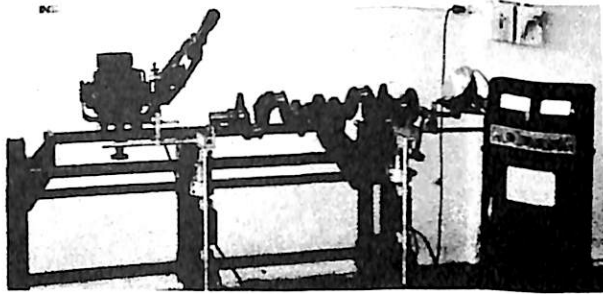


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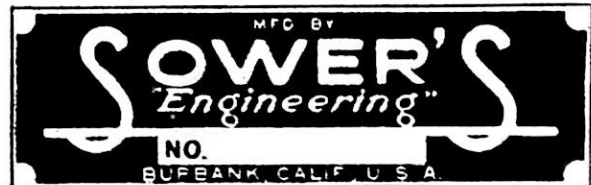
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Transmission

Four-speed and reverse gear with synchro-mesh on 2nd, 3rd, and top. Remote control shift. Overlapping double-helical-type gears. Single plate 10-inch diameter clutch. Open drive shaft with Hardy-Spicer needle and roller-bearing universals. Gear ratios: 1st, 12.04 to 1; 2nd, 7.06 to 1; 3rd, 4.58 to 1; top, 3.8 to 1.

Dimensions

Wheelbase 104 inches, tread 54 inches, overall length 12 feet 9 inches, and overall width 5 feet 2 inches. Turning circle, 36 feet. Dunlop center-lock racing-type wire wheels with Dunlop 5.50x18 tires.



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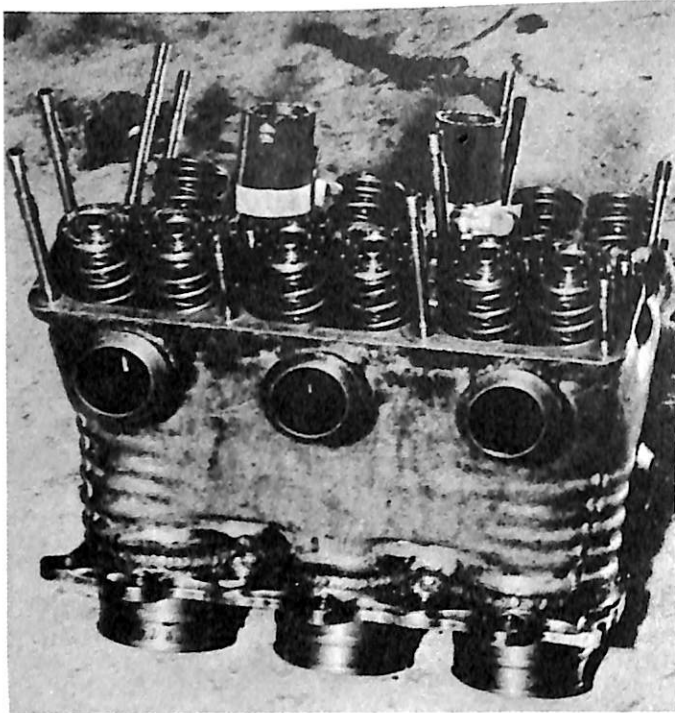
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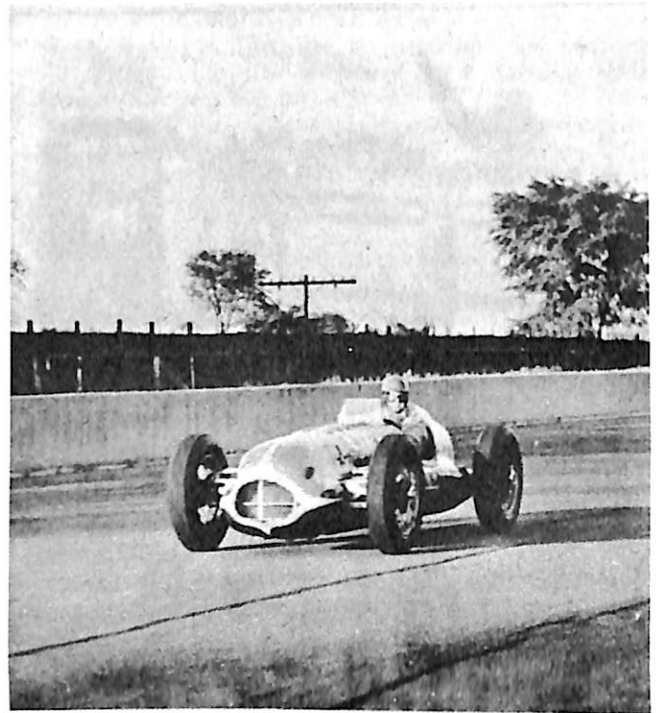
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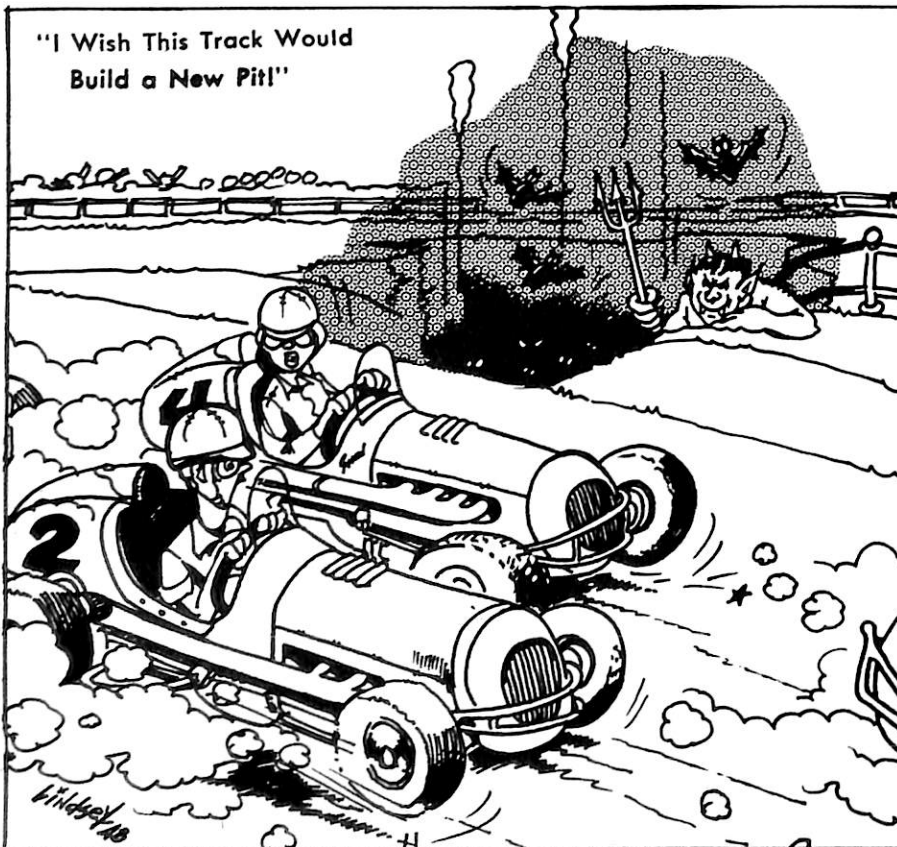
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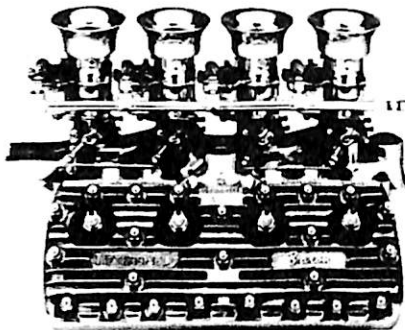
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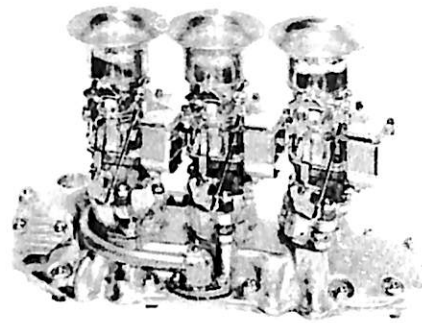


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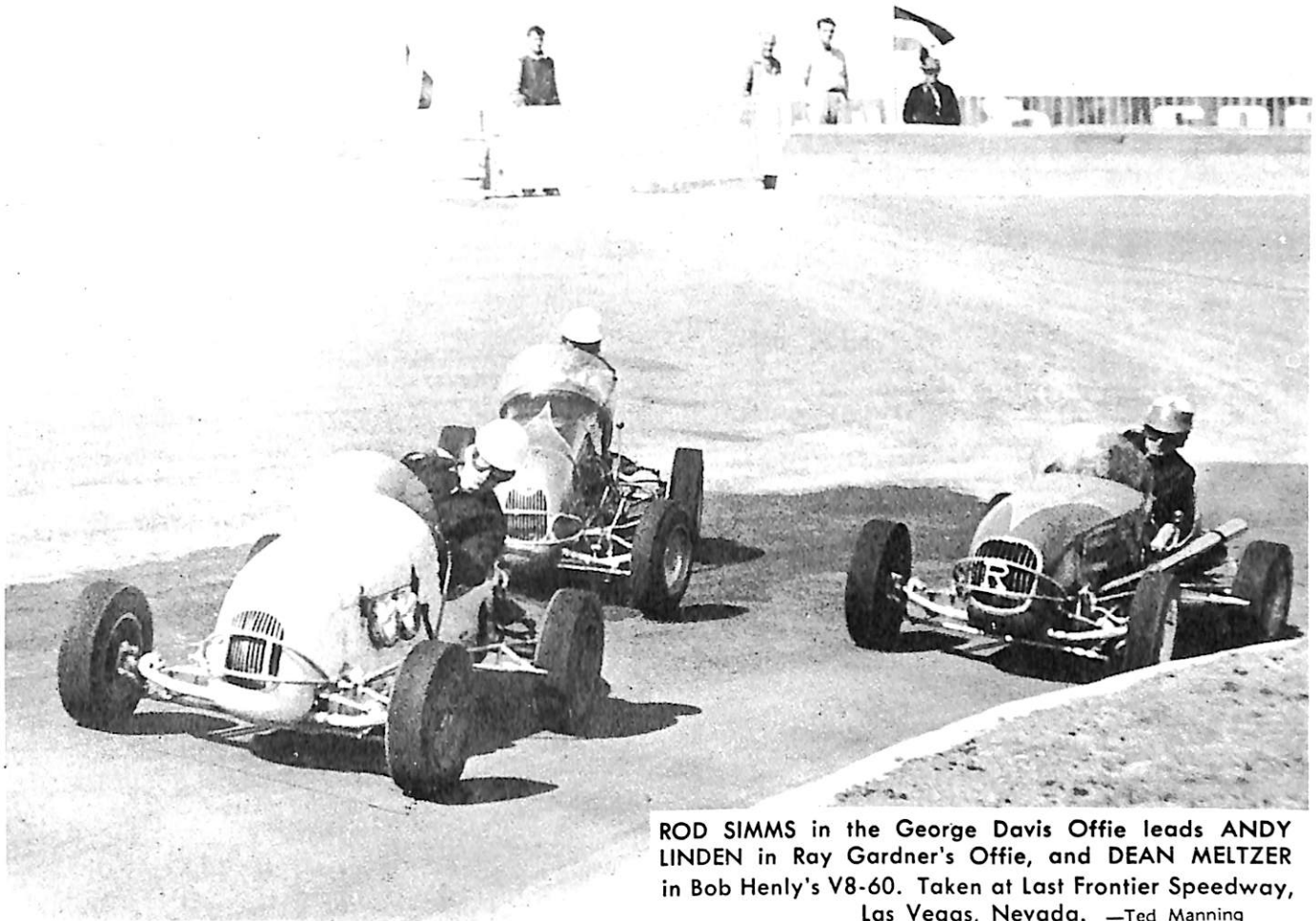
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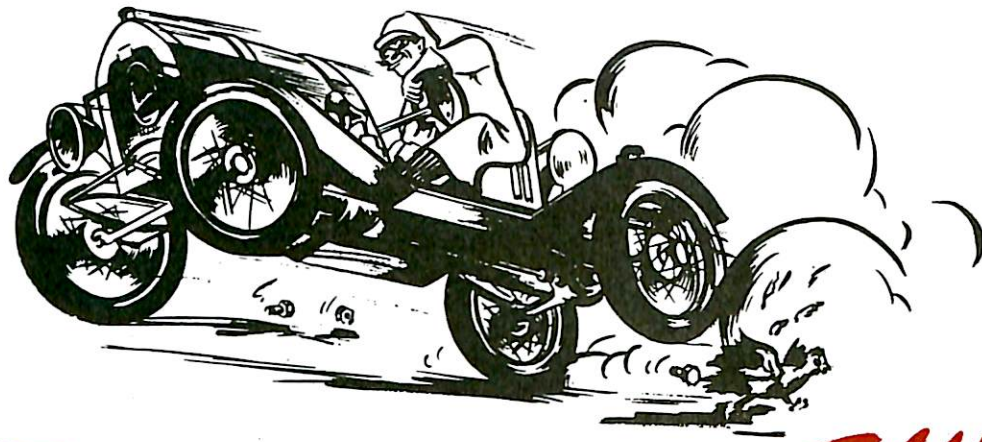
ROD SIMMS in the George Davis Offie leads ANDY LINDEN in Ray Gardner's Offie, and DEAN MELTZER in Bob Henly's V8-60. Taken at Last Frontier Speedway, Las Vegas, Nevada. —Ted Manning

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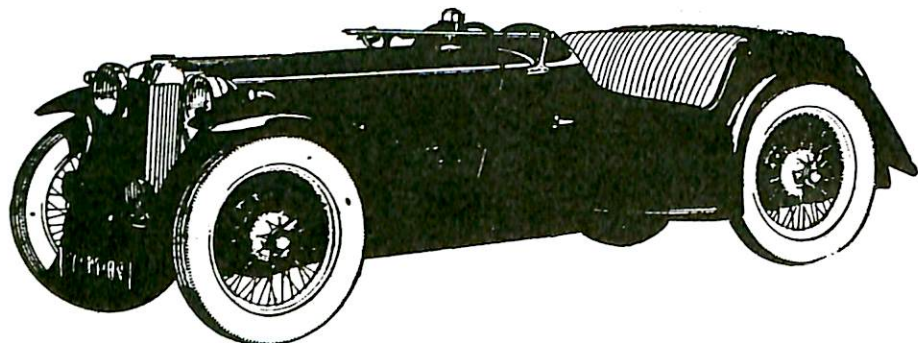
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