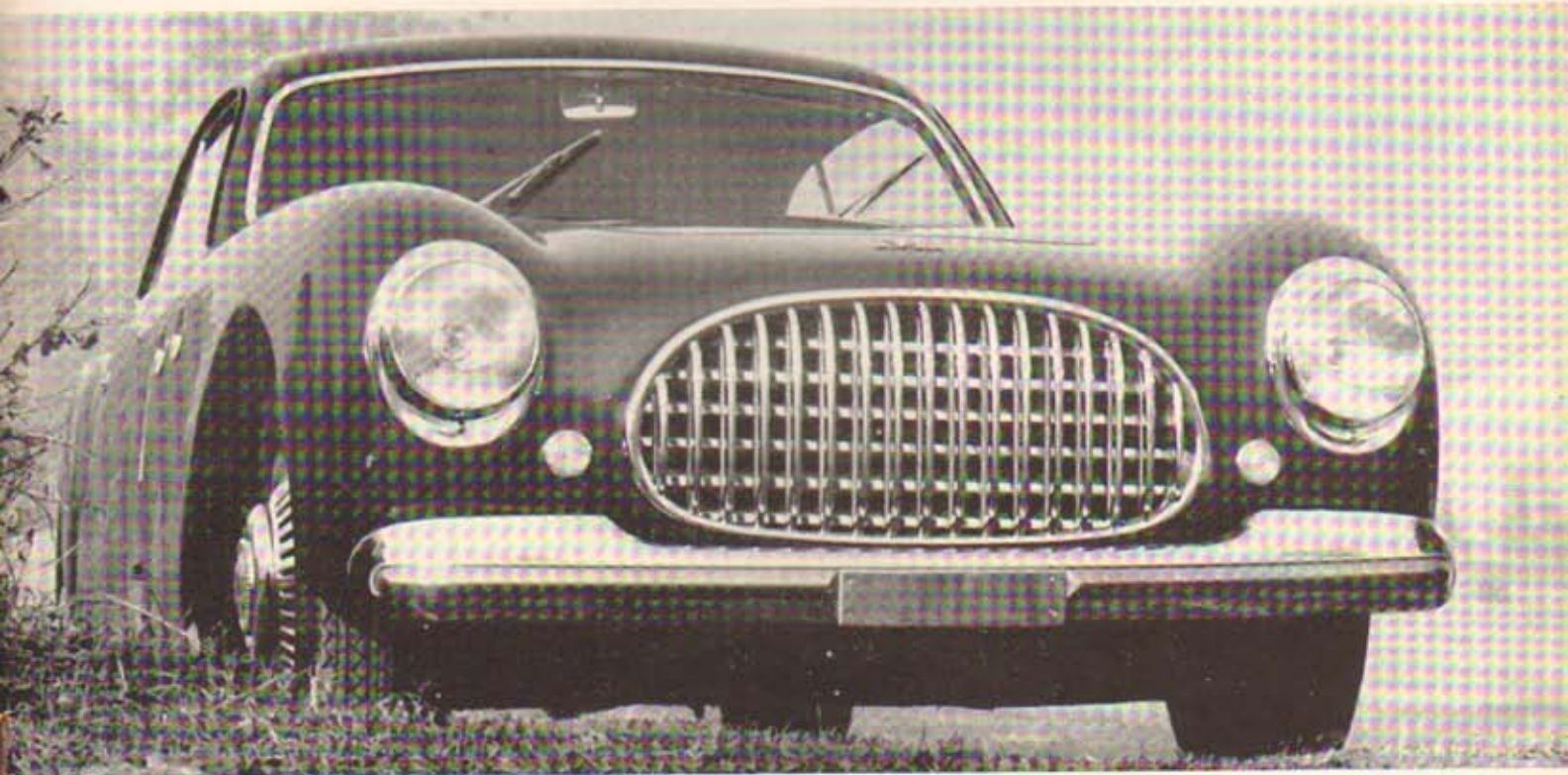
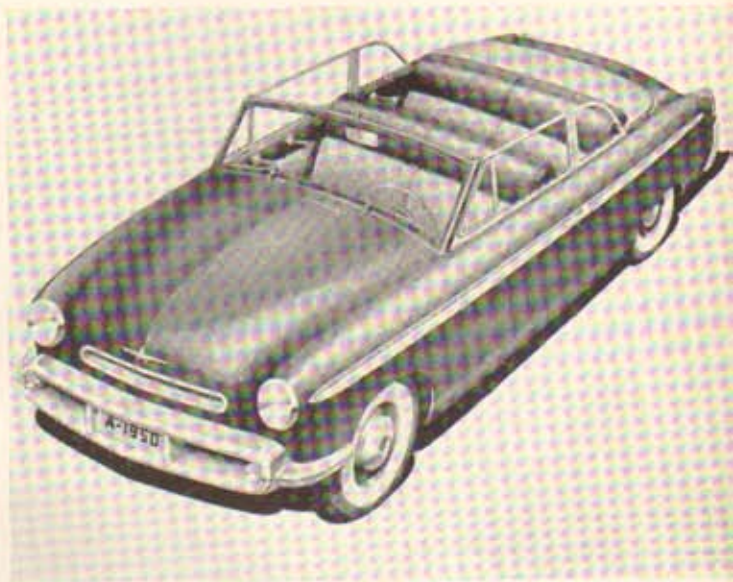


ROAD and TRACK

Mar. 1950 35c



Sports Cars P.4 Model A P.20
CISITALIA Page 16

The Motor Enthusiast's Magazine

CORRESPONDENCE



CISITALIA

Gentlemen:

We thank you very much for the words you have used toward Cisitalia and wish to let you know:

The Cisitalia Factory has not been moved to South America. In Argentina, a new factory is arising which will fully cooperate with the Turin (Italy) Works in the construction of racing and sports cars.

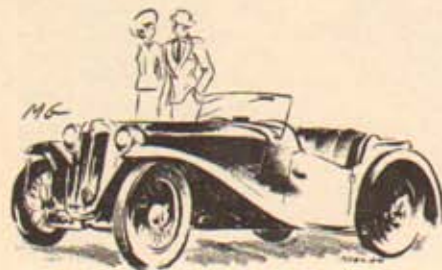
The 1949 production has greatly improved in respect to that of 1948, both in the mechanical parts and in the body.

Our works is always on the lookout to give this sports car what is best in the motoring field, in order to improve it for the sheer enjoyment of all motor enthusiasts.

Herewith enclosed please find also a photograph of our "Mille Miglia" competition model; we do not doubt that after a close examination of our car, you will easily understand where from Mister Sterling Edwards got his idea for the new "Edwards Sports Car".

Very sincerely yours,
"Cisitalia"

Italy



SUGGESTED MODIFICATION
of
BRITISH MG



RE-STYLED M.G.

Dear Sirs:

I have heard rumor of a new model M.G. to be announced soon. Inclosed is a sketch of how I would like the new M.G. to appear.

Yours truly,
Bill Noonan

San Diego, Calif.

Seems the TD took the other road—ED.

NASH N.X.I. OPINIONS

Dear Sirs:

The only objection I have is its method of raising the windows with a sirap . . . Also, of the engines mentioned I would prefer the Fiat 1100 E.

Gordon E. Pflug

Reno, Nev.

Sirs:

I think it is just what the people are waiting for if they have a large enough engine . . . If they build it right it will be the best thing that has happened to the auto industry.

Albert I. Marsden

Los Angeles, California

Dear Sir:

The new Nash looks fine to me but I think that rear bumper is a drawback to the looks. In front it looks swell, but in the rear it is too massive.

Lee Sargent

Sacramento, Calif.

Gentlemen:

I believe that it is too small for American conditions, but if it should be produced in its present form, 5.00 x 15 tires should be used in place of the proposed 5.90 x 12 to promote better handling and increased tire mileage.

Thomas Maguire

Oklahoma City, Oklahoma

Dear Sir:

About the Nash N.X.I. in your Feb. issue. Well I wish to h— they would make them. I think the N.X.I. is O.K. If they were available I would buy one tomorrow.

Leonard E. Wolff Jr.

Houston, Texas

The above are only a few of the many letters regarding the Nash N.X.I., almost all of them in favor of this promising project.—ED.

WANTS 64-PAGE R. & T.

Gentlemen:

Just a note to tell you how much I like ROAD and TRACK and how I wish it was twice as large; that is, 64 pages.

I do like the "Antique and Veteran" section. It could be expanded. The picture salon used to have many more pages. What happen?

I definitely like the Nash N.X.I. I hope they go into production with it.

The car at the bottom of page two in the February number is a 1916 or '17 Pathfinder, 12 cylinder.

Yours for a bigger mag. (it's already better).

Sincerely,

George P. H. Riggs

Los Angeles

We would like to publish ROAD and TRACK in 64-page size—there is more than enough GOOD material to fill them. We would like to expand the Antique and Veteran section. The picture Salon was cut down because we are so crowded. Increased advertising is needed to make a bigger magazine possible. We look forward to the day. Pathfinder is correct.—ED.



ROAD RACE WINNER

Gentlemen:

We had a great race and a fine show of sports cars. I suppose I enjoyed the race more because my car won. George Huntoon did a very nice job of driving, the weather was cool with some rain, and the car ran as well at the finish as at the start. He could have gone a little faster but we held him to a forty second lead. Starting in third place, he took the lead in the third lap and kept it until the finish. Even during the pit stop he did not lose his position.

My car is old No. 34 Duesenberg which Fred Frame drove to second spot in the "500" for 1931. It now weighs 1900 pounds, is two-place, and conforms to F.I.A. requirements for a sports car.

The engine is a 1949 block with Mercury shaft and rods, Edelbrock 3 5/8" pistons, Edelbrock heads (8 3/4 to 1), Grancor dual manifold with two Stromberg 97s, and a Winfield SU-1 cam. Flywheel has been turned down to 20 pounds and a 10" clutch is used with heavy springs.

A 1948 Ford F-1 truck front axle and brakes were fitted with special springs while at the rear a 1949 Mercury axle was installed with 1949 Ford springs. That makes four springs, semi-elliptic, parallel with the frame. The Mercury rear axle became so noisy that we took it out and installed a 1947 Ford with torque tube drive and radius rods. Modifications were made to receive the two semi-elliptic springs that are shackled on both ends.

We made some scoops on the brakes to catch cool air. I would like better brakes, perhaps the new Chrysler disk brakes.

The steering gear was changed from Duesenberg with 8 to 1 ratio to Ross with 12 to 1. The transmission was rebuilt using Lincoln gears.

The engine was so hard to turn that we decided to use two six-volt batteries. That brought on 12-volt ignition using a rebuilt Ford distributor, two coils and two condensers.

Best of all was the choice of 4.55 to 1 rear axle ratio with 7.00 x 16 rear tires. Our engine peaked at 5100 where the speed would be 105 mph—all we needed for the race. It gave us a wonderful get-away from corners and saved the brakes.

Kurtis-Kraft had a car there, driven by George Weaver. It lasted only two or three laps—George said the brakes were no good. The Cadillac-engined Healey and Allard were very good. Leslie Johnson drove a nice race with the Jaguar XK-120—said his brakes needed improving. He went past the pits in third once and did his engine scream! The Ferrari is a grand car and ran very well, but not good enough to overcome the handicap of engines over twice its size.

I am enclosing a small photo of the car.

I. J. Brundage

Miami, Florida



ALDO MONCALVO TORINO

An advance preview of 1952 styling may be had by inspection of a design which is already four years old.

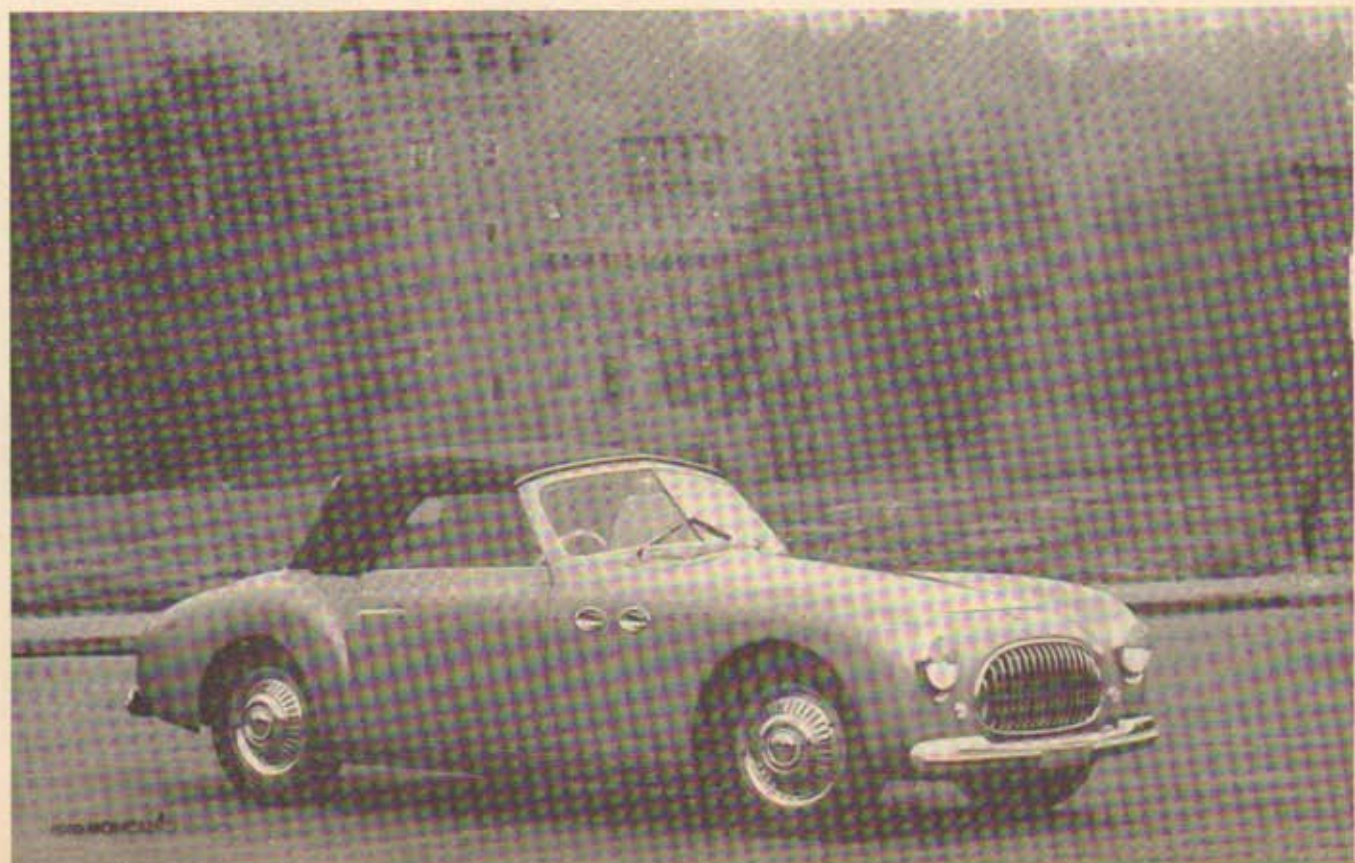
The Cisitalia, along with other Italian automobiles, may be justly credited for the "Italian school of design" which is now being followed throughout the world. The distinctive Cisitalia finned rear fenders, exhaust "portholes," and blending of front fender into rear have all be-

come familiar sights on American, British, and French cars.

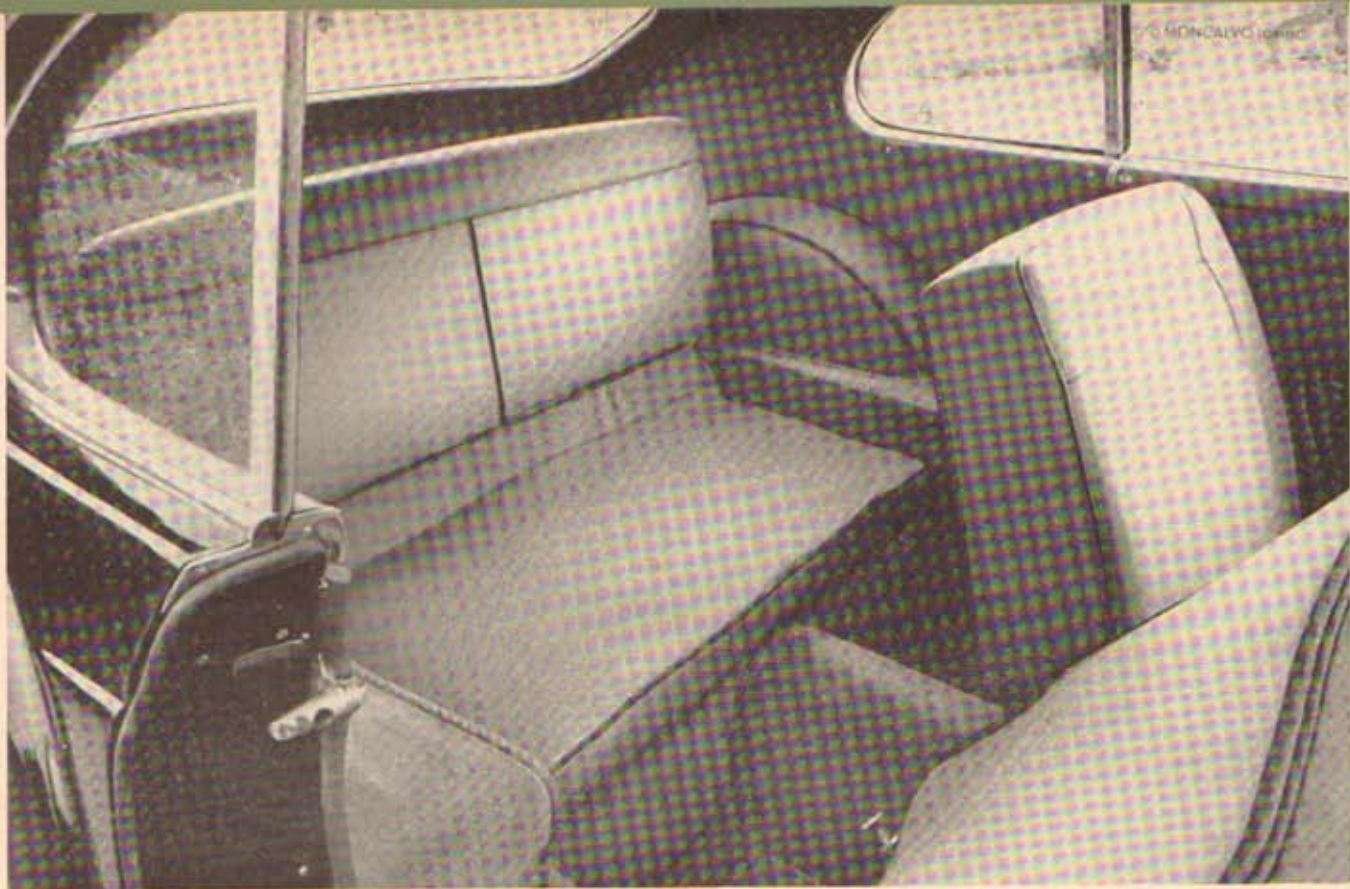
Yet to be equaled, however, is the graceful manner in which the hood sweeps down from the windshield to the grille at a level lower than the tops of the fenders. There is already a trend toward this appealing and practical design — by 1952 several American manufacturers will adopt this feature.

Only 49 inches high, the "Cissy" is

SWEET AND LOW



ALDO MONCALVO TORINO



The 1950 **CISTITALIA** Grand Sports

so well proportioned that it appears to be a much larger car. Absence of unnecessary ornamentation helps to emphasize the beauty of this refreshing car. Almost perfect is the simple radiator grille design—real art in the automotive field.

The 1950 Cistitalia continues use of the now popular styling with improvements such as a one-piece windshield, larger bumpers with rubber inset, in-

dividual parking lights, and a new interior. Chromed exhaust ports are mounted high in the fenders as on the Mille Miglia coupe.

Mechanical improvements include dual carburetion, a reinforced clutch, stronger suspension, and a new type steering gear. Fuel consumption has been materially reduced; less than 3.4 gallons are required for a 100 mile trip. Brakes have been improved.

