

CORRESPONDENCE

PERFORMANCE RATINGS

I just can't let you get by with the latest "facts" about the Hudson Hornet. In your performance ratings article (May 1955 *MOTOR Life*) you list the theoretical top speed of the Hornet Six as 99 mph. I own a '52 Hornet, with OD, that *clocks* an actual 106 mph. This car is completely stock and is not exceptionally tuned. My brother's Hornet, with Hydra-Matic, will consistently turn an actual 103 mph.

B. L. Seabrook Alloway, N. J.

1955 CLIPPER RIDE AND ACCELERATION

A friend of mine took me for a ride in his '55 Clipper. I was surprised by its poor acceleration, the torsion bars gave a



stiff ride and I felt the slightest road bumps. In the styling field it is one of the best, however. What is your opinion of the car?

Joseph Ambro Chicago, Ill.

• *An appropriate time to ask, since road test report on the 1955 Packard appears in this issue. The testers disagree with you on all points.*

AUTO-UNION HANDLING

While I thought Roger Huntington's article on the Auto-Union (May 1955 *MOTOR Life*) was excellent, I was very surprised at his praise of the car's roadability. In this respect, these hefty monsters were notorious for road misbehavior, caused by excessive weight on the rear wheels due to location of the engine.

Handling was so difficult that drivers who had not raced competition cars before, were especially trained for the task. It was in this manner that a virtually unknown motorcyclist, Bernard Rosemeyer, rose to the ranks of automotive immortality. Only a handful of other hardy souls, among them Tazio Nuvolari, ever managed to attain a masterly hand on the Auto-Union's steering wheel.

Daniel R. Raichel Troy, N. Y.

MORE ON AUTO-UNION

The reliability of the A-U type C was amazing. In the 1937 season, 33 cars started in 10 races and only three retired for mechanical reasons. These races were all about 300 miles each.

My guess is that if the A-U type C and the Mercedes-Benz type 125 and type 163 were entered in the Mexican road race, they would be very thoroughly beaten by the sports (?) cars that have won this race in the past two or three years. You mention a top speed of 190 mph for the A-U. Did not Maglioli's Ferrari have a top speed very near that figure?

Allen G. Brown Lancaster, N.B.

ENTRIES IN MEXICAN RACE

Since Lincoln, and probably other manufacturers, will be bringing 1956 models out earlier, will such cars be eligible for the next Mexican road race?

Larry Cupp Williamsport, Pa.

• *Reliable information from Mexico City says the next Mexican road race will be run on schedule, which means some time in the latter part of November. In the past, "next year's" models have not been eligible to run. However, whether such rule will apply in the forthcoming event is not known at the present time. Official word can be expected about August.*

MG SUBSTITUTES FOR JEEP

I noticed reports that the big uranium rush has caused a shortage of jeeps. May I suggest that buyers who can't find one try an MG. The resemblance is strong both in style, comfort and riding qualities. What more could anyone ask?

Richard Raymond Whittier, Calif.

STANDARD SHIFT ROAD TESTS

Your road tests are OK, but I think they would be much better if you used more stick shift models.

Dale L. Exton Westminster, Colo.

• *Most people buy and are interested in cars equipped with automatic transmissions. Occasionally, a test is performed upon a car with standard or overdrive, but this is the exception.*

"NEW" KAISER COMING UP?

Could you possibly give me any information on the new Kaiser? I have heard rumors that next year it will have a V-8 engine with over 200 hp of Kaiser-Willys design.

John Brooks Lawndale, Calif.

• *You've just been hearing rumors and not very good ones at that. See Dateline Detroit for further word.*

SURPRISING POWER
Edelbrock
1955 MANIFOLDS

'55 Chevrolet V8
TRIPLE-DUAL MANIFOLD
C355 with Carb. Flange Cover... \$69.50
Installation kit... \$13.50

'55 Ford-Mercury V8
DUAL QUAD JET MANIFOLD
FM255 Manifold... \$69.50
Ford installation kit... \$18.50
Merc. installation kit... \$12.50

'55 Ford-Mercury
TRIPLE-DUAL MANIFOLD
FM553 with
Carb. Flange Cover... \$57.50
Ford installation kit... \$9.25
Merc. installation kit... \$10.50

'55 Ford V8
QUAD JET MANIFOLD
F855 Manifold... \$55.00
Holly Carb. kit... \$6.50
Stromberg Carb. kit... \$10.50

See your dealer
or write direct.

Edelbrock
EQUIPMENT CO.
4921 W. Jefferson Blvd.
Los Angeles 16, Calif.

FREE! Send
for 1955
illustrated
catalog.