

## DON'T BUY A CAMSHAFT BY ITS PRICE TAG!



The installation of a camshaft involves hours of labor. These labor costs are doubled if the camshaft proves unsatisfactory and has to be replaced. It is therefore poor economy to start off with an inferior "production type" cam merely because it is priced slightly lower.

Iskenderian Cams are all individually ground by master craftsmen to the carefully engineered designs that make them the leaders in the field. In addition all Iskenderian Cams are relieved between the lobes to insure perfect alignment and balance. Always look for the Iskenderian stamp on your cam before you buy.



### PATRONIZE YOUR SPEED SHOP MERCHANT

The experience, knowledge and judgment of your speed shop merchant must be above reproach if he is to obtain the confidence of his customers and the assurance of future business. To protect the integrity of our own reputation we will sell only to authorized dealers. We will not permit our product to be handled, displayed, or sold by irresponsible sources. For the name of your nearest dealer write direct.



FLASH: If you didn't make it to Bonneville, send for your free Bonneville decal.

## ED ISKENDERIAN

6338 SLAUSON AVE. CULVER CITY, CALIF.

# OWN A... FORD?

## FIX IT YOURSELF!

Popular Mechanics Magazine has just published a new Owners Manual covering all 1941 to 1952 models of Ford cars . . . So accurate mechanics use it . . . so simple a woman can understand it.



Save money on your Ford car repairs. Prevent trouble. Enjoy care-free driving. Increase trade-in value. Avoid major repairs by fixing minor troubles before they get serious. Get sparkling performance at all times. Has 272 pages, more than 350 photos, diagrams, tables, charts, breakdown drawings, plus clear, non-technical directions that make all repairs simple as A B C. Written by Ed Packer with the assistance of the Ford Motor Company. Shows you how to diagnose all Ford troubles by feel, sound, sight, smell and performance. Simple trouble shooting. Permanent repairs. Emergency repairs. Plus, "How to get value from garages."

## MONEY BACK IF IT DOESN'T SAVE MORE THAN IT COSTS!

One minor repair will save the cost ten times over. Read it. Then you decide. If you don't see that you'll save more than the cost, send it back for refund. SEND NO MONEY. Send postcard. Ask for the Ford Manual. Postman will deliver C.O.D. for \$3.50 plus postage. Or, save postage by sending \$3.50 with order. Send today. Save its cost on your next repair.

### POPULAR MECHANICS PRESS

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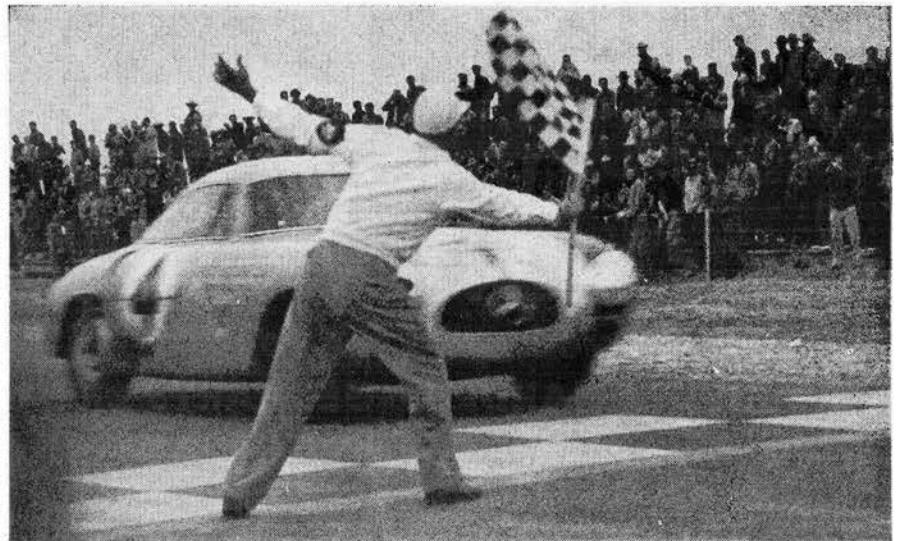
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Please rush my copy of the Ford Manual at \$3.50. I may return for full refund if I am not fully pleased after inspection.

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## HAVE YOU BEEN THINKING ABOUT ENTERING THE...



# MEXICAN ROAD RACE

IF SO, HERE are a few facts that I think will be of interest to you.

We have just received a bulletin from our representative in Mexico and the following data should prove valuable.

The fourth running of the Mexican Pan American Road Race will begin Nov. 19th at Tuxtla Gutierrez and continue through Nov. 23rd to finish in Ciudad Juarez, just across the border from El Paso, Tex.

Entries are acceptable July 15, and no later than October 15, 1953.

All cars will be impounded three hours after arrival at Oaxaca, Durango, and Chihuahua. No motor change will be permitted after the start of the race.

Entries will list Sponsor, Pilot, Copilot, Car make and Driver's license number. Cars will be listed in one of the four categories mentioned below.

I—"Sport International" Limited to 50 entrants with entry fee of \$578. Car may be open or closed, must have two seats, lights and fenders, but is otherwise unlimited. No engine size limitations.

II—"International Turismo" Limited to 100 entrants. Entry fee \$578. Must be closed, 5 passenger stock car, '50 through '53. Minimum production 5,000 units annually of the particular model. Interior minimum at window height will be 2.10 meters long and 1.35 meters wide. In both stock (turismo) classes, only hard top cars will be eligible. Brake and suspension assemblies may be modified. Factory options that are allowed will be listed categorically by car brand in a future supplement to the rules.

III—"Sport Under 1,600 cc" Limited to 50 entrants requiring an entry fee of \$347. All engines in this class that are equipped with superchargers will be limited to 800 cc. All entries will be '50 through '53

KLING, winner of the 1952 race, collected \$17,341 when he finished first

models. They must have two seats, lights and fenders but are otherwise unlimited. IV—"Turismo Special" Limited to 50 entrants with an entry fee of \$347. Same rules as those governing the "International Turismo" will be applied with the exception that the only models eligible to run in this class are those listed below.

Henry J 4cyl., Studebaker 6cyl., Nash Rambler Closed, Dodge Kingsway, DeSoto Diplomat, Ford 6cyl., Hudson Jet, Ford 8cyl., Chevrolet, Henry J 6cyl., Willys Aero, Nash Statesman, Dodge Coronet, Plymouth, Hudson Wasp, Pontiac 6 cylinder.

Total prize money to be paid the winners is 876,000 pesos or about 100,000 American dollars. In the Sport International and Turismo International classes the first ten finishers will receive the following amounts in prize money.

1.....	\$17,341	6.....	\$570
2.....	8,670	7.....	570
3.....	4,050	8.....	570
4.....	1,730	9.....	570
5.....	1,160	10.....	570
Each lap winner.....		460	

First finishing Mexican in each of the two classes above will receive 15,000 pesos or about \$1,730.

Pay-off for the Sport Under 1600 cc class is identical to that of the Turismo Special but in these two classes only the first five finishers will receive prize money. First place will win \$3,470; second, \$2,310; third, \$1,160; fourth, \$570; and fifth will pay \$340.

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## MEXICAN ROAD RACE

(Continued from page 48)

Each lap winner will receive an additional payment of \$110 for every lap in which he finishes first.

The first finishing Mexican in either class will receive \$570 in prize money.

Total prize money for the race will be 876,000 pesos or approximately \$100,000.

This year the rules have been changed or rather new classes have been opened so that the smaller displacement cars will be allowed the privilege of competing. To a certain extent this will allow the average enthusiasts a chance to enter the race and try for some of the prize money. Win or lose, insofar as monetary gain is concerned, will not be the primary factor with Mr. Average Motorist. Just to finish the race will be a great accomplishment.

The factories and wealthier teams are hard at work right now making preparations for the five days of toughest competition to be found anywhere in the automotive world. Thousands of details must be worked out to perfection and drivers must begin training months in advance for the longest grind of the year.

This year the speeds will no doubt be much higher in the sports classes and I think the world is due for a great surprise in the results of the American cars.

## LE MANS

(Continued from page 47)

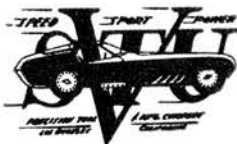
3 mile long back stretch, while the Jaguars were traveling about 155. Possibly the Jaguars could have traveled faster—but 155 mph was enough to keep them in first and second place at the finish.

Meanwhile, the other two Cunninghams, the roadster and the coupe which had been running 17th and 24th at the end of the first hour, had moved up to 11th and 17th by midnight. And at the finish they were touring steadily around in 7th and 10th positions.

After having watched the Cunninghams run so reliably and smoothly, I know we don't have to take a back seat for the best cars in the world. Nothing—but absolutely nothing—went wrong with any of the Cunninghams (which after all, were the only cars actually prepared by Americans and driven by them).

According to official reports from the Cunningham team, the cars will be back at Le Mans again next year—and they intend to win. It was rumored that Phil Walters, the Superintendent of the Cunningham plant, made a trip to England immediately after the race to inquire about the spot brakes used by the Jaguars.

Perhaps, with spot brakes and less weight, the American Cunninghams will bring that long-coveted victory home in the 1954 running of the Le Mans Race.



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**NEW SPEED . . . POWER . . . PERFORMANCE**

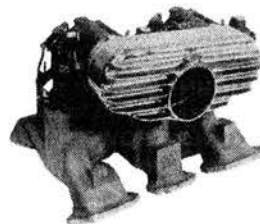
Satin-finished Dual Intake Manifold #5300,  
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