



MEXICAN ROAD RACE

FOR THE FIRST TIME IN THE HISTORY OF THIS GREAT "CLASSIC," DRIVERS FROM THE AMERICAS SCORE A CLEAN SWEEP

BY GRIFF BORGESON

LANCIAS, Lincolns, and lost lives made the headlines of the Fourth Panam. Behind these end products of the great five-day, 1,934-mile race was exciting story material for a dozen books; even the highlights, to which we must limit ourselves here, are countless.

The future of the *Carrera Panamericana* was in grave doubt when Mexico's new president, Ruiz Cortines, took office last winter. The race costs the taxpayers a lot of money and it was actually not until August 11, 1953, that Ruiz' government announced officially its approval of the Fourth Panam. Three weeks before that, the energetic, aristocratic, and much-respected Antonio Cornejo, one of the originators and guiding intellects of the Panam, died in Mexico City.

Nevertheless, the organizing committee released the rules of the Fourth Panam late in July. There would be four classes: Big Sport, Sport Under 1600 cc, Big Stock and Small Stock. Only '50 through '53 models could compete and "stock" was to be taken literally, except for safety modifications to running gear. The Small Stock category was limited in an odd way: only cars with advertised horsepower no greater than 115 could run.

The most controversial change in the rules provided that all cars would have to be placed in an official impound area within exactly three hours of crossing each day's finish line, on pain of disqualification. This meant that time for working on the cars each day during the race would be limited to three hours, less travel time from the finish to the garage and from the garage to the impound area.

The total prize money was set at a tempting \$101,272 but the purse soon swelled to almost \$120,000, thanks to the unprecedented support given the race by American business firms, notably Socony-Vacuum (Mobiloil), Champion Spark Plugs, Lifetime Batteries, and the Columbia Broadcasting System.

The first entries were submitted by Inglewood Lincoln-Mercury dealer Bob Estes, who hopped a plane for Mexico City the day he learned they would be accepted. He paid fees for three cars, the Lincolns of Johnny Mantz, Chuck Stevenson, and Walt Faulkner, sponsored by Estes. Frank Ruppert of Pomona and Tuppman Motors of Los Angeles.

Estes said at the time, "The rules applying to stock cars mean we will have to run the same models we did last year, but without solid tappets and cams to match. As long as we are only faced with other 1953 competition we should do very well. We'll observe the rules to the letter and concentrate on scientific preparation, which we know Clay Smith, Bill Stroppe and Chuck Daigh can provide. The three-hours-to-impound rule may be tough on everybody but it will be shared equally, which makes it all right with us."

Across the Atlantic, Lancia was similarly well-prepared. As long ago as last April Taruffi wrote me to say that Lancia was readying a team of 3.3-liter cars for the coming Panam and that he would be driving one. The result of those months of anticipation was unloaded at Vera Cruz early in November, consisted of five racing roadsters, four of which were carried

RESULTS

Class	Driver	Car	Time	Speed
FIRST LEG, TUXTLA TO OAXACA—329 MILES				
Sports, Lg.	Bonetto	Lancia	3h28m14s	94.9 mph
Stock, Lg.	Stevenson	Lincoln	3h57m17s	82.4 mph
Sports, Sm.	Hermann	Porsche	3h49m10s	86.2 mph
Stock, Sm.	Davis	Plymouth	4h29m00s	73.4 mph

SECOND LEG, OAXACA TO PUEBLA—253 MILES				
Sports, Lg.	Taruffi	Lancia	2h53m33s	87.9 mph
Stock, Lg.	Stevenson	Lincoln	3h22m08s	80.3 mph
Sports, Sm.	Juhan	Porsche	3h25m24s	73.9 mph
Stock, Sm.	Patterson	Ford	3h53m42s	64.9 mph

THIRD LEG, PUEBLA TO MEXICO CITY—79 MILES				
Sports, Lg.	Taruffi	Lancia	46m25s	101.2 mph
Stock, Lg.	Mantz	Lincoln	56m29s	84.5 mph
Sports, Sm.	Juhan	Porsche	59m31s	75.5 mph
Stock, Sm.	Airaldi	Ford	1h06m35s	69.2 mph

FOURTH LEG, MEXICO CITY TO LEON—261 MILES				
Sports, Lg.	Maglioli	Ferrari	2h15m41s	115.4 mph
Stock, Lg.	McGrath	Lincoln	2h40m36s	97.4 mph
Sports, Sm.	Juhan	Porsche	2h47m47s	91.3 mph
Stock, Sm.	Eckart	Hudson	3h17m59s	79.2 mph

FIFTH LEG, LEON TO DURANGO—329 MILES				
Sports, Lg.	Taruffi	Lancia	2h49m36s	120.0 mph
Stock, Lg.	Mantz	Lincoln	3h14m27s	101.7 mph
Sports, Sm.	Hartmann	Borgward	3h24m13s	96.3 mph
Stock, Sm.	Yantis	Chevrolet	4h07m09s	85.1 mph

SIXTH LEG, DURANGO TO PARRAL—251 MILES				
Sports, Lg.	Maglioli	Ferrari	2h15m00s	111.5 mph
Stock, Lg.	McGrath	Lincoln	2h31m42s	99.3 mph
Sports, Sm.	Hartmann	Borgward	2h47m11s	90.0 mph
Stock, Sm.	Airaldi	Ford	3h03m34s	82.0 mph

SEVENTH LEG, PARRAL TO CHIHUAHUA—186 MILES				
Sports, Lg.	Maglioli	Ferrari	1h27m45s	127.4 mph
Stock, Lg.	Mantz	Lincoln	1h37m51s	114.3 mph
Sports, Sm.	Hartmann	Borgward	1h45m09s	105.3 mph
Stock, Sm.	Airaldi	Ford	2h00m48s	89.8 mph

EIGHTH LEG, CHIHUAHUA TO CIUDAD JUAREZ—222 MILES				
Sports, Lg.	Maglioli	Ferrari	1h36m30s	138.3 mph
Stock, Lg.	Mantz	Lincoln	1h55m39s	113.3 mph
Sports, Sm.	Herrarte	Porsche	2h11m58s	101.2 mph
Stock, Sm.	Yantis	Chevrolet	2h26m20s	90.2 mph

Yr.	Class	Driver	Car	Time	Speed
'50	Open	McGriff	Oldsmobile	27h34m25s	77.4 mph
'51	Open	Taruffi	Ferrari	21h57m02s	88.1 mph
'52	Sports	Kling	Mercedes	18h51m19s	102.6 mph
	Standard	Stevenson	Lincoln	21h15m38s	89.6 mph
'53	Spts., lg.	Fangio	Lancia	18h11m00s	105.1 mph
	Stk., lg.	Stevenson	Lincoln	20h31m32s	93.1 mph
	Spts., sm.	Harrarte	Porsche	23h57m04s	90.4 mph
	Stk., sm.	Evans	Chevrolet	24h48m21s	77.1 mph

THE TEN TOP FINISHERS

Place	Driver	Car	Time (1,934 miles)
LARGE SPORTS CLASS			
1	J. M. Fangio	Lancia	18h11m00s
2	Piero Taruffi	Lancia	18h18m51s
3	E. Castellotti	Lancia	18h24m52s
4	Guido Mancini	Ferrari	19h40m29s
5	Louis Rosier	Talbot-Lago	20h11m22s
6	Umberto Maglioli	Ferrari	20h16m28s
7	E. Ruiz Echevarria	Ferrari	20h48m29s
8	Akton Miller	Olds Special	22h07m36s
9	Guillermo Giron	Jaguar	23h01m49s

LARGE STOCK CLASS			
1	Chuck Stevenson	Lincoln	20h31m32s
2	Walt Faulkner	Lincoln	20h32m55s
3	Jack McGrath	Lincoln	20h33m07s
4	Johnny Mantz	Lincoln	20h33m30s
5	Jim Rathman	Oldsmobile	21h16m47s
6	Tommy Drisdale	Chrysler	21h21m19s
7	Royal Russell	Chrysler	21h34m26s
8	Oscar Galvez	Lincoln	22h18m44s
9	Jorge Descote	Lincoln	22h27m01s
10	Ernesto Petrini	Lincoln	22h28m36s

(Results continued on page 64)

in a huge, perfectly equipped truck. A second truck carried the fifth car, and an arsenal of tires and tools. Three Lancia engineers travelled with the *equipe*; absolutely nothing, it seemed, had been left up to chance.

The superb preparation both of the Lancias and the Clay Smith Lincolns proved that the Germans, who were so methodically organized in last year's Panam, have no corner on this art.

The German entries in this year's race, consisting of two Porsches and two Borgwards, were not, as a matter of fact, impressive for their preparedness. The same was true of the French turnout which totalled two Gordinis and a Talbot, the latter forced to run most of the race on reputation alone.

There was no official Ferrari factory team. As last year, the Ferrari entries from Italy were brought over by wealthy sportsman Franco Cornacchia of Rome. This year's were thundering 4.5-liter coupes, piloted by Maglioli, Chinetti, Stagnoli, Mancini, and Ricci. They had 300 Pirelli tires and an adequate supply of spare parts but organization was not good.

The biggest foreign representation of all consisted of an invasion from Argentina, amounting to 80 pre-race entries, almost all in the small stock class. It was rumored that President Perón, to encourage Argentine participation in the Panam, had promised his country's drivers that if they would buy cars in the U.S. and race them in Mexico, the cars could be brought into Argentina duty-free. The profit realized after one's car was sold in Argentina would just about cover the cost of the trip.

After about ten days of dinners and cocktail parties for race participants and the press in Mexico City, all hands

—Robert Flora photo

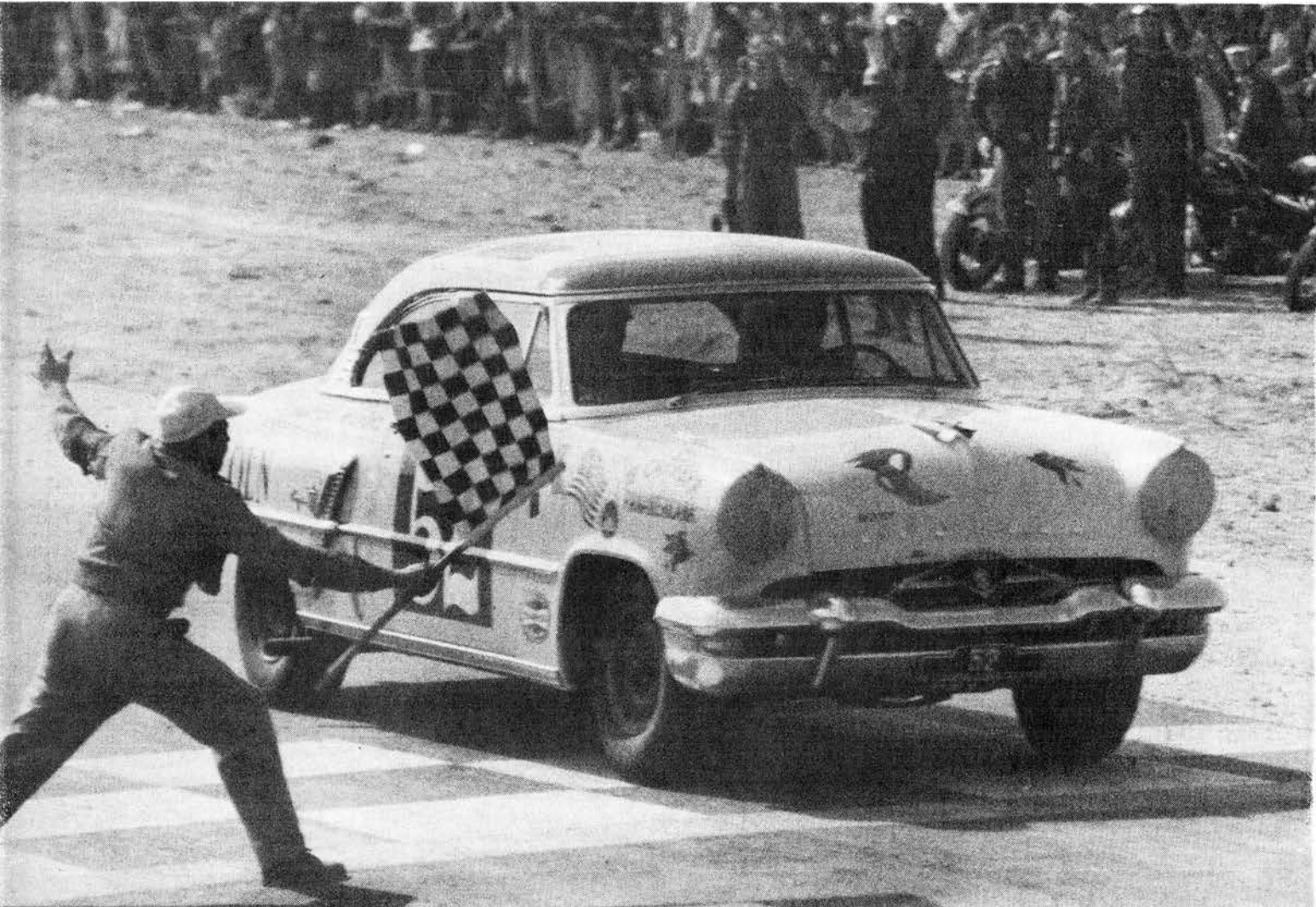
moved on to peaceful, hospitable Tuxtla Gutierrez, where the race was to start on Nov. 19. On this continent, the convention of racing personalities that takes place in Tuxtla during the few days preceding the Panam is only equalled by the reunion in the Indianapolis garage area each May. Friendships are renewed with natives, with people from Europe, and with one's fellow *norteamericanos*.

In the past, technical inspection of the competing cars has always been done on the grounds of the Hotel Bonampak. This year, with almost twice the entries of any previous Panam, the cars had to be lined up on the town's narrow Avenida Central, where 30 mechanics, under the supervision of the technical committee, checked out 197 machines. Conspicuously posted notices in Spanish and English warned, "Don't get off on the wrong foot by trying some 'little' modification. It's unsportsmanlike, dishonest and, furthermore, you'll get caught."

THE RACE began at 6 a.m. of November 19, with the sun just rising over Guatemala, to the east. The goal of the first leg was Oaxaca, 329 miles away, 60 miles of it, over the Isthmus of Tehuantepec, continuous straightaway, the rest twisting, lethal mountain roads.

The big sports class was the first away, the cars flagged off at less than one-minute intervals. Thirty started and 20 reached Oaxaca. Joe Thorne's Thorne Special never left

Same team, Chuck Stevenson and Clay Smith, same car, '53 Lincoln, perform the almost impossible by winning one of the world's toughest races for the second year in a row. Like previous year, Lincolns filled first four places in big stocks



Tuxtla. John Fitch's modified Chrysler ran out of time. Jack Ensley's Kurtis-Cadillac ran out of gas, Reg McFee's Chrysler had mechanical troubles and Paco Ibarra's Jaguar XK-120C broke its timing chain. The 4.5 Ferrari of Stagnoli came screaming down the chute just east of Juchitan, on the Isthmus, had a tire let go, hit the shoulder and flipped. The first bounce carried it about 180 feet, then it landed on its right side, bounced again, and burst into flame. Copilot Scotuzzi was dead when rescuers arrived; Stagnoli died that night in the Oaxaca Hospital. On this first leg, the Lancias established their superiority, finishing 1-2-3.

It was the same with the Lincolns, which finished 1-2-3-4 and held six of the first ten places. Forty-six big stocks left Tuxtla, 38 reached Oaxaca. Stevenson broke Faulkner's 1952 record for the leg and Vukovich, in a Lincoln, dropped from the race with transmission failure.

Fourteen small sports cars started from Tuxtla, ten finished the leg. Jacqueline Evans, sole female entry who raced in the name of Evita Perón and "the women of the world," wept when she came into Oaxaca beyond the allotted time. Jacques Perón, who had won the *Tour de France* in his Osca, ran out of tires and Adolph Brudes overturned in his Borgward but emerged with light injuries. Hans Hermann and Karl Kling finished 1-2 in Porsches with 18 year-old Hans Hugo Hartmann third in the remaining Borgward.

Most of the 77 starters in the small stock category were *argentinos*; of the 77, 60 reached the goal. *Gringos* Frank Davis, C. D. Evans, and Malcolm Eckart—Plymouth, Chev, and Hudson Pacemaker—led and 14 cars dropped out with mechanical troubles. American Robert F. Christie was less fortunate. At the end of the Isthmus chute, where the highway curves onto the Tehuantepec River bridge, he shot off the road and came to a cushioned but smashing stop in the mud of the river bank, below the level of the highway. It was right at the entrance to the village of Tehuantepec and people swarmed to his aid immediately.

Moments later, Southern California's Mickey Thompson—of Bonneville record fame—came boiling down the straight toward the bridge. Almost on it, he saw a child run suddenly across the road. Some witnesses say it was one child, some a mother with two, but they all agree that Thompson slammed on his brakes and cramped his front wheels to avoid hitting someone who should not have been there. He shot off the road and landed—as you have heard—in the midst of the crowd on the hidden river bank. Thompson and his co-pilot were not seriously injured, but six local people, including a police officer and a soldier, were killed.

THE SECOND leg, from Oaxaca to Puebla, 253 miles, was another Lancia

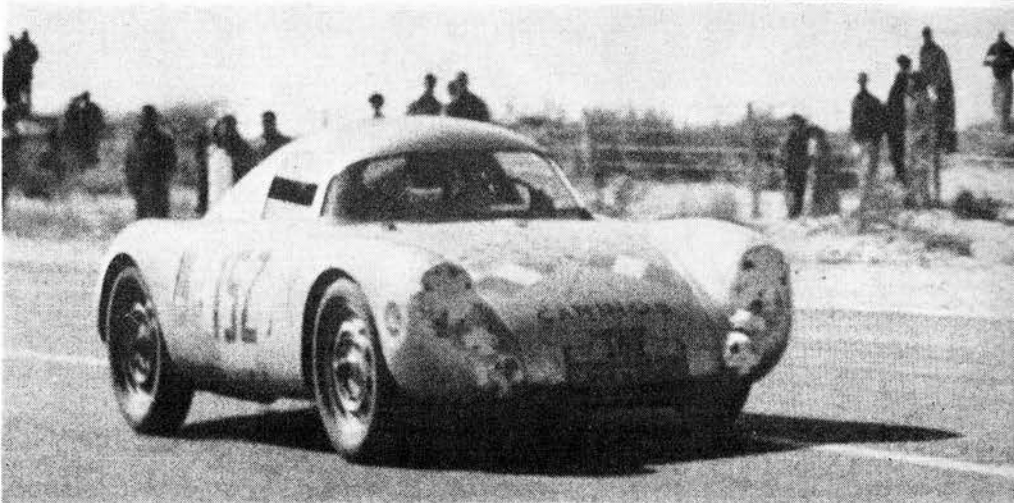


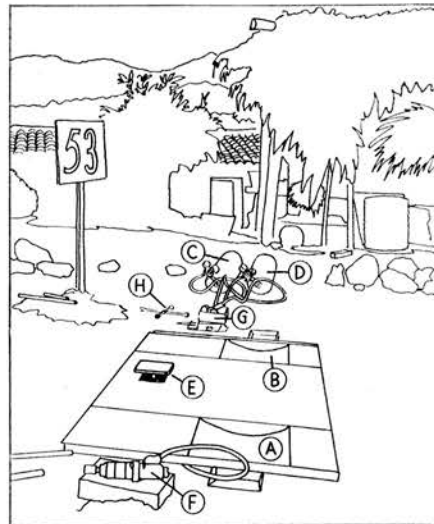
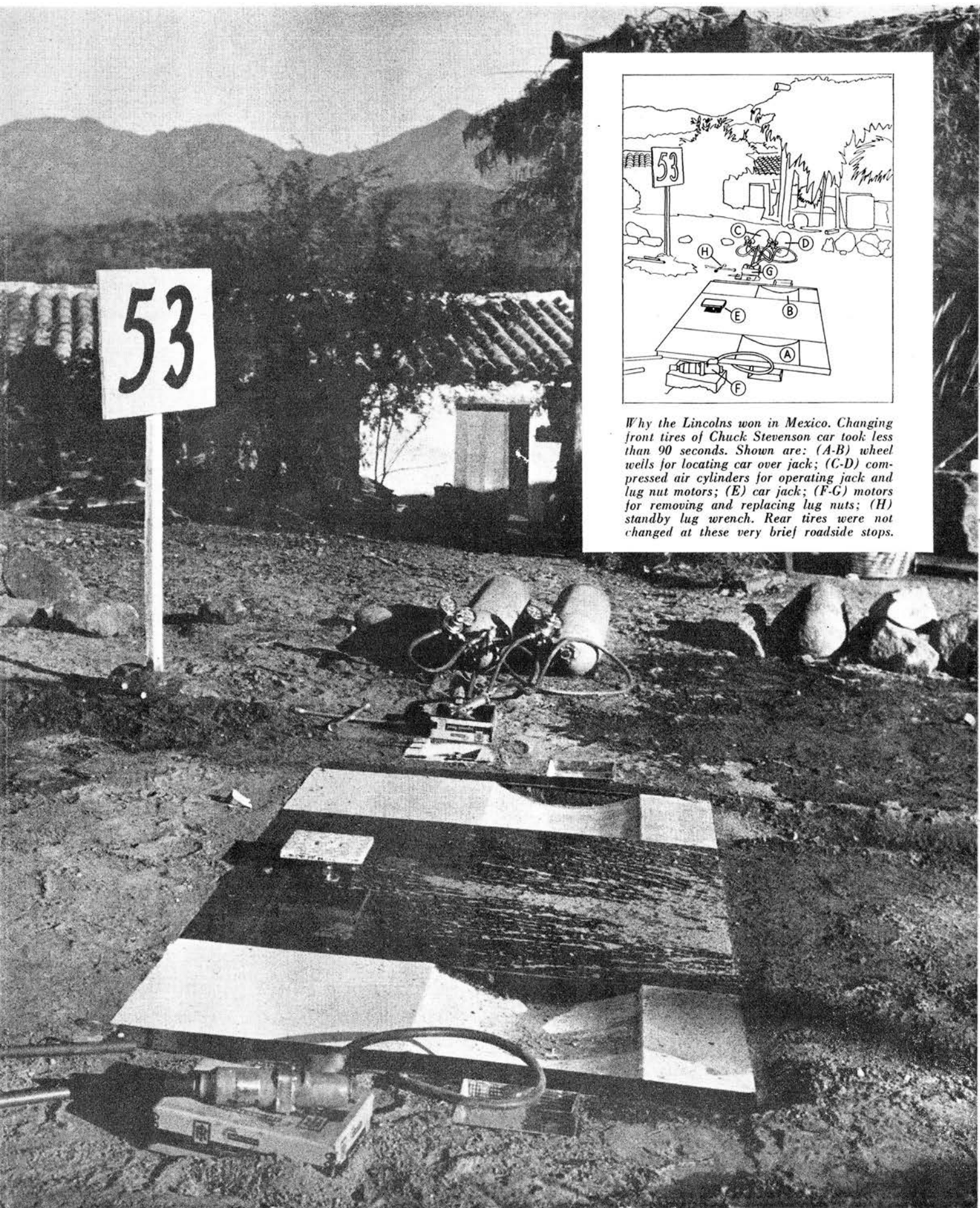
—Robert Flora photo
C. D. Evans of El Paso, Texas, flashes under Victor Escadero's checkered flag at Juarez finish with shortest overall time in small stock class. "El Viejito" Evans never won a leg in his Chevrolet but drove cautiously and drove to surprising finish



—Robert Flora photo
Lancia wins the big sports class, Argentina's Juan Manuel Fangio at the wheel as car crosses Juarez finish line at about 150 mph. Fangio, former world's grand prix champion, clocked an average speed of over 105 mph for the 1,934-mile race

Porsche, driven by Jose Herrarte of Guatemala, was winner of small sports class by a fluke. Hans Hugo Hartmann, in a Borgward roadster, was leading his class by 2½ hours on the final leg when mechanical troubles caused him to finish late
—Robert Flora photo



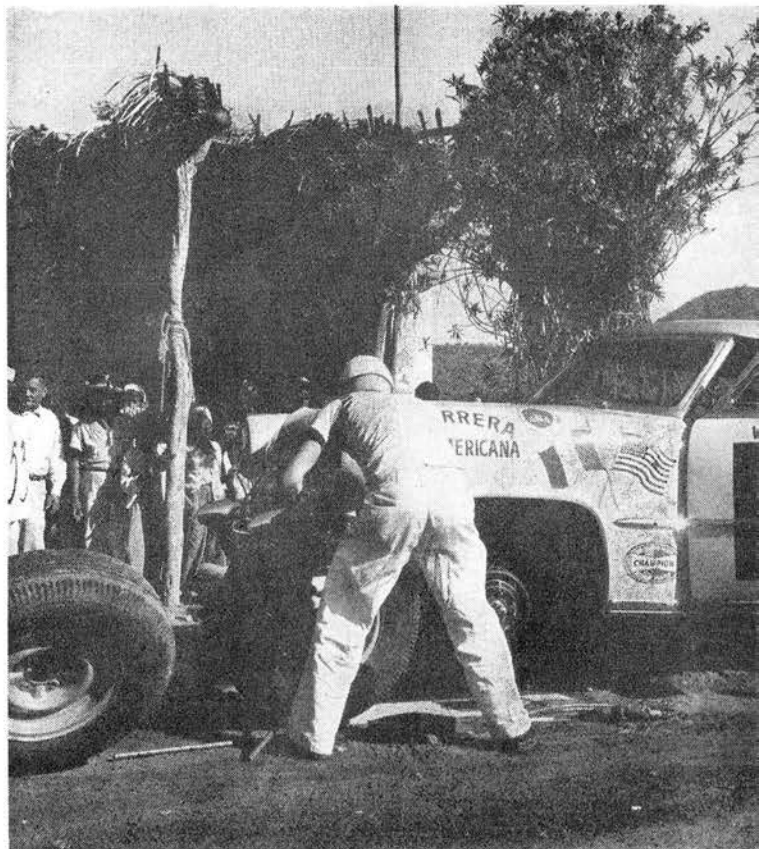


Why the Lincolns won in Mexico. Changing front tires of Chuck Stevenson car took less than 90 seconds. Shown are: (A-B) wheel wells for locating car over jack; (C-D) compressed air cylinders for operating jack and lug nut motors; (E) car jack; (F-G) motors for removing and replacing lug nuts; (H) standby lug wrench. Rear tires were not changed at these very brief roadside stops.



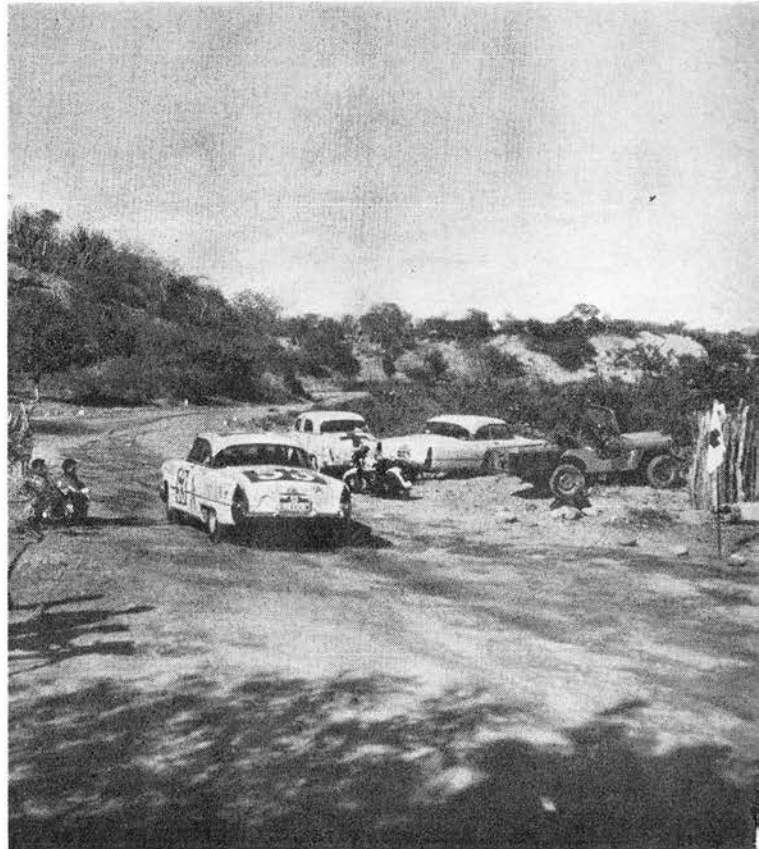
Study in scientific preparation: Lincoln tire stop en route. Note waiting tire propped on simple bipod. "LF" painted on rim implies infinite attention to every detail to save time

Faulkner, already at wheel, revs engine as co-pilot Daigh makes running last-minute check to be sure path ahead of car is absolutely clear of overlooked obstructions before starting



Chuck Daigh hurls tired tire and rim aside, rolls fresh one into place. Speed wrench, driven by bottled air, made short work of removing, replacing lug nuts during the fast stop

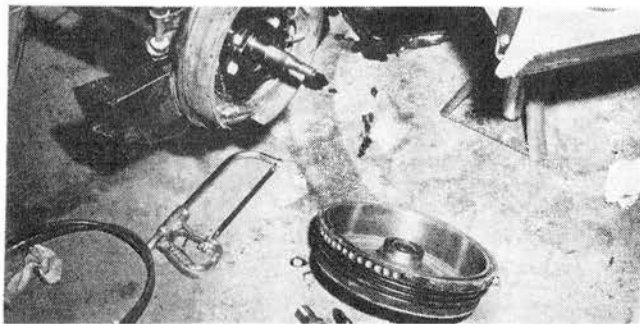
Two minutes and forty-eight seconds after pulling into improvised pit, Faulkner's second-place winning Lincoln speeds on to Oaxaca with fresh rubber on the car's two front wheels





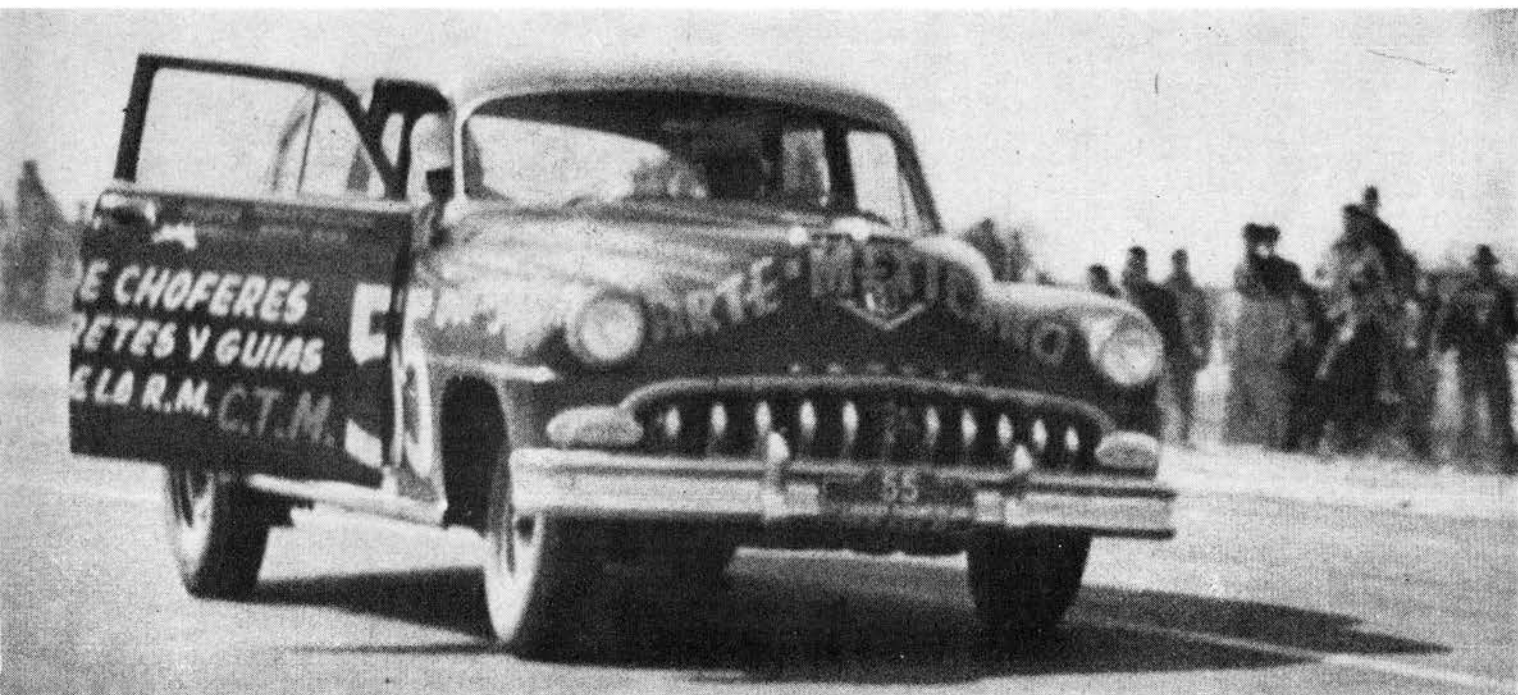
—Robert Flora photo

TOP: Fernando de Leeuw's Lincoln, after crossing the Chihuahua finish in 12th place, rolls toward red flag and parked cars. His co-pilot, hanging half-way out of car, bellows "No brakes" in Spanish, warning car ahead which pulled out



CENTER: Although Lincoln had no trace of brake trouble in the Third Panam, brakes one inch larger in diameter were used in the Fourth Mexican Road Race. Adequate cooling of both front and rear brakes was assured by large air scoops and many vent holes in the backing plates. Another illustration of the thoroughness of Lincoln preparation is evident here: the brake-drum rim, drilled for perfect balance

BOTTOM: Roberto Belmar's DeSoto finished 14th overall in the big stock class, certainly would have finished much higher if not for brake trouble like this: Belmar takes a corner at speed about ten miles from Juarez finish as his co-pilot braces door open with his feet to creat resistance



—Robert Flora photo
MOTOR LIFE, February, 1954

walkaway with Taruffi knocking almost 51 minutes off Villoresi's Ferrari record of the previous race. Eighteen cars finished the leg, Chinetti's Ferrari being among the droppers-out. The Lincoln of Duane Carter and Les Viland had gone sour, and Tony Bettenhausen had been taken ill, so Carter and Viland took over Tony's Kurtis-Chrysler at Oaxaca start.

In the big stocks, the Lincolns swept ahead, filling the top three and seven of the top 10 positions. Chuck Stevenson lopped eight minutes from the old record and another eight cars in this class dropped from the race.

The small sports field was reduced to seven cars after two of the main threats vanished on this leg. Hermann overturned his Porsche, emerged uninjured. Kling abandoned his at the roadside when serious mechanical difficulties took over. This put Czech-Guatemalan Juhan in the lead in a Porsche; he was trailed by Hartmann's Borgward and five other Porsches.

Another 13 small stock cars dropped by the way on this leg which was won by Norman Patterson in a Ford, followed by another Ford and two Chevs, including that of C. D. Evans in fourth. Patterson's time was within three mph of Bonetto's 1950 record for the leg, set in an Alfa Romeo.

Three big sports cars dropped out during the short but thrilling 79-mile roller-coaster ride over the Sierra Madre from Puebla to Mexico City. Phil Hill rolled his Ferrari but emerged without serious injury, and Ernie McAfee went off the road in his Siata V-8 at the same spot Behra's Gordini had crashed in the Third Panam. McAfee was lucky, did not drop into the abyss that swallowed the Gordini. Bettenhausen's Kurtis-Chrysler, Duane Carter up, wore out four batteries between Oaxaca and Mexico City due to what later proved to be a defective battery cable. Picking up fresh batteries in rural Mexico is not easy, but Carter and Viland managed. Nevertheless, they crossed the Mexico City finish after their time had run out and were disqualified. Lancias ran 1-2-4-5-6 on this leg, with Maglioli's Ferrari in third. Taruffi broke the leg record as he had done last year in the stock class, to the astonishment of all in 1952, in an Oldsmobile. This year he bettered Villoresi's Ferrari record by nearly two minutes.

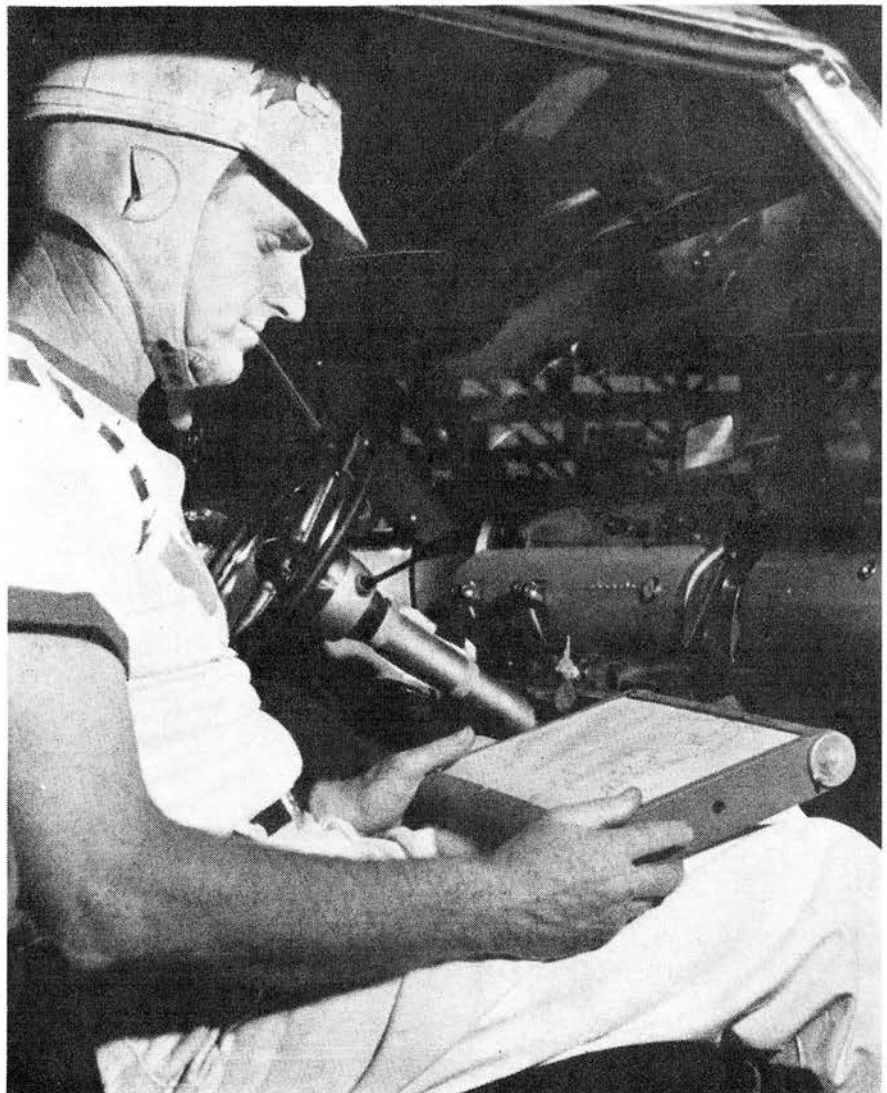
The Lincolns got sorted out very neatly on this grueling leg, finishing in the first seven places, Mantz pruning the Taruffi-Olds record by a minute and a half. Twenty-eight of the original 46 starters in this class were left when the cavalcade rolled into Mexico City.

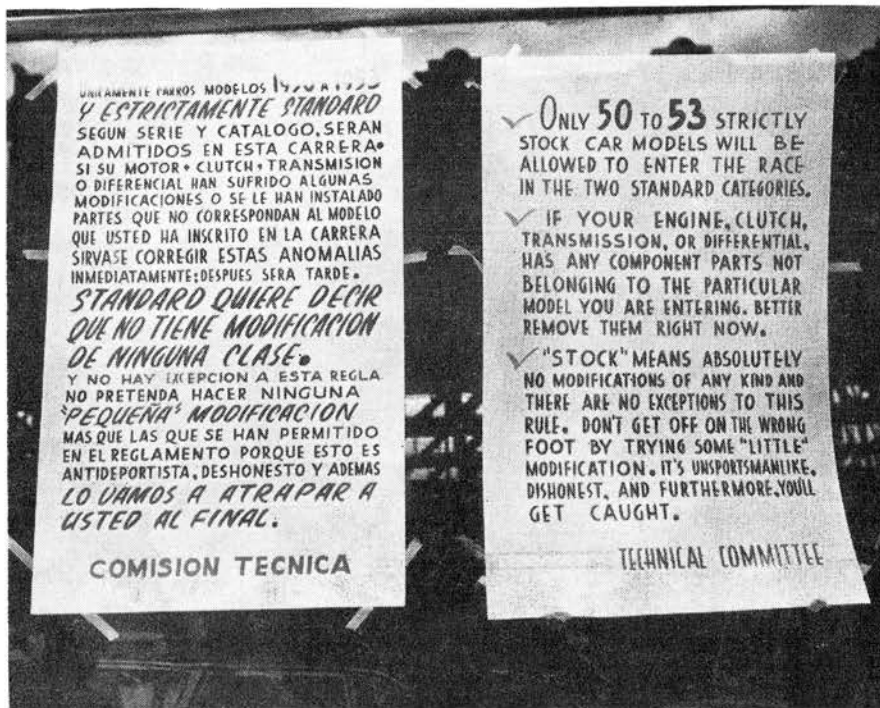
The small sports cars made it over the mountains in unchanged order and the small stockers lost only two cars from their ranks. Argentinian Airdi in a Ford won this leg, followed by a Hudson Jet, another Ford, and Evans' Chev in fourth place.



Two of the most dangerous spots on the entire Panamerican highway are wooden bridges over rivers in the foothills of Chiapas, just east of the Isthmus of Tehuantepec. Clearly shown here are the two narrow treads drifting off of which would be disastrous at high speed. Here, Chuck Stevenson charges one of these wooden bridges almost at full throttle. Stevenson was the AAA big car champion for 1953

Clay Smith, master racing mechanic and strategist, ponders a section of the almost 2,000-mile course, all of which was mapped in careful detail on a scroll contained in the neat device shown here, another example of careful Lincoln preparation





Bi-lingual warnings to contestants in stock classes were conspicuously posted at race headquarters in Tuxtla, where all entries submitted to technical inspection



—Robert Flora photo

One of the most important rules innovations in the Fourth Panam was the requirement that all cars be checked into an official impound within three hours of finishing each day's racing. Here, Evans' Chev enters Chihuahua impound along route

Felice Bonetto's Lancia clings to the inner edge of the pavement while negotiating a curve south of Puebla. One of Italy's finest drivers, he crashed, was killed at Silao

—Don Pope photo



THE IMMENSE population of Mexico's capital was carried away emotionally by the combined hysteria of the race and of a major national holiday. Half the city's people lined the highway, the other half jammed the vast area around "the concrete monster," as they like to call the Monument to the Revolution. There Mexico's president welcomed the leading cars as they crawled through crowds the military could not control. Taruffi and Bonetto avoided this by dodging miraculously through side streets to their garage.

The 261-mile Mexico City to Leon leg finished with 13 big sports cars left of the starting field of 30. Maglioli, who had been bumped unwillingly from the Lancia team, was driving a grudge race in his Ferrari. He charged the 261 miles of this leg over four minutes faster than second-place Fangio, who was followed by Mancini's Ferrari. It was on this leg the Italians suffered their third tragedy, losing one of their greatest drivers, Felice Bonetto. In the town of Silao, about 20 miles from Leon, Bonetto struck a curb while cornering at high speed and, losing control, struck a lamp post—and that was all.

The big stocks were down to 26 when Leon was reached. McGrath, in a Lincoln prepared by Manuel Ayulo, knocked eight minutes from Korf's old Lincoln record, and he was followed by Mantz, Stevenson, and Faulkner. The Chryslers of Mundy and Russell ran fourth and fifth.

Juhan and Hartmann continued to lead in the small sports and Eckart's Hudson Pacemaker was first in the small stocks, with Yantis' Chev, Cabalen's Ford and Evans' Chev behind him.

The third day of the race is the longest and most tiring. It includes two legs, the second of which is Leon-Durango and covers 590 miles. Ten of the big sports machines reached the finish, Bracco's Lancia and Maglioli's Ferrari having had mechanical troubles and the Gordinis of Behra and Lucas having been unable to cover the distance in the seven and one-quarter hours allowed. Lancias were back in the top three positions for the leg and Taruffi was the new record holder for the leg, having averaged 8.3 mph faster speed than Kling's Mercedes in the Third Panam.

Lincoln steamrolled on in the first four spots. Mantz breaking his own record by over nine minutes. Chrysler, Olds, Cad. Chrysler, Lincoln, DeSoto, filled fifth through tenth places. A Porsche dropped from the small sports class and Hartmann's Borgward moved into the lead with five Porsches behind him. Chevs were 1-2-3-4 in the small stocks, driven by Yantis, Alaimo, Evans, and Daponte. Cars in this class fell out in droves as the long, full-bore straightaways took their toll. The small stock field had shrunk from 77 to 33 cars.

(Continued on page 49)



—R. M. Barsky photo
Phil Hill of Santa Monica, Calif., drove well enough to win praise of Italian Ferrari team but overturned his Ferrari just south of Mexico City, was uninjured



Top talent of the Lincoln brigade, deep in conference, planning tactics for the days ahead. Left to right: Faulkner (front), Mantz, Smith, Stroppe, Stevenson



—R. M. Barsky photo
Tony Bettenhausen was taken ill in Oaxaca; his Kurtis-Chrysler, taken over by Duane Carter, got to Mexico City

Lincoln contingent took no chances with foreign food, brought its own soup kitchen and food supply to Mexico



Chuck Stevenson, left, and Clay Smith, right, strike a congratulatory pose after winning Tuxtla to Oaxaca leg—329 mountainous miles at an average of 82.9 mph

MEXICAN ROAD RACE

(Continued from page 30)

THE FOURTH day's racing also covers two legs, the first of which is Durango-Parral, 251 miles. Maglioli, a very fast driver without a ride, had taken over Ricci's Ferrari, which had never done better than seventh place. Maglioli made the car win the leg and set a record six and a half minutes better than that of Kling's Mercedes. The Ferrari was trailed by the three remaining Lancias, with Taruffi in second position, seven and a half minutes behind Maglioli. Jean Trevox, in his special Packard with Italian-made aluminum body, fell out with mechanical troubles.

The Lincolns finished in the usual first four places with McGrath in front with a new record, then Faulkner, Stevenson, and Mantz. Rounding out the top ten were an Olds, Chrysler, Cad, Chrysler, Buick, and Lincoln. The lone Borgward still led the small sports and the small stocks came in Ford, Ford, Chev, Chev, driven by Airaldi, Patterson, Daponte, Yantis, and Evans.

The last leg of the fourth day is from Parral to Chihuahua and this one, too, was won by Maglioli at a better speed than Kling's 1952 Mercedes record. The Lancias followed him again, first, second, and third. Mantz, Faulkner, McGrath, and Stevenson brought the Lincolns home in that order, trailed by Tommy Deal's Cadillac and the Chryslers of Drisdale and Russell. Twenty-four cars were left in the big stock class. The Borgward led the Porsches and Airaldi's Ford won another small stock leg, followed by the Chevs of Daponte and Yantis. Eckart's Hudson ran fourth, Evans' Chev fifth.

THE EIGHTH and final leg, run on the fifth day, was another *tour de force* by Maglioli and the 4.5 Ferrari. He averaged the appalling speed of 138.3 mph for the 222 miles, topping the old Kling Mercedes record by 2.5 mph. His time over the leg was almost 11 minutes shorter than that of the second-place Lancia of Castellotti. Next were Taruffi and Fangio with, only 42 seconds slower than Fangio, Rosier in his big Talbot, the only French survivor. When the overall elapsed times were totalled, Fangio was the winner with Taruffi and Castellotti second and third, less than 14 minutes separating their times for the entire distance. Mancini's fourth-place Ferrari was over an hour and a quarter slower than the third-place Lancia. The heroic Maglioli's time placed him sixth, behind Rosier's Talbot. Fangio's take was \$17,442, bolstered by a \$10,000 side bet he won from an Italian millionaire.

Mantz led the Lincoln quartet across the finish, all four of them faster than Mantz' record set the previous year. In a fantastic demonstration of reliability and precision timing, only one minute,

(Continued on page 64)

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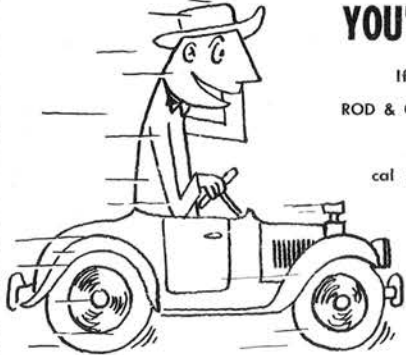
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MEXICAN ROAD RACE

(Continued from page 49)

58 seconds separated the first four cars, which finished Stevenson, Faulkner, McGrath, and Mantz in elapsed time for the 1,934 miles. The nearest competitor, Rathman in an Olds, was fifth overall, 43 minutes slower than Mantz. There were 24 survivors in the class which had 46 starters at Tuxtla. Stevenson's total prize money came to a staggering \$24,852.

Hartmann's Borgward had a 19-minute lead on Juhan's Porsche when the small sports class pulled out of Chihuahua, and the small sports race's outcome seemed firmly decided. Then Juhan's car was hit by mechanical trouble and gave up the race. This left Hartmann two and a half hours ahead of his closest competitor, Jose Herrarte of Guatemala. And then the German began to have troubles of his own. He managed to cross the Juarez finish with an elapsed time of three hours, no minutes, seven seconds. Three hours was the time limit, meaning that those seven seconds cost Hartmann the race and gave it to a much slower car. Only two Porsches were left to finish in this class.

Twenty-six out of 77 original starters in the small stock class reached Juarez, the order of the first four for the leg being Yantis, Eckart, Vinardell's Ford, and Evans. Although the latter had not won a single leg, his total elapsed time was ten minutes better than Patterson, who placed second. "El Viejo" Evans by "just taking it easy," won \$3,488.50, plus many special awards.

Stevenson won the first two legs, then settled down to a slightly more conservative stride. Fangio did not win a leg, nor did C. D. Evans. Herrarte won the last leg only because Hartmann was disqualified. The strategy of the winners was clear: crossing the Juarez line in good shape was more important than taking chances on the way.

Aside from their having superb cars and drivers to start with, the Lincoln and Lancia groups demonstrated once more the decisive value of having more thorough preparation and organization than anyone else. In the history of American automobile racing, the perfection of Lincoln organization before and during the Fourth Panam has never been equalled. Smith, Stroppe, and Daigh—and the people who believe in their methods and back them—have earned international respect for themselves, for the fine drivers they work with, and for the Lincoln car.

RESULTS (Continued from page 23)

SMALL SPORTS CLASS

- | | | |
|-----------------|---------|-----------|
| 1 Jose Herrarte | Porsche | 23h57m04s |
| 2 F. Segura | Porsche | 24h18m25s |
- (These were the only finishers in this class.)

SMALL STOCK CLASS

- | | | |
|---------------|-----------|-----------|
| 1 C. D. Evans | Chevrolet | 24h48m21s |
|---------------|-----------|-----------|

2 N. Patterson	Ford	24h58m55s
3 Oscar Calaben	Ford	25h03m49s
4 S. F. Yantis	Chevrolet	25h09m51s
5 M. Eckart	Hdsn. Pacemkr.	25h17m05s
6 H. Maneglia	Ford	25h34m37s
7 Hector Ortiz	Plymouth	25h53m31s
8 F. R. Fonseca	Hudson Jet	25h59m48s
9 E. Paredes	Hudson Jet	26h00m42s
10 Tadeo Taddia	Chevrolet	26h01m53s

ANNOUNCEMENT

The formal opening was held in October for the Huth Muffler Service store and shop, 18050 Ventura Boulevard, Tarzana, by Gerald W. Huth, owner. Huth, who has been operating the Huth Muffler Company, 1701 West Magnolia Boulevard, Burbank, since 1938, was born in Reseda and is returning to the west valley area with his new muffler service organization in order to handle the tremen-



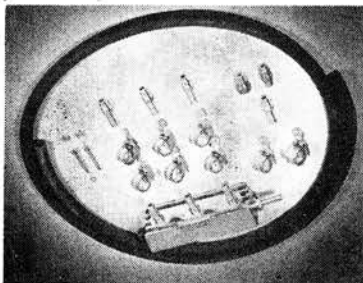
dous growth and demand for a high quality, speedy, muffler installation center.

John Kopp has been appointed manager of the new Huth Muffler Service in Tarzana. He has been one of Huth Muffler Company's top installers for the past five years and can answer most problems about exhausts, etc. Kopp is a specialist in custom muffler installations for sport cars, race cars, custom and replacement mufflers for all makes of domestic and foreign cars. Charles Nesbit, a muffler specialist, will assist Kopp in the Tarzana store operations. Art Williams is the general manager of the Huth Muffler Company in Burbank and Wallace Hudson the service manager.

Huth Muffler Service in Tarzana will continue to give the same customer satisfaction, speedy and high quality workmanship that has long been the reputation of the original Burbank establishment. Mufflers for stock cars and custom cars will be featured, as well as custom dual balanced exhaust systems and the world-famous Huth Glaspac mufflers. There are over 10,000 muffler parts in the inventory at Huth Muffler Company and their motto is "If we don't have it, we will build it." "One can be assured of speedy, fifteen-minute, while-you-wait service on stock replacement muffler installation," said Huth. "Both shops feature free muffler inspection at all times and, with the cold weather coming on, everyone should be certain that there are no carbon-monoxide fumes leaking into the car enclosure.

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For the ultimate in fuel systems and ideal for the perfectionist who likes flawless installations, is the new MOON Fuel-block kit. Totally eliminating problems such as capacity, equalization of fuel to each carburetor, vapor-locks caused from heat-inducting copper-tubing, breaking fuel-lines, due to vibration of engine, and overall cluttered-up fuel systems. With flexible 3/8-inch neoprene hose for fuel-lines, allows individual removing of carburetors for minor repairs and jet changes. The MOON Fuel-block has large cast-in chamber for better equalization of fuel flow and larger capacity. Blocks are cast of both aluminum and brass, latter being for the Special-Fuel user and Boat owner. Kits come complete including special fittings for various type fuel-pumps, ample amount of red neoprene hose, all fittings for block to carburetors and clamps.



Aluminum MOON Fuel block kits:

Dual	\$10.00
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For Brass add \$3.00 to price of kit. For Brass, Chrome-plated add \$5.00 to price of kit.

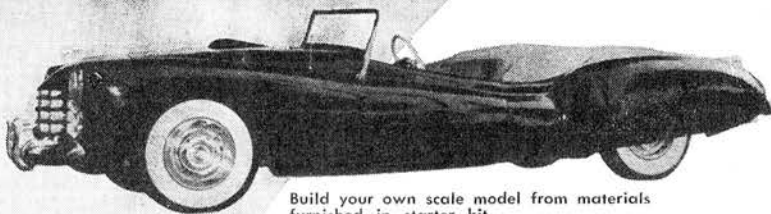
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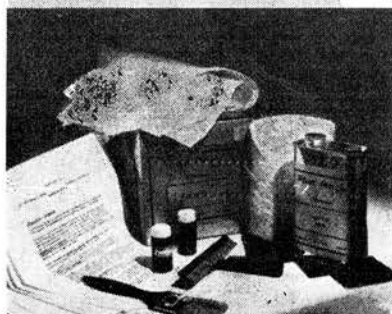
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