

● CIUDAD JUAREZ

● CHIHUAHUA

● PARRAL

● DURANGO

# V

# PAN AMERICAN LEON RACE

# MEXICO ●

● PUESLA

● OAXACA

● TUXTLA GUTIERREZ ●



November 19 through 23, 1954  
Prizes \$1,465,000 Pesos Mex. Cy

NATIONAL COMMITTEE OF THE PAN AMERICAN ROAD RACE ASSOCIATION

Av. Cuauhtemoc 242

Mexico 7 D.F.



FOR TOP  
MILEAGE  
IN MEXICO

Super-  
Mexolina



**R U L E S**  
OF THE  
**V MEXICAN**  
**PAN AMERICAN**  
**ROAD RACE**

APPROVED BY THE  
ASOCIACION NACIONAL AUTOMOVILISTICA

"A. N. A."

As representatives of the F. I. A.  
(FEDERATION INTERNATIONALE DE L'AUTOMOBILE)

From the 19th. to the 23rd. of November, 1954.

**FROM TUXTLA GUTIERREZ**  
**TO CIUDAD JUAREZ**

Organized by the National Committee of the  
Mexican Pan American Race

INTERNATIONAL OPEN SPEED CON-  
TEST FOR AUTOMOBILES IN SPORTS,  
STANDARD SERIES STOCK AND SPE-  
CIAL SERIES STOCK CATEGORIES.

Total distance 1908 miles, The highway  
is totally paved.

Offices: Av. Cuauhtémoc 242, — México 7, D. F.  
Tels: 36-52-34 — 36-52-76

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## ABBREVIATIONS AND DEFINITIONS

**F.I.A.:**

Federación Internationale de L'Automobile (International Automobile Federation).

**C.D.I.:**

Código Deportivo Internacional (International Sporting Code).

**A.C.N.:**

Automóvil Club Nacional (National Automobile Club) — "ANA" — legal sports representatives for F.I.A. in Mexico.

**C.P.M.:**

Carrera Panamericana "México" (Mexican Pan American Road Race).

**C.N.C.P.:**

Comité Nacional de la Carrera Panamericana (National Committee of the Pan American Road Race).

**Licence:**

Document extended by F. I. A. through A. C. N., authorizing sponsors, drivers, and co-drivers to participate in the race.

**Driver:**

The person driving the automobile during the race. The driver must possess a license.

**Co-driver:**

The person who will physically accompany the driver during the race. He must have a license if he is to substitute for the driver. He will not need a license if he is only accompanying the driver or acting as mechanic.

**Standard Series Stock Car:**

A completely standard car, according to F. I. A. regulations.

**Special Series Stock Car:**

A standard automobile which, aside from the changes authorized in Article 12 of these Rules to Standard Series Stock Cars may also have the changes authorized in Article 11 of the same Rules.

**Homologation Report:**

The original specifications of the car manufacturer accepted by F.I.A.

**Sports Car:**

Sports racing car, as provided in the C.D.I. annex "C".

**Large Sports Class:**

Sports cars with 1,501 c.c. displacement or more.

**Small Sports Class:**

Sports cars with up to 1,500 c.c. displacement.

**Large Stock Car Class:**  
Stock cars with over 3,500 c.c. displacement.

**Special Series Stock Car Category:**

This category is reserved for stock cars manufactured in the U.S.A. of makes listed at the end of Article 5 of these Rules.

**European Stock Class:**

Stock cars manufactured in Europe with up to 2,000 c.c. displacement.

**Technical Chart:**

Report signed by the Sponsor, of changes made on the car, permitted in Article 12 of these Regulations.



# V MEXICAN PAN-AMERICAN ROAD RACE

## R U L E S

Article 1.—The Fifth Mexican Pan American Road Race is organized as an INTERNATIONAL OPEN SPEED COMPETITION by the National Committee. It is open to Sport, Stock and Special Stock Cars, as outlined in the International Sporting Code, The International Regulations of the F.I.A. (Federation Internationale de L'Automobile) with the authorization of the Ministry of Communications and Public Works and approved by the A.N.A.

### RACE ROUTE AND DISTANCES

Article 2.—The race will start at Tuxtla Gutiérrez, Chiapas, and will end in Ciudad Juárez, Chihuahua. The route will pass through the cities of Oaxaca, Puebla, Mexico, D.F., León, Durango, Parral, and Chihuahua. Total extension is 3,070 kilometers (1,908 miles).

### DEPARTURE DATE AND DURATION OF RACE

Article 3.—The race will begin November 19, 1954, at Tuxtla Gutiérrez, Chiapas, and will end on November 23 at Ciudad Juárez, Chihuahua. The following schedule and time limits will be observed:

**TIME CHART**

**MAXIMUM TIME FOR CLASSIFYING**

Leg	Day	Distance in Miles	Over 1,501 cc.	Up To 1,500 cc.	Large Stock Car Class 3,500 cc. Up	Special Series Stock Cars	European Stock Car Class Up To 2,000 cc.
1. Tuxtla-Oaxaca	19	329.40	5.00 Hs.	6.00 Hs.	6.00 Hs.	6.30 Hs.	6.30 Hs.
<b>END OF 1st. STAGE</b>							
2. Oaxaca-Puebla	20	252.95	4.00 Hs.	5.00 Hs.	5.15 Hs.	5.45 Hs.	5.45 Hs.
3. Puebla-México	20	75.13	1.20 Hs.	1.35 Hs.	2.00 Hs.	2.05 Hs.	2.05 Hs.
<b>END OF 2ND. STAGE</b>							
4. Mexico-Leon	21	261.08	3.15 Hs.	4.15 Hs.	4.15 Hs.	4.45 Hs.	4.45 Hs.
5. Leon-Durango	21	329.40	4.00 Hs.	5.00 Hs.	5.15 Hs.	5.45 Hs.	5.45 Hs.
<b>END OF 3RD. STAGE</b>							
6. Durango-Parral	22	251.09	3.00 Hs.	4.00 Hs.	4.00 Hs.	4.30 Hs.	4.30 Hs.
7. Parral-Chihuahua	22	186.47	2.10 Hs.	2.45 Hs.	3.00 Hs.	3.00 Hs.	3.00 Hs.
<b>END OF 4TH. STAGE</b>							
8. Chihuahua-Juarez	23	222.51	2.30 Hs.	3.00 Hs.	3.30 Hs.	3.30 Hs.	3.30 Hs.

Article 4. — Any driver failing to meet, on any of the legs, the maximum time limits appearing in the foregoing chart will be automatically disqualified and barred from further competition.

**CATEGORIES AND CLASSES**

Article 5. — All cars will be divided into three categories and four classes, as follows:

**SPORT CATEGORY**

A class of up to 1,500 c.c. displacement.  
A class of 1,501 c.c. displacement or more.

**STANDARD SERIES STOCK CATEGORY**

A class of up to 2,000 c.c. displacement (reserved for European manufactured cars).  
A class of 2,001 c.c. displacement or more.  
Cars catalogued by year models will be allowed to participate in any of the stock category classes only if they are 1951 to 1954 models, inclusive.

NOTE: — The characteristics of the two classes of the Sport Category cars and the two classes of Standard Series Stock Category will be determined by the F.I.A. regulations. (See Article 12 for technical modifications permitted in the two classes of Standard Series Stock Category).

**SPECIAL SERIES STOCK CATEGORY**

The Special Series Stock Category is reserved exclusively to automobiles manufactured in the U.S.A. of the following makes:

- Chevrolet
- De Soto Diplomat 6
- Dodge Kingsway 6
- Dodge 8
- Henry J
- Ford 6 & 8
- Kaiser Manhattan
- Plymouth
- Pontiac 6
- Studebaker Champion & Commander
- Willys Aero
- Hudson Jet & Wasp
- Nash Rambler & Statesman

The above cars must be of models from 1951 to 1954, inclusive.

**ENTRY LIMITATIONS**

Article 6. — The following limitations will be observed on entries in each category and class:

Sport, 1,501 c.c. displacement or more	50 entries
Sport, up to 1,500 c.c. displacement	50 entries
Stock, standard series, with over 3,500 c.c. displacement	100 entries
Stock, standard series, up to 2,000 c.c.	50 entries
Special series stock cars	50 entries

Should the number of entries for any one class be greater than that authorized, these will be transferred to another class, provided vacancies are available.

## ENTRY FEES

Article 7.—Entry fees, per car, which give the right to participate in the race are as follows:

	Mex. Cy.	U.S. Dlls.
Sport, 1,501 c.c. or more..	7,000.00	560.00
Stock, standard series, over 3,500 .....	7,000.00	560.00
Sport, up to 1,500 c.c.....	3,500.00	280.00
Stock, standard series, up to 2,000 c.c.....	3,500.00	280.00
Special series stock cars..	3,500.00	280.00

Entry fees payable by cashier's check. No personal checks accepted.

## OPENING AND CLOSING REGISTRATION DATES

Article 8.—Registration will open August 15, 1954, and will close at midnight October 30, 1954. No extensions will be made under any circumstances. Applications sent by mail must be postmarked not later than midnight October 30. The same deadline will apply to applications sent by telegraph. All applications must include the names of the sponsor, driver, and co-driver, numbers of their licenses, and make of the automobile.

All applications must be sent to the offices of the National Committee of the Pan American Road Race, Avenida Cuauhtémoc 242, Mexico 7, D.F.

## REGISTRATION FORMALITIES

Article 9.—Applications must be submitted on official entry blanks available at the offices of the National Committee of the Pan American Road Race, accompanied by the corresponding registration fee. Both the driver and co-driver (if he is to have the right to substitute for the driver under any circumstance) must possess their respective licenses. These licenses may be obtained at the National Automobile Club representing F.I.A. in the contestants' country of origin.

Mexican contestants may obtain their licenses at the Asociación Nacional Automovilística (ANA), Sullivan 51, Mexico 4, D.F.

*No sponsor or driver will be allowed to enter the race without a license.*

## REJECTION OF APPLICATIONS

Article 10.—The Pan American Road Race Committee reserves the right to reject any application.

## AUTOMOBILES THAT MAY COMPETE

Article 11.—Cars included in each of the three categories and the four classes mentioned in Article 5 must meet the following specifications:

## SPORTS CATEGORY

Up to 1,500 c.c. Class.—Sports-type cars with up to 1,500 c.c. displacement without supercharger or up to 750 c.c. with supercharger. Open or closed body with seating capacity for two persons minimum. Specially adapted stock cars may also be included in this class.

Contestants may make any change they may wish in cars of this class. It will not be necessary that the chassis and/or engine block and/or body be those of the car's make according to its series and catalogue.

Lights and electrical equipment on all cars must be in perfect working condition.

The engine may not be changed once the race has started. Violation of this rule will result in immediate disqualification. Fenders may not be removed. All engines will be sealed to assure compliance with this regulation.

Car bodies may be lowered according to the contestants' judgment. Car interiors may be freely reinforced.

The car may not be registered under a commercial trade name when the chassis, body, or engine are not of the same make. In this instance, the car may be registered under the builder's name or under any other name.

Large Sports Class.—The same rules as in the preceding class will apply with the only exception that the use of a compressor or supercharger will be permitted.

## STANDARD SERIES STOCK CATEGORY

European Stock Class.—Only standard series, European made stock cars will be allowed to enter this class, as per official F.I.A. classifications.

No alterations or modifications of any nature will be authorized during the race under penalty of disqualification.

Open Stock Class.—Standard series cars, as officially defined by F.I.A. may enter this class.

No alterations or modifications of any nature will be authorized during the race under penalty of disqualification.

Cars included in the two classes of the stock category must have closed bodies, recognized by the manufacturer as an integral part of the car model constructed under its trade name, with two or four doors and minimum seating-capacity of four persons.

## SPECIAL SERIES STOCK CAR CATEGORY

Cars included in this Special Series Stock Car Category as listed in Article 5 of these Rules, as well as the changes permitted in Article 12 of these same Rules may also change the original shock absorbers by installing others of a different type and cool the brakes without perforating the body of the car or the fenders. Other than these, no changes will be permitted during the Race under penalty of immediate disqualification.



Cars included in this Special Series Stock Category must have closed bodies, recognized by the manufacturer as an integral part of the car model constructed under its trade name, with two or four doors and minimum seating capacity of four persons.

### MODIFICATIONS ALLOWED IN THE STANDARD SERIES STOCK CATEGORY

Article 12. — As provided under Article 9 of the international regulations, contestants may make the following modifications:

- a) The make of lighting equipment.
- b) The make of brake-lining.
- c) The brand of tires and mounting system.
- d) The brand and type of spark plugs and ignition coil.
- e) The brand of batteries, provided the tension and capacity of the new battery is not greater than the original type.
- f) The jets and nozzle tubes ONLY. It is understood that the type and make of the carburetors will be the same as indicated in the Homologation Report.
- g) The ratios of the gear-box and rear-axle when the series produced model is sold according to the catalogue with different ratios designated beforehand, and that one of these ratios is used.
- h) The capacity of the radiators produced by the manufacturer in conformity.

NOTE: — It is forbidden under penalty of disqualification, the change during the race of any ratios other than those declared officially by the participant before the start of the race and in accordance with item "g".

- i) Installation of extra lighting equipment and signals, provided no traffic regulations are infringed.
- j) The installation of the following accessories, intended to improve the car's condition: oil thermometer, water thermometer, tachometer, gasoline gauge, sun shield, and windshield wiper.
- k) The installation of accessories that do not have any direct bearing on the operation of the car, such as radios, clocks, and turn indicators.
- l) All inside modifications or additions for the purpose of improving the comfort of the passengers.

The International Automobile Federation has also declared that the following changes may be made:

- a) Crankshaft balancing.
- b) Wheel balancing.
- c) Reinforcement of the interior of the body for safety reasons.
- d) Remove the rear seat to install an extra gasoline tank or carry extra parts. The extra gas tank must have one or more vent pipes with outlets leading to the rear of the car.
- e) Reinforce the hood lock.

- f) Remove the muffler and extend the exhaust pipe to the rear of the car, or to the side, 10 to 50 cms. behind the back part of the front door, without cutting through the car body or altering in any way the original diameter of the exhaust pipe or the exhaust manifolds.

All contestants must present a technical report on modifications made to the car, as provided under Article 12.

NOTE: — Any alteration or modification not specifically mentioned in the foregoing article will lead to the disqualification of the car.

Article 13. — Cylinders may be bored up to 0.020" (twenty thousandths of an inch) over their standard diameter.

### LUBRICANTS AND FUELS

Article 14. — Lubricants may be used freely by the contestants, with or without additives.

Article 15. — All participating automobiles will use "Super Mexolina" type gasoline only. Any mixture or alteration of the fuel will lead to disqualification.

### IMPOUND AREA

Article 16. — One free hour will be given all Standard Series and Special Series Stock cars on their arrival in Oaxaca, Durango, and Chihuahua. They will have two hours in Mexico City.

Time will be clocked from the moment of arrival at the finish line until arrival at the Impound Area.

The free time will be allowed for refueling, repairs, tire changes, etc.

Article 17. — Every driver will receive a ticket at each finish line, on which the hour of arrival will be marked. This ticket must be turned in at the impound area where he will receive a second ticket required to pick the car up the next morning.

Article 18. — Work of any nature will be forbidden at the impound area with the exception of tire changes and this only if any of the tires is found flat when the car is called for.

Article 19. — The hood and doors of the car will be sealed in the presence of the contestants as the car is turned in at the impound area.

Article 20. — There will be no impound area for the Sports Category cars and refueling and all repairs on these cars may be done freely from the moment of arrival until departure the next day.

### SUSPENSION

Article 21. — In the event that an entry application is rejected, or if a driver is forbidden to start at the beginning of the race, or if the race is suspended because of forces which in the judgment,

of the Organizing Committee are beyond control, the Competitor shall have no other right than the refund of the entire entry fee or fees which have been paid.

### SPONSORS AND DRIVERS

Article 22.— Any person, organization, or company may sponsor one or more cars in the race.

Article 23.— The sponsor will designate the driver and co-driver. The latter will be optional as the automobile may be driven by the driver alone. This circumstance must be stated at the moment of registration.

Article 24.— The sponsor, driver, and co-driver enter the race under their exclusive responsibility and assume all risks involved in the event.

Article 25.— To be able to participate in the race, the driver must possess a driver's license as provided under Article 9. The same will apply to the co-driver if he is to substitute for the driver at any time.

Article 26.— Should the co-driver take over the driving duties at any time, either alone or with the official driver, without possessing the license referred to in the foregoing article, the car will be automatically disqualified and eliminated from the race.

Article 27.— The driver may start the race alone and be joined later by the co-driver, provided that the latter has been duly registered.

### SUBSTITUTION OF CREWS

Article 28.— By mutual consent, one crew may substitute another crew or a member of it when due to an accident or serious mechanical failure the car of the former is forced to abandon the race. This change must be authorized by the Sporting Commissioners. The crew or member so substituted, will be definitely eliminated from the race and not be permitted to in turn substitute another crew. The automobile driven by the new crew will keep its position in the general classification and not that occupied by the one eliminated. This change may be made only once during the race.

### HELMET AND SAFETY BELT

Article 29.— The driver and co-driver must wear safety helmets. They must also be strapped to their seats by an airplane-type safety belt. The helmet must be of the type especially designed for car racing drivers and the safety belt must be fastened to the chassis and not to the seat.

Drivers and co-drivers of open type cars need not use a safety belt.

### JOINT RESPONSIBILITY OF SPONSOR AND DRIVER

Article 30.— The sponsor, driver, and co-driver will be jointly responsible for any violations of these Rules.

### CAR IDENTIFICATION NUMBERS

Article 31.— The number for the first start and for further identification of the automobiles during the race, will be given in the strict order of arrival of applications for entry.

Numbers will be given as follows:

- From 1 to 50, Large Sports cars;
  - From 51 to 100, Small Sports cars;
  - From 101 to 200, Large Stock cars;
  - From 201 to 250, Special Series Stock cars;
  - From 251 to 300, European Stock cars.
- Consequently, there will be no drawing.

### PAINTING OF NUMBERS ON AUTOMOBILES

Article 32.— The number allotted to each car must be painted on the car's doors or between these and the front fenders, on both sides. The following minimum measurements must be observed:

#### Large Sports Class

Black number on a white circle two feet in diameter.

#### Small Sports Class

Black number on a yellow circle two feet in diameter.

#### Large Stock Class

White number on red rectangle —two feet high.

#### Special Series Stock Category

Yellow number on black rectangle —two feet high.

#### European Stock Class

Blue number on orange rectangle —two feet high.

The number must also be painted on the top of the car to facilitate identification from the air. This number must cover the entire surface.

On sports cars, the number must be painted on the hood or on rear luggage compartment.

### ASSEMBLY OF RACE CARS IN TUXTLA GUTIERREZ, CHIAPAS

All automobiles entered in the race, their numbers painted on as provided in the foregoing article, will assemble in Tuxtla Gutiérrez, Chiapas, on the dates set below for inspection and control as ordered by the Technical Committee. Car plates and arm bands will be issued at this time.

- November 14 & 15 — Large Stock Class
- November 16 — Special Series Stock Class
- November 17 — European Stock Class
- November 18 — Both Classes of the Sports Category.

Article 34.— On November 18th. at 4 p.m. a meeting with all crews will be held to give out last minute instructions and clear up any doubts as to the interpretation of these Rules.

Article 35. — Start at Tuxtla Gutiérrez will be as follows:

*First:* Large Sports at one-minute intervals, beginning with number 1 and so on down the line.

*Second:* Small Sports in the same order.

*Third:* Large Open Stock in the same order.

*Fourth:* Special Series Stock in the same order.

*Fifth:* European Stock in the same order.

In Tuxtla Gutiérrez, there will be an interval of five minutes between the departure of the last car of one class and the first car of the next class.

For the Tuxtla departure, cars will line up in single file in numerical order.

The starts from Oaxaca, Mexico, D.F., Durango, and Chihuahua will be given according to each car's general classification in the race.

The starts from Puebla, León, and Parral will be given in the order of arrival of each car at these cities after a 30-minute allowance for refueling. Under no circumstances will race officials authorize a departure before the expiration of the 30-minute period. Any pressure or insistence on the part of the driver to leave before the expiration of this period will be stated in the Route Book by the officials and will lead to the disqualification of the contestant.

The driver who does not have his car on the starting line at the proper time, will lose the right to continue competing in the Race.

All starts will be made from a standing position with the engine running.

#### ROUTE BOOK

Article 36. — A Route Book will be provided each automobile which will include the photographs, names, and addresses of the driver and co-driver, and a description of the car. The following notations will be made in the Route Book by the race officials:

Time of start, time of arrival, time consumed, position in the leg, and position in the race. The Route Book will carry the number assigned to the contestant and will be handed by the crew to the race officials at the end of each leg. Officials will be waiting some 800 yards from the finish line, where the car will be signalled to a complete stop by a red flag.

#### ROAD RULES

Article 37. — All cars will keep to the right during the race. Every driver is obligated to give the right to pass to any car requesting it. A car may be passed on the left only. The highway will be closed to ordinary traffic during the race.

Article 38. — An extra fuel tank must be installed when the capacity of the ordinary tank is not sufficient to cover the longest legs of the race (333.7 miles).

#### RAILWAY CROSSINGS

Article 39. — A race official will flag each car approximately 500 meters (547 yards) from each railway crossing (provided it be a level crossing). The driver must consequently reduce his speed. At 250 meters (273 yards) from the crossing, another official will signal the driver if the crossing is free or whether he will have to make a complete stop.

Article 40. — If a full stop is required at a railway crossing, cars will line up in single file in the order of arrival, and will start in the same order. It is strictly forbidden to pass another automobile in this instance unless it is held up because of mechanical failure.

#### OBSTRUCTIONS ON THE ROAD

Article 41. — If for any unforeseeable reason the highway is blocked (washouts, landslides, etc.), cars must line up in single file in the order of arrival and will follow instructions given by race officials.

#### SIGNALS

Article 42. — All flag signals as shown at the end of these Rules, must be strictly obeyed by drivers. In the event a full stop is necessary (RED FLAG WAVED), the race official who detains the vehicle will note the delay in the Route Book in order that it be deducted at the end of the leg.

Article 43. — Drivers will find regular highway signs posted along the route by the Ministry of Communications and Public Works for ordinary traffic. These signs, identified elsewhere in this Rules Book, are excellent warnings to the drivers of the perils of the road.

#### MISHAPS

Article 44. — Any mechanical failure or mishap to a competing automobile, once leaving the starting line of each leg, must be repaired by the driver and co-driver alone. The car must be moved to one side of the road while repairs are being made so as not to block other cars.

No one, except the car's crew, may render any manual technical assistance.

mediate disqualification of the automobile.

### TIME KEEPING

Article 45. — A number of time-keepers will register starts and arrivals on each leg.

Notations in Route Books will be supervised at each start and finish line by Control Officials.

### PRIZES

Article 46. — The following prizes will be awarded to the winners in each class:

#### LARGE SPORT

	Mexican Currency	U.S. Dollars
First place .....	200,000.00	16,000.00
Second place .....	100,000.00	8,000.00
Third place .....	40,000.00	3,200.00
Fourth place .....	20,000.00	1,600.00
Fifth place .....	15,000.00	1,200.00
Sixth place .....	7,000.00	560.00
Seventh place .....	7,000.00	560.00
Eighth place .....	7,000.00	560.00
Ninth place .....	7,000.00	560.00
Tenth place .....	7,000.00	560.00
To the winner of each leg.	5,000.00	400.00
Eight legs .....	40,000.00	3,200.00
To the best qualifying Mexican in the race.	20,000.00	1,600.00
<b>Total:</b>	<b>470,000.00</b>	<b>37,600.00</b>

#### LARGE OPEN STOCK

	Mexican Currency	U.S. Dollars
First place .....	200,000.00	16,000.00
Second place .....	100,000.00	8,000.00
Third place .....	40,000.00	3,200.00
Fourth place .....	20,000.00	1,600.00
Fifth place .....	15,000.00	1,200.00
Sixth place .....	7,000.00	560.00
Seventh place .....	7,000.00	560.00
Eighth place .....	7,000.00	560.00
Ninth place .....	7,000.00	560.00
Tenth place .....	7,000.00	560.00
To the winner of each leg.	5,000.00	400.00
Eight legs .....	40,000.00	3,200.00
To the best qualifying Mexican in the race.	20,000.00	1,600.00
<b>Total:</b>	<b>470,000.00</b>	<b>37,600.00</b>

#### SMALL SPORT

	Mexican Currency	U.S. Dollars
First place .....	50,000.00	4,000.00
Second place .....	35,000.00	2,800.00
Third place .....	20,000.00	1,600.00
Fourth place .....	13,000.00	1,040.00

Fifth place .....	10,000.00	800.00
Sixth place .....	5,000.00	400.00
Seventh place .....	5,000.00	400.00
Eighth place .....	5,000.00	400.00
Ninth place .....	5,000.00	400.00
Tenth place .....	5,000.00	400.00
To the winner of each leg.	1,500.00	120.00
Eight legs .....	12,000.00	960.00
To the best qualifying Mexican in the race.	10,000.00	800.00
<b>Total:</b>	<b>175,000.00</b>	<b>14,000.00</b>

#### SPECIAL SERIES STOCK

	Mexican Currency	U.S. Dollars
First place .....	50,000.00	4,000.00
Second place .....	35,000.00	2,800.00
Third place .....	20,000.00	1,600.00
Fourth place .....	13,000.00	1,040.00
Fifth place .....	10,000.00	800.00
Sixth place .....	5,000.00	400.00
Seventh place .....	5,000.00	400.00
Eighth place .....	5,000.00	400.00
Ninth place .....	5,000.00	400.00
Tenth place .....	5,000.00	400.00
To the winner of each leg.	1,500.00	120.00
Eight legs .....	12,000.00	960.00
To the best qualifying Mexican in the race.	10,000.00	800.00
<b>Total:</b>	<b>175,000.00</b>	<b>14,000.00</b>

#### EUROPEAN STOCK

	Mexican Currency	U.S. Dollars
First place .....	50,000.00	4,000.00
Second place .....	35,000.00	2,800.00
Third place .....	20,000.00	1,600.00
Fourth place .....	13,000.00	1,040.00
Fifth place .....	10,000.00	800.00
Sixth place .....	5,000.00	400.00
Seventh place .....	5,000.00	400.00
Eighth place .....	5,000.00	400.00
Ninth place .....	5,000.00	400.00
Tenth place .....	5,000.00	400.00
To the winner of each leg.	1,500.00	120.00
Eight legs .....	12,000.00	960.00
To the best qualifying Mexican in the race.	10,000.00	800.00
<b>Total:</b>	<b>175,000.00</b>	<b>14,000.00</b>

**TOTAL OF PRIZES** 1,465,000.00 pesos  
(117,200.00 U.S. Cy.)

Official exchange — 12.50 pesos to \$ 1.00 U.S. Cy.)

Prizes will be presented to the winners in Mexico City within the next five days after the end of the race.

Article 47. — In case of a tie for first place in any class, the sum of the first and second prizes will be equally divided between both winners. In

case of a three-way tie, the sum of the first, second, and third prizes will be equally divided among the winners, and so on, if there should be a four-way or more tie. The same procedure will apply in case of a tie from second to ninth places. All such drivers will be classified as winners of the position tied.

Should the tie occur for tenth place, the prize will be divided among the tied contestants.

In the event of a tied position for first place on any leg, the prize money will be equally divided between the tied-winners.

In case of a tie for the prize money for the Best qualified mexican in the Race, the prize money will be divided between the tied-winners.

#### PUBLICITY FOR AUTOMOBILES

Article 48.— Any publicity made for the cars participating in the race must clearly indicate that this race is an International Speed Competition, the name of the Fifth Mexican Pan American Road Race, and the type of the automobile.

Article 49.— Any public statements made by participants which might cause doubt or confusion among the Public, shall be corrected by the entrant if so ordered by the National Committee using the same means of publicity employed when making the confusing statements.

#### ADVERTISING ON CARS

Article 50.— The inscription V CARRERA PAN-AMERICANA "MEXICO" must be painted on both sides of the car's top.

On open cars, this inscription will appear on the most prominent part of the car.

Advertising may be painted on the car bodies provided it does not affect the legibility of the car number or the inscription referred to in the preceding paragraph.

#### PUBLIC PROTESTS OR COMPLAINTS BY SPONSORS OR CREWS

Article 51.— Sponsors and crews may not make any public protests over the radio or press until the Race Director or competent race officials have made a decision of claims presented.

If need be, the sponsor or driver may appeal to the ANA, but under no circumstances will he publicly make any statements which could damage the prestige of the competition.

#### ELIMINATION OF AUTOMOBILES BECAUSE OF SAFETY MEASURES

Article 52.— The Race Director or the Sporting Commissioners are empowered to withdraw from the race at any time any cars which in their judgment fall short of the necessary safety requirements. This measure will be adopted to insure the safety of the car's own crew, the rest of the cars, and the public in general. The decision of the race authorities in this respect may not be appealed.

#### ALCOHOLIC BEVERAGES

Article 53.— No alcoholic beverages may be carried in the car.

Any violation of this regulation will result in the disqualification of the car and crew.

#### CLAIMS

Article 54.— Any claim or protest—except in those cases provided in the F.I.A. International Sporting Code—must be presented in writing to the Race Director or the Sporting Commissioners, together with 200 pesos, Mexican currency. The claim or protest must be made within one hour after the arrival at the day's finish line. The 200 pesos will be refunded only if the complaint is justified.

#### IDENTIFICATION ARM BAND

Article 55.— The Race Director, Sporting Commissioners, Control and Technical Officials, Time-keepers, and Start and Finish Judges will be present at all legs. They will be identified by an arm band.

#### MEDICAL CARDS

Article 56.— All drivers and co-drivers must present a medical card to the National Committee of the Pan American Road Race intended to serve as a guide to doctors in case of accident.

This service will be provided free of charge by the Organizing Committee.

#### RESPONSIBILITY IN CASE OF ACCIDENTS

Article 57.— No responsibility will be assumed by the National Committee of the Pan American Road Race for any accidents suffered or caused by drivers or co-drivers. Nor will it assume any responsibility for damages caused by any accident whatsoever before or during the race.

#### PENALTIES

Article 58.— The Sporting Commissioners are empowered to apply the following penalties:

- A) A fine in cash when a fault by the sponsor and/or drivers does not affect the technical aspect of the Race.
- B) Expulsion from the Race when a fault by the sponsor and/or drivers affects the technical aspect of the Race.

#### TRANSITORY ARTICLE

Once the registration application has been accepted and a number assigned, the contestant will lose all right to a refund of his entry fee, even though he may wish to withdraw before registrations are closed.

Approved by the Asociación Nacional Automovilística "A.N.A."

Mexico, D. F. — 19 July 1954.

*Agustín Legorreta*

President of the National Committee of the Carrera Panamericana Mexico, A.C.

Edmundo Stierle

General Director of the National Committee of the  
Carrera Panamericana Mexico, A.C.

Pedro Viyao de la Prida

Technical Director of the Race

Alfonso Villaseñor

Sporting Commissioner of the A.N.A.

#### FLAGS AND SIGNALS

Starting flag—Gold colored flag. The flag will bear the emblem of the state where each leg of the race begins.

Red flag—Complete stop.

Yellow flag—Caution, danger.

Checkered flag—Arrival at finish line.

OFFICIAL TIME-KEEPING BY OMEGA

#### APPENDIX I

The following excerpts from the International Sports Code, Annex "J", international regulations, are given for the information and guidance of the contestants:

**Article III.—Purpose:** Normal series production touring cars are motor vehicles intended for the conveyance of persons, and for which their manufacturer has endeavoured to obtain the best performances and the maximum comfort in normal conditions of use.

These cars must conform to a model clearly defined in a catalogue, and must be obviously intended for normal use: pleasure and business. They must be offered to the Customers by the usual Sales Departments of the Manufacturer.

**Article IV.—Minimum Fabrication:** For normal series production touring cars the following minima must have been built:

—1,000 units in 12 consecutive months if their engine capacity is equal or inferior to 1,000 c.c.

—600 units in 12 consecutive months if their engine capacity exceeds 1,000 c.c.

**Article VI.—Number and Dimensions of Seats:** Normal series production touring cars whose engine capacity is inferior or equal to 1,000 c.c. may have 2 seats only. Those whose engine capacity exceeds 1,000 c.c. must have four seats.

The dimensions of each seat must be at least equal to those indicated in Appendix C of the International Sporting Code for the seats of sports cars.

**Article VII.—Weight:** A normal series production touring car of a determined type must weigh, "in working order," a minimum weight to be indicated on the Form of Recognition of that vehicle, and this weight shall be the same for closed cars or convertibles of a same series of chassis.

This minimum weight shall be the average weight computed from the actual weighing of 5 closed series production cars of the same model "in working order."

Weighing "in working order" means that the car is weighed when equipped with a spare wheel and tyre, when its petrol and oil tanks, and water tank (if any), are full, but without any driver, passenger, tools or luggage.

**Article VIII.—Forbidden Alterations:** No alteration or additions liable to improve the ordinary performances of a "normal series production touring car" shall be permitted on that type of vehicle. In particular the use of super-chargers or blowers or any other supercharging device for the engine is prohibited.

**Article X.—Wheels and Tyres:** Normal series production touring cars must compulsorily be equipped with wheels similar as to their type, weight and dimensions to those delivered by the manufacturer, such as they are described in the catalogue (or on the Form of Recognition) of the considered vehicle. This obligation concerns in particular the rims of the wheels, but the Competitors may use tyres of their own choice. The number of spare wheels is not limited, save when the supplementary regulations of the competition prescribe other-wise.

**Article XI. — Bumpers, Embellishers, Stream-lining:** Normal series production touring cars shall have to be fitted with bumpers of the type provided by the manufacturer, save if the manufacturer delivers the cars normally without bumpers.

On the contrary, embellishers and detachable wheel covers liable to hinder the dismounting of a wheel may be removed beforehand at the discretion of the entrant, provided the weight of the car thus lightened remains at least equal to the weight as defined in Article 7.

The addition of any kind of stream-lining device unprovided by the manufacturer is prohibited.

**Article XII. — Forms of Recognition:** Each model of car answering the above conditions shall be made the subject of a technical form, called "Form of Recognition", on which will be indicated the main characteristics allowing the model in question to be identified and to ensure that it really corresponds to that of the series production described in the Manufacturer's catalogue.

In order to allow for alterations liable to be made to the series in the course of the year, the C.S.I. on proposal of the A.C.Ns. concerned, shall review at the time of the F.I.A. Spring and Autumn Congresses the list of vehicles of all origins to be classified as "normal series production touring cars."

Only the model Form of Recognition drawn up by the International Technical Commission shall be used to that purport by all A.C.Ns.

## APPENDIX II

Automobiles Included in the  
"LARGE STOCK CAR CATEGORY"  
from 3,500 cc. up in accordance with the  
classifications of the F.I.A.

<b>AUSTIN</b>	<b>HUMBER</b>
Sheerline A-125	Super Snipe Mark IV
<b>BUICK</b>	<b>KAISER</b>
40 Special	• Kaiser De Luxe
50 Super	• Manhattan
60 Century	<b>LINCOLN</b>
70 Roadmaster	Cosmopolitan
<b>CADILLAC</b>	Capri
60	<b>MERCURY</b>
62	Custom
75	Monterey
<b>CHEVROLET</b>	<b>NASH</b>
• 150	Ambassador
• 210	<b>OLDSMOBILE</b>
• Bel Air	88
<b>CHRYSLER</b>	Super 88
Windsor De Luxe	Classic 98
New Yorker	<b>PACKARD</b>
New Yorker De Luxe	Clipper Special
Custom Imperial	Clipper de Luxe
Crown Imperial	Clipper Super
<b>DE SOTO</b>	Cavalier
Powermaster 6	Patrician
Firedome 8	Limousine
• Diplomat 6	Executive Sedan
<b>DODGE</b>	<b>PLYMOUTH</b>
• Kingsway 6	• Plaza
• Meadowbrook 8	• Savoy
• Coronet 6	• Belvedere
• Coronet V8	<b>PONTIAC</b>
• Royal V8	• Chieftain 6
<b>FORD</b>	Chieftain 8
• Mainliner 6	Starchief
• Mainliner V8	<b>STUDEBAKER</b>
• Customline 6	• Commander
• Customline V8	• Champion
• Crestline V8	<b>WILLYS</b>
<b>HUDSON</b>	• Falcon
• Wasp	• Aero Ace
Super-Wasp	• Aero Eagle
Hornet	

\* These automobiles are listed herein as being over 3,500 cc. in accordance with the F.I.A. classification, but make up the Special Series Stock Category and are separately listed as such.

NOTE. — Automobiles in this category, must be of year models from 1951 to 1954 inclusive.

Automobiles Included in the  
**"SPECIAL SERIES STOCK CATEGORY"**  
 Reserved strictly to U.S. manufactured  
 automobiles.

Chevrolet  
 De Soto Diplomat 6  
 Dodge Kingsway 6  
 Dodge 8  
 Henry J  
 Ford 6 & 8  
 Hudson Jet & Wasp  
 Kaiser Manhattan & de Luxe  
 Nash Rambler & Statesman  
 Plymouth  
 Pontiac 6  
 Studebaker Champion y Commander  
 Willys Aero

NOTE.—Automobiles in this category, must be  
 of year models from 1951 to 1954 inclusive.

Automobiles Included in the  
**"EUROPEAN STOCK CLASS"**  
 up to 2,000 cc. cc.

Reserved strictly to European manufactured  
 automobiles in accordance with the  
 classifications of the F.I.A.

**ALEMANIA**

B.M.W.  
 Borgward  
 Champion  
 Daimler Benz  
 (Mercedes)  
 D.K.W.  
 Ford Taunus  
 Goliath  
 Gutbrod  
 Lloyd  
 Opel  
 Volkswagen

**FRANCIA**

Citroen  
 Ford  
 Hotchkiss  
 Panhard  
 Peugeot  
 Renault  
 Simca  
 Talbot

**INGLATERRA**

Austin  
 Alvis  
 Armstrong  
 Ford  
 Hillman Minx  
 Jowett  
 M.G.  
 Morris  
 Riley  
 Rover  
 Singer  
 Standard  
 Triumph  
 Vauxhall  
 Wolseley

**ITALIA**

Fiat  
 Alfa Romeo  
 Lancia  
 Moretti  
 Isotta

**SUECIA**

Saab  
 Volvo

**I MEXICAN PAN AMERICAN RACE**

May 5th. 1950.

The first Mexican Pan American Road Race originated in Ciudad Juarez, Chih., on the U. S. Mexican border and finished at Ciudad Cuauhtemoc on the Mexican-Guatemalan border, covering a total distance of 8,888 kilometers.

182 automobiles participated in this event, all standard cars of a strictly standard nature. Fifty two of the competing cars arrived at the finish-line. The winning car was number "52", a 1950 Oldsmobile driven by Herahell McGriff with an over-all time of 27:34'55". The last car across the finish line was number "87", a 1950 Studebaker, driven by Wiltz with an over-all time of 44:42,02".

The average speeds for each leg were as follows:

- 1st.—Ciudad Juarez to Chihuahua (370 kms. 229.9 m.) William W. Sterling. Cadillac. 161.638 K.P.H. H. 100.425 M.P.H.
- 2nd.—Chihuahua to Parral (300 kms. 186.4 M.) George Lynch. Cadillac. 154.330 K.P.H. 95.885 M.P.H.
- 3rd.—Parral to Durango (404 kms. 251.0 M.) Sterling. Cadillac. 138 K.P.H. 85.993 M.P.H.
- 4th.—Durango to Leon (537 kms. 333.7 M.) Lonnie H. Johnson, Jr. Cadillac. 145.071 K.P.H. 90.133 M.P.H.
- 5th.—Leon to Mexico, D. F. (430 kms. 267.2 M.) Thomas A. Deal. Cadillac. 149.958 K.P.H. 93.169 M.P.H.
- 6th.—Mexico, D. F. to Puebla. (130 kms. 80.8 M.) Fernando Razo Maciel. Packard. 128.402 K.P.H. 79.777 M.P.H.
- 7th.—Puebla to Oaxaca. (412 kms. 256.0 M.) Felice Bonetto. Alfa Romeo 109.655 K.P.H. 68.129 M.P.H.
- 8th.—Oaxaca to Tuxtla Gutierrez. (530 kms. 329.3 M.) John Mantz. Lincoln. 117.547 K.P.H. 73.032 M.P.H.
- 9th.—Tuxtla Gutierrez to Cd. Cuauhtemoc. (275 kms. 165.5 M.) Piero Taruffi. Alfa Romeo. 91.990 K.P.H. 57.153 M.P.H.

The average speeds for the over-all race were:

- 1.—Mac Griff. Oldsmobile. 124.612 K.P.H. 78.421 M.P.H.
- 2.—Deal. Cadillac. 124.517 K.P.H. 77.362 M.P.H.
- 3.—Al Rogers. Cadillac. 123.033 K.P.H. 76.440 M.P.H.

The total Cash Prizes amounted to \$300,000.00 Mex. Cy. — \$4,682.08 Dollars.



## II MEXICAN PAN AMERICAN RACE

20 th. to 24th. November 1951

To facilitate the organization of this Race and to simplify the course, the 2nd. Pan American Road Race was run from South to North, eliminating the leg between Tuxtla Gutierrez and Cd. Cuauhtemoc, i.e. — beginning at Tuxtla and finishing at Ciudad Juarez. The total distance of the course becoming 8,113 kms., 1,934.4 miles.

91 automobiles took part in this race (105 entries were received but 14 cars failed to show-up at the starting line). Only 85 cars crossed the finish-line at Ciudad Juarez.

This Race permitted a few minor engine modifications except on the cam-shaft and installation of compressors.

The Race was won by Piero Taruffi in a Ferrari with an over-all time of 21:57'52" and an average speed of 141.729 k.p.h. and 88.09 m.p.h.

The last car across the finish line was a Hudson, driven by Jorge Limón whose over-all time was 24:29'57" and an average speed of 131.224 k.p.h. and 82.2 m.p.h.

The average speeds for each leg were as follows:

Tuxtla-Oaxaca.—Jean Trevoux Packard. 126.383 k.p.h. (78.54 m.p.h.)

Oaxaca-Puebla.—Alberto Ascari. Ferrari. 122.338 k.p.h. (76.03 m.p.h.)

Puebla-Mexico, D. F.—Piero Taruffi. Ferrari. 138.092 k.p.h. (85.82 m.p.h.)

Mexico, D. F.-Leon.—Alberto Ascari. Ferrari 157.700 k.p.h. (98.01 m.p.h.)

Leon-Durango. Alberto Ascari. Ferrari. 157.672 k.p.h. (97.99 m.p.h.)

Durango-Parral.—Alberto Ascari. Ferrari. 154.281 k.p.h. (95.88 m.p.h.)

Parral-Chihuahua.—Tony Bettenhausen. Chrysler. 181.128 k.p.h. (112.57 m.p.h.)

Chihuahua-Ciudad Juarez.—Tony Bettenhausen. Chrysler. 182.392 k.p.h. (113.35 m.p.h.)

The average speeds in the over-all race

for the first four cars:

1.—Taruffi (Ferrari). 141.729 k.p.h. (88.09 m.p.h.)

2.—Ascari (Ferrari). 140.867 k.p.h. (87.55 m.p.h.)

3.—Sterling (Chrysler). 140.040 k.p.h. (87.04 m.p.h.)

4.—Ruttman (Mercury). 139.951 k.p.h. (86.98 m.p.h.)

The total cash Prizes amounted to \$550,000.00 Mex. Cy. — 63,583.72 Dollars.

## III MEXICAN PAN AMERICAN RACE

19th. to 23rd. November 1952

The 3rd. Mexican Pan American Road Race brought about a tremendous reaction of enthusiasm throughout the world, with the announcement that it would be placed on the International Sports Calendar as the World Championship Course.

For the first time, two categories were established — one for strictly standard cars and the other for sport and racing cars. Twenty-seven cars were entered in the Sports Class, of which 23 were of European make 2 Specials, and 2 U.S. Made. Ten of these entries crossed the finish-line at Cd. Juarez. The winner — in a Mercedes-Benz was Karl Kling. His over-all time: 18:51'19" — His average speed 165.096 k.p.h. (102.6 m.p.h.)

In the Standard Car class 64 cars were entered and 29 crossed the finish-line at Ciudad Juarez within the rules. Chuck Stevenson was the winner in this class driving a 1953 Lincoln. His over-all time 12:15'38". His average speed: 146.420 k.p.h. (91.0 m.p.h.).

The average speeds for each leg were as follows:

Tuxtla Gtz.-Oaxaca.—Sport: Jean Behra. (Gordini). 143.413 k.p.h. (89.1 m.p.h.)  
Standard: Faulkner (Lincoln) 127.260 k.p.h. (79.1 m.p.h.)

Oaxaca-Puebla.—Sport: Villoreasi (Ferrari) 134.902 k.p.h. (83.8 m.p.h.)

Standard: Russell (Chrysler) 117.270 k.p.h. (72.0 m.p.h.)

Puebla-Mexico, D. F.—Sport: Villoreasi (Ferrari) 161.980 k.p.h. (100.7 m.p.h.)

Standard: Taruffi (Oldsmobile) 134.326 k.p.h. (83.5 m.p.h.)

Mexico-Leon.—Sport: Villoreasi (Ferrari) 181.555 k.p.h. (112.8 m.p.h.)

Standard: Bob Korf (Lincoln) 152.964 k.p.h. (95.1 m.p.h.)

Leon-Durango.—Sport: Kling (Mercedes - Benz). 179.784 k.p.h. (111.7 m.p.h.)

Standard: John Mantz (Lincoln) 158.094 k.p.h. 98.2 m.p.h.)

Durango-Parral.—Sport: Kling (Mercedes - Benz). 167.302 k.p.h. (104.0 m.p.h.)

Standard: Carter (Lincoln) 155.293 k.p.h. (96.5 m.p.h.)

Parral-Chihuahua.—Sport: Kling (Mercedes - Benz) 204.000 k.p.h. (126.8 m.p.h.)

Standard: Stevenson (Lincoln) 176.817 k.p.h. (109.9 m.p.h.)

Chihuahua-Ciudad Juarez.—Sport: Kling (Mercedes-Benz) 218.495 k.p.h. (135.8 m.p.h.)

Standard: Mantz (Lincoln) 185.670 k.p.h. (115.4 m.p.h.)

The total Cash Prizes amounted to \$727,000.00 Mex. Cy. — 84,046.24 Dollars.

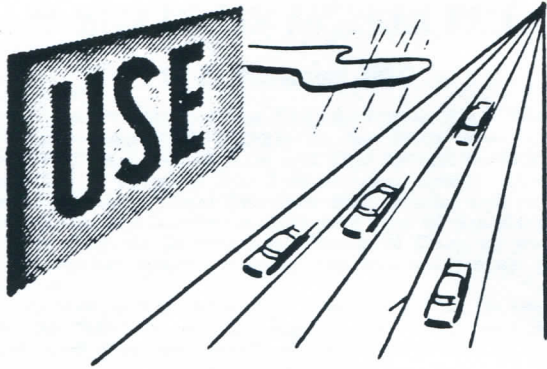
# IV MEXICAN PAN AMERICAN RACE

19 to 23 November 1953.

In the Fourth Mexican Pan American Road Race the most important changes to the Rules were the set-up of an Impound Area and four categories which included a category for International Sports Automobiles, International Standard Automobiles, and two categories, one for Special Standard Cars of less Horse Power than the International Standard Class, as well as a smaller Sports category for automobiles up to 1600 cc.

All records were broken in this race as can be seen in the following listing, leg by leg, which can be compared with the records of previous races.

Average Speed.			
Category	KpH	Driver.	Make of car.
<b>1st. Leg.: Tuxtla Gutiérrez-Oaxaca.</b>			
Int'l Sports	152.712	Bonetto	Lancia
Sport up to 1600 cc.	138.763	Herman	Porsche
Int'l Standard	134.017	Stevenson	Lincoln
Special Standard	118.215	Davis	Plymouth
<b>2nd. Leg.: Oaxaca-Puebla.</b>			
Int'l Sports	141.525	Taruffi	Lancia
Sport up to 1600 cc.	118.800	Juhan	Porsche
Int'l Standard	120.811	Stevenson	Lincoln
Special Standard	104.000	Patterson	Ford 8
<b>3rd. Leg.: Puebla-Mexico, D. F.</b>			
Int'l Sports	165.457	Taruffi	Lancia
Sport up to 1600 cc.	129.039	Juhan	Porsche
Int'l Standard	135.969	Mantz	Lincoln
Special Standard	115.344	Airaldi	Ford 8
<b>4th Leg.: México, D. F.-León.</b>			
Int'l Sports	186.344	Maglioli	Ferrari
Sport up to 1600 cc.	150.193	Juhan	Porsche
Int'l Standard	156.910	McGrath	Lincoln
Special Standard	127.283	Eckart	Hudson
<b>5th Leg.: León-Durango.</b>			
Int'l Sports	187.503	Taruffi	Lancia
Sport up to 1600 cc.	155.718	Hartman	Borgward
Int'l Standard	183.538	Mantz	Lincoln
Special Standard	128.666	Yantis	Chevrolet
<b>6th. Leg.: Durango-Parral.</b>			
Int'l Sports	179.555	Maglioli	Ferrari
		Ricci	
Sport up to 1600 cc.	144.990	Hartman	Borgward
Int'l Standard	150.789	McGrath	Lincoln
Special Standard	132.050	Airaldi	Ford 8
<b>7th. Leg.: Parral-Chihuahua.</b>			
Int'l Sports	205.128	Maglioli	Ferrari
Sport up to 1600 cc.	171.184	Hartman	Borgward
Int'l Standard	183.955	Mantz	Lincoln
Special Standard	149.006	Airaldi	Ford 8
<b>8th. Leg.: Chihuahua-Od. Juárez.</b>			
Int'l Sports	222.590	Maglioli	Ferrari
		Ricci	
Sport up to 1600 cc.	162.768	Herrarte	Porsche
Int'l Standard	185.732	Mantz	Lincoln
Special Standard	146.788	Yantis	Chevrolet
<b>GENERAL AVERAGE SPEEDS IN THE RACE</b>			
Int'l Sports	169.221	Fangio	Lancia
Sport up to 1600 cc.	128.470	Herrarte	Porsche
Int'l Standard	149.911	Stevenson	Lincoln
Special Standard	124.043	Evans	Chevrolet



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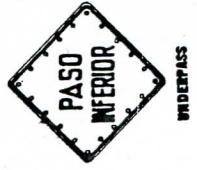
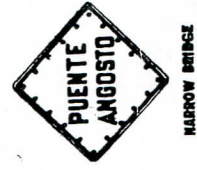
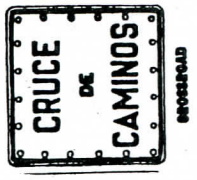
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MADE IN MEXICO BY:  
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Señales de Carreteras de México

Standard Mexican Highway Signs



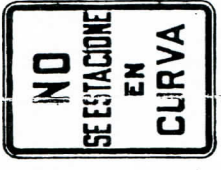
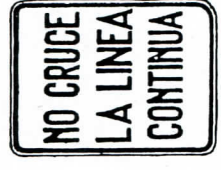
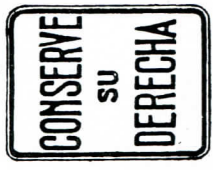
Señales de Carreteras de México

Standard Mexican Highway Signs



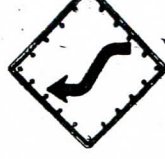
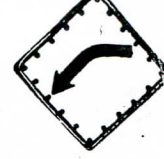
Señales de Carreteras de México

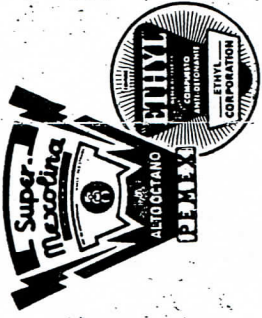
Standard Mexican Highway Signs



Señales de Carreteras de México

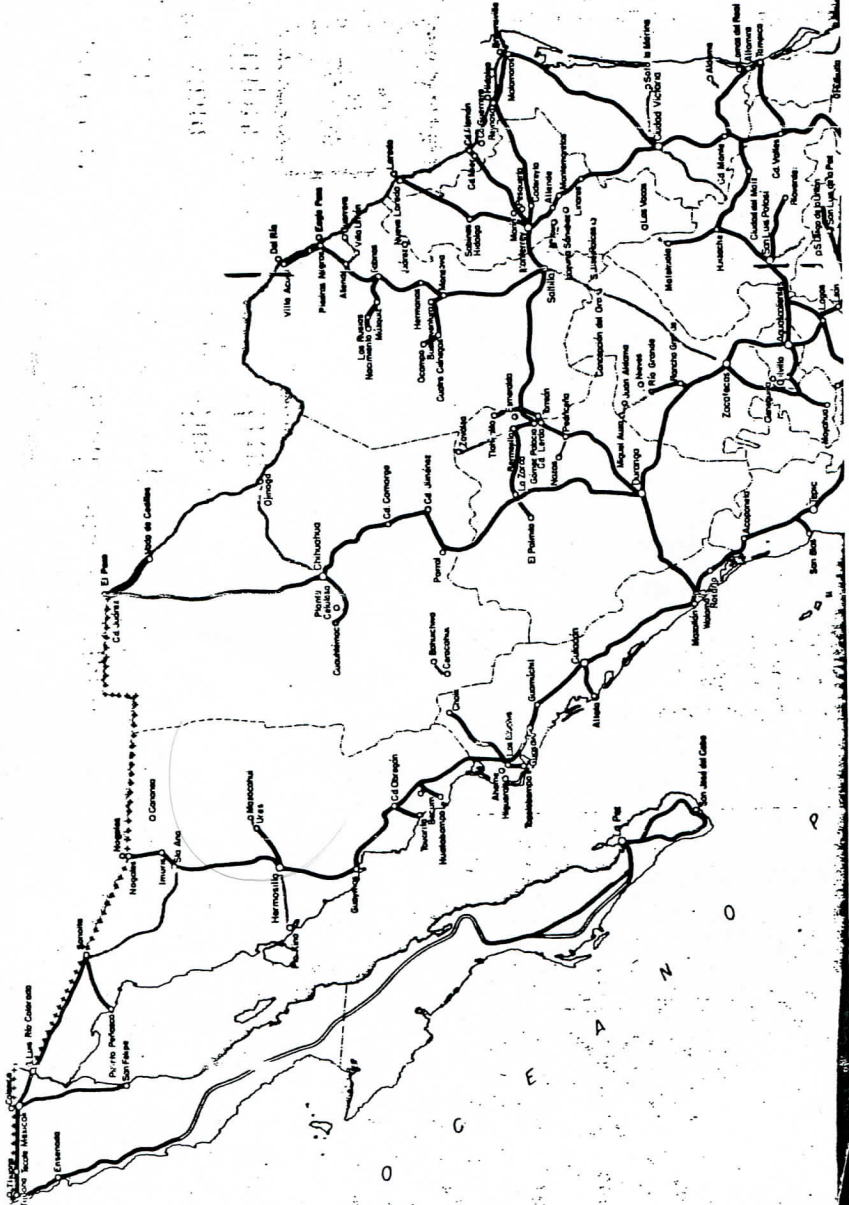
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