

# HOT RODS

No 2

and

# RACING CARS

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BRIDGEHAMPTON  
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HOT ROD TALK  
A LOOK INTO THE  
AUTOMOTIVE FUTURE  
**RACE AGAINST DEATH**  
Adventures of  
SPEED DAVIS and  
BUSTER CAMSHAFT



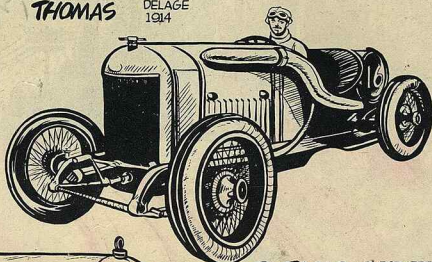
# all **WINNERS**

The SECOND in a SERIES...

## At the INDIANAPOLIS "500"

THE "500" MILE RACE THAT TAKES PLACE EACH YEAR AT INDIANAPOLIS IS MORE THAN JUST A SHOW OF SPEED. IT IS THE AMERICAN SPIRIT OF ENTERPRIZE AND FAITH IN THE FUTURE; A DEMONSTRATION OF ALL THE QUALITIES THAT MAKE US GREAT... DARING, PERSISTENCE, CURIOSITY, CRAFTSMANSHIP... JUST TO NAME A FEW!

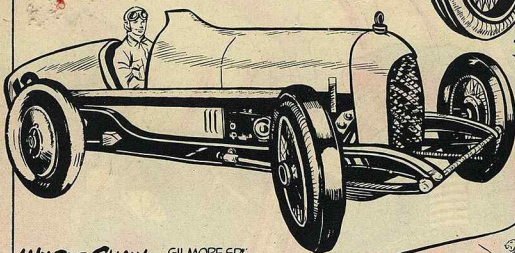
**THOMAS** DELAGE 1914



FIRST OF ITS KIND TO COMPETE AND WIN IN THE U.S. RECORD RUN 6 HRS. 3 MIN. 45 SEC. - AVERAGE SPEED 82.47 MPH - PRIZE \$39,750.00

**DE PAOLO** DIESENBERG SPL. 1925

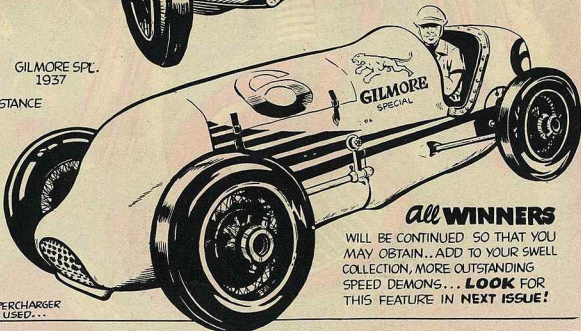
AVERAGING 101.13 MPH, DE PAOLO, WITH ASSISTANCE FROM BATTEN, STREAKED PAST THE CHECKERED FLAG TO WIN HIS MUCH DESERVED PRIZE OF \$27,800.00



**WILBUR SHAW** GILMORE SPL. 1937

DRIVING THE ENTIRE DISTANCE WITHOUT RELIEF AND MAKING ONLY TWO PIT-STOP FOR A TOTAL TIME OUT OF LESS THAN 3 MIN., SHAW RANG UP AN AVERAGE SPEED OF 113.580 MPH, FOR 500 ARDUOUS MILES!

ENGINE: 255 CU. IN. OFFENHAUSER (NO SUPERCHARGER WAS USED...)

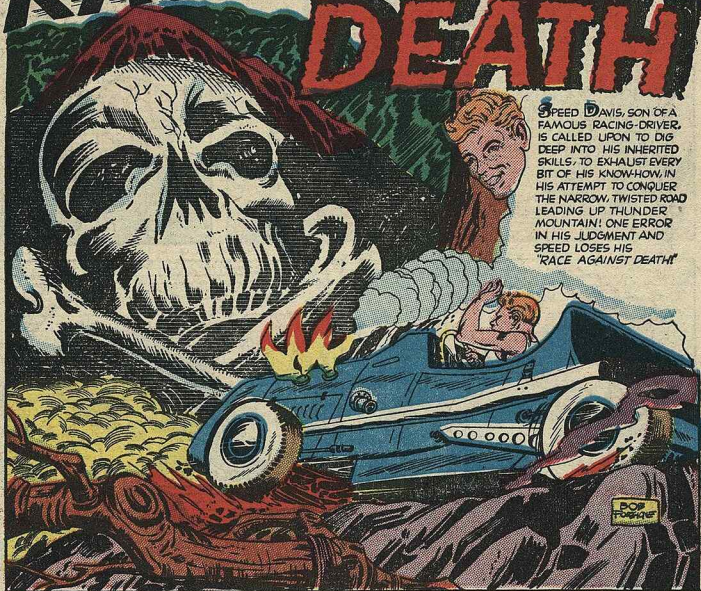


### all **WINNERS**

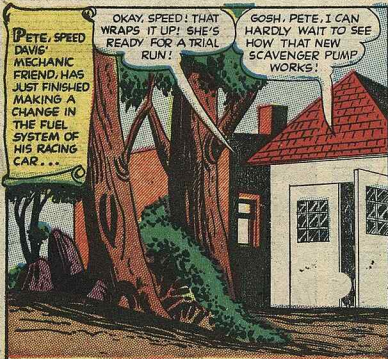
WILL BE CONTINUED SO THAT YOU MAY OBTAIN...ADD TO YOUR SWELL COLLECTION, MORE OUTSTANDING SPEED DEMONS... **LOOK** FOR THIS FEATURE IN NEXT ISSUE!

HOT RODS & RACING CARS

# RACE Against DEATH



SPEED DAVIS, SON OF A FAMOUS RACING-DRIVER, IS CALLED UPON TO DIG DEEP INTO HIS INHERITED SKILLS, TO EXHAUST EVERY BIT OF HIS KNOWHOW, IN HIS ATTEMPT TO CONQUER THE NARROW, TWISTED ROAD LEADING UP THUNDER MOUNTAIN! ONE ERROR IN HIS JUDGMENT AND SPEED LOSES HIS "RACE AGAINST DEATH!"



PETE, SPEED DAVIS' MECHANIC FRIEND, HAS JUST FINISHED MAKING A CHANGE IN THE FUEL SYSTEM OF HIS RACING CAR...

OKAY, SPEED! THAT WRAPS IT UP! SHE'S READY FOR A TRIAL RUN!

GOSH, PETE, I CAN HARDLY WAIT TO SEE HOW THAT NEW SCAVENGER PUMP WORKS!



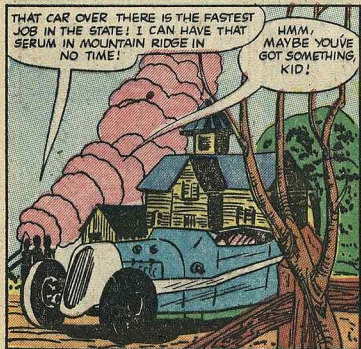
IT'LL WORK FINE! THE SCAVENGER PUMP TAKES THE EXCESS FUEL FROM THE INJECTOR AND SENDS IT BACK TO THE TANK! THAT MEANS NO WASTED GAS!

YEAH, AND IN A RACE IT MEANS FEWER STOPS! BOY, THAT COULD BE THE DIFFERENCE BETWEEN WINNING AND LOSING!

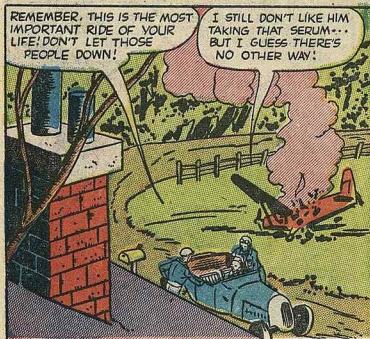
# HOT RODS & RACING CARS



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# HOT RODS & RACING CARS

FILTERS SHOULD REALLY BE STEEL WOOL, BUT THIS NYLON HAS TO WORK OR I'M SUNK!



ORDINARY CLOTH WOULDN'T WORK! IT WOULD SOAK UP TOO MUCH WATER! THIS NYLON WON'T DO THAT!... AND BEING MESH STUFF... IT WILL LET AIR IN!



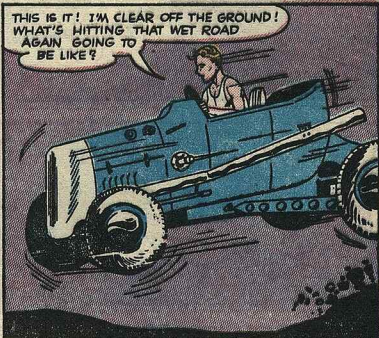
SHE'S STARTING! I'LL MAKE IT YET! A LITTLE MOISTURE IS GOING TO GET IN, BUT THAT'LL HELP THE COMBUSTION... AS LONG AS IT'S JUST A LITTLE!



THERE'S A SHARP DROP AT THE END OF THIS CURVE! HAVE TO BE READY FOR IT!



THIS IS IT! I'M CLEAR OFF THE GROUND! WHAT'S HITTING THAT WET ROAD AGAIN GOING TO BE LIKE?



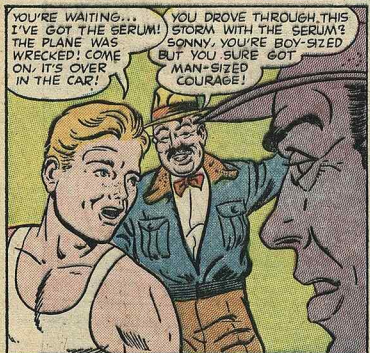
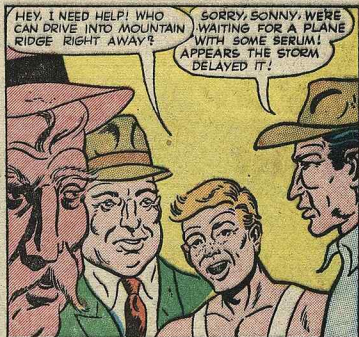
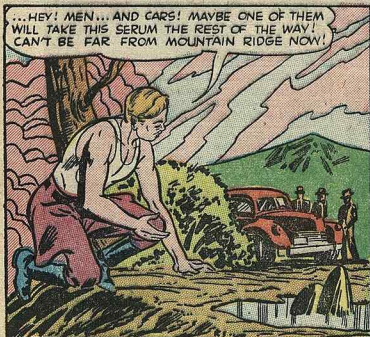
SKIDDING! EASY NOW ON THE WHEEL! KEEP MY HEAD! TOO MUCH COMPENSATION... AND I'M OVER THAT CLIFF!



BACKFIRE! GASP! THE NYLON'S BURNING! COUGH! CAN'T SEE!



# HOT RODS & RACING CARS



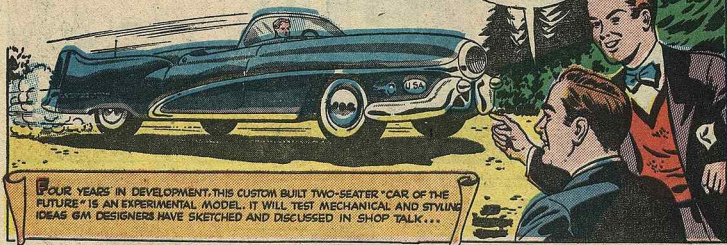
# HOT RODS & RACING CARS

# LeSabre

## A Look into the Automotive Future

LOOK AT THOSE JET PLANE LINES!

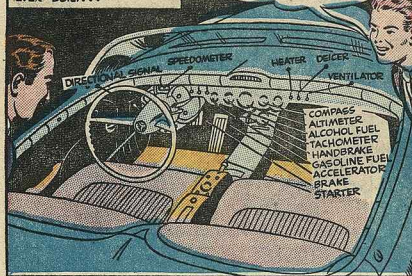
LET'S TAKE A CLOSER LOOK!



FOUR YEARS IN DEVELOPMENT, THIS CUSTOM BUILT TWO-SEATER "CAR OF THE FUTURE" IS AN EXPERIMENTAL MODEL. IT WILL TEST MECHANICAL AND STYLING IDEAS GM DESIGNERS HAVE SKETCHED AND DISCUSSED IN SHOP TALK...

THIS LAB ON WHEELS IS THE SECOND OF ITS KIND EVER BUILT...

THAT INSTRUMENT PANEL HAS EVERYTHING!



- DIRECTIONAL SIGNAL
- SPEEDOMETER
- HEATER
- DEICER
- VENTILATOR
- COMPASS
- ALTIMETER
- ALCOHOL FUEL TACHOMETER
- HANDBRAKE
- GASOLINE FUEL
- ACCELERATOR
- BRAKE
- STARTER

SIX INCH GROUND CLEARANCE GIVES A VERY LOW CENTER OF GRAVITY - A MAJOR SAFETY FACTOR IN HIGH SPEEDS ROUNDING OF CURVES...

DID YOU SAY LOW PROFILE? ONLY 36 1/2 INCHES HIGH, WITH THE CONVERTIBLE TOP UP!

WITH A 115 INCH WHEEL BASE AND 200 INCH-OVERALL-LENGTH!



SMALL AIR SCOOPS ARE UNDERSIDE OF THE FRONT BUMPER ALSO

HERE'S AN IDEA! WHEN THE GRILLE REVOLVES OUT OF SIGHT, A PAIR OF CLOSE-SET HEADLIGHTS SWING INTO PLACE!

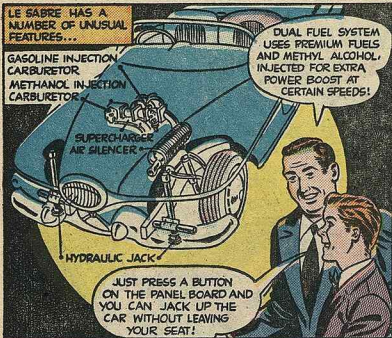
AND BELOW THE GRILLE, THERE'S THE RADIATOR AIR INTAKE!



I GO FOR THIS ELECTRICALLY CONTROLLED CONVERTIBLE TOP, WITH NO VISIBLE LINKAGE!

IT OPENS SO DRIVER AND PASSENGER CAN GET IN OR OUT OF ELECTRICALLY WARMED SEATS!

# HOT RODS & RACING CARS



DUAL FUEL SYSTEM USES PREMIUM FUELS AND METHYL ALCOHOL. INJECTED FOR EXTRA POWER BOOST AT CERTAIN SPEEDS!

JUST PRESS A BUTTON ON THE PANEL BOARD AND YOU CAN JACK UP THE CAR WITHOUT LEAVING YOUR SEAT!



THIS IS KEEN! WHEN WATER FALLS ON THE SENSITIZED SPOT BETWEEN SEATS, THE TOP AND WINDOWS RAISE AUTOMATICALLY!

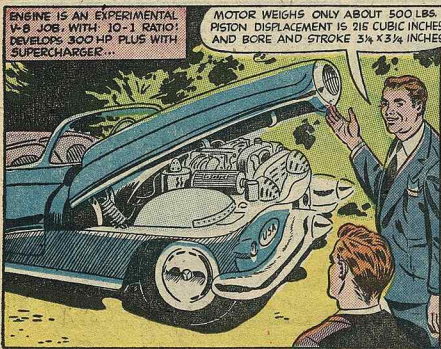
DOORS OPEN BY ELECTRIC PUSH BUTTONS; WINDOWS ARE LOWERED AND RAISED ELECTRICALLY!

"LE SABRE'S" TOTAL WEIGHT IS ABOUT 5000 POUNDS- TOOK FIVE YEARS TO BUILD... ESTIMATED COST \$350,000!



EACH OF THE TAIL FINS HOUSES A 20 GALLON TANK- ONE FOR GAS, THE OTHER FOR METHYL ALCOHOL. WHEELS ARE ONLY 13 INCHES- FRONT SUSPENSION IS INDEPENDENT!

DID YOU NOTICE TORQUE CONVERTER, NEAR THE DIFFERENTIAL? REAR BRAKES ARE ON EACH SIDE OF THE DIFFERENTIAL TOO, NOT ON THE WHEELS!



ENGINE IS AN EXPERIMENTAL V-8 JOB, WITH 10-1 RATIO; DEVELOPS 300 HP PLUS WITH SUPERCHARGER...

MOTOR WEIGHS ONLY ABOUT 500 LBS. PISTON DISPLACEMENT IS 216 CUBIC INCHES, AND BORE AND STROKE  $3\frac{1}{4} \times 3\frac{3}{4}$  INCHES.

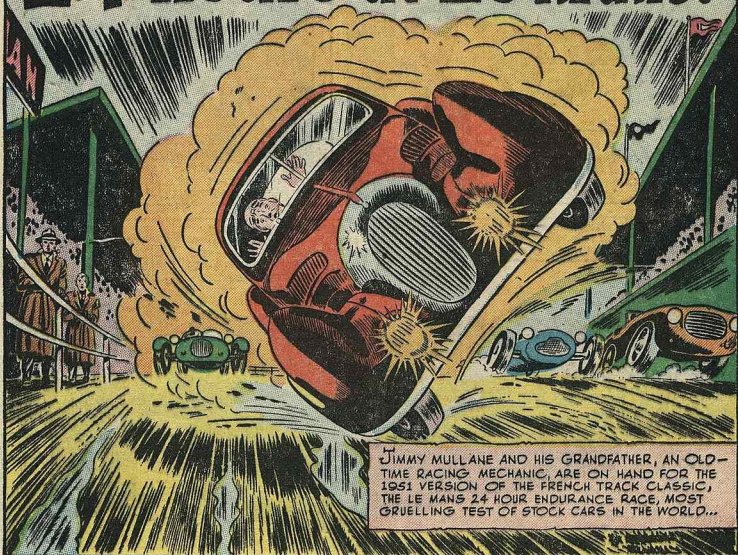


CAR'S 14 SEPARATE ELECTRIC MOTORS GET POWER FROM A 12 VOLT BATTERY IN THE REAR, AND A SPECIAL GENERATOR. A REAR FENDER AIR SCOOP VENTILATES BATTERY COMPARTMENT AND REAR BRAKES!

SOME "LE SABRE" DESIGNS MAY SOME DAY APPEAR IN STANDARD MOTOR CARS... *The End*

# "24 hours at Le Mans!"

JIMMY MULLANE IN



JIMMY MULLANE AND HIS GRANDFATHER, AN OLD-TIME RACING MECHANIC, ARE ON HAND FOR THE 1951 VERSION OF THE FRENCH TRACK CLASSIC, THE LE MANS 24 HOUR ENDURANCE RACE, MOST GRUPELLING TEST OF STOCK CARS IN THE WORLD...

IN THE PACKED STANDS AT THE RACE-COURSE OUTSIDE THE HISTORIC FRENCH CITY OF LE MANS...



THIS IS IT, JIMMY! THE LE MANS TWENTY-FOUR HOUR ENDURANCE RACE IS ABOUT TO START!

YEAH, GOSH, IMAGINE BEING HERE IN FRANCE TO WATCH IT!

WILL THIS RAIN MAKE THEM POSTPONE THE RACE, GRANDPA?

I SHOULD SAY NOT, JIMMY! NOTHING COULD STOP THIS FROM BEING RUN! BEING A STOCK CAR ENDURANCE RACE, THE RAIN WILL JUST GIVE THE CARS AND DRIVERS A LITTLE MORE TO ENDURE!



# HOT RODS & RACING CARS

YESSIR, JIMMY, EVERY ONE OF THOSE CARS ARE STRICTLY STOCK MODELS! NOT ONLY THAT, THEY HAVE TO CARRY ALL THE TOOLS, SPARE PARTS AND TIRES THEY WILL NEED DURING THE RACE!



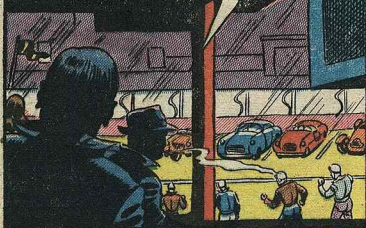
YOU MEAN THEY CARRY ALL THAT STUFF ON THE CAR, INSTEAD OF KEEPING IT IN THE PITS?

EXACTLY, JIMMY! NOT ONLY THAT, WHEN THEY NEED MORE FUEL, OR A TIRE CHANGE, THE DRIVERS HAVE TO DO THE WORK THEMSELVES! NO MECHANICS ARE ALLOWED!



LOOK, THEY'RE GETTING READY TO RUN FOR THE CARS!

RIGHT! ALMOST FOUR O'CLOCK, THAT'S STARTING TIME! RAIN'S GETTING WORSE, TOO! THIS WILL BE A TOUGH GRIND!



THERE THEY GO, JIMMY! TWO MEN TO A CAR! THEY SPELL EACH OTHER... ONE DRIVES WHILE THE OTHER RESTS IN THE PIT!



THEY'RE OFF! BOY, I'VE GOT TO GET A PICTURE OF THIS!

NO, JIMMY! NOT NOW!



YOU'D GET NOTHING BUT A BLUR, SHOOTING AT RIGHT ANGLES TO THOSE FAST-MOVING CARS! WAIT UNTIL THEY'RE COMING IN FROM THAT END DOWN THERE!

WHY, GRANDPA?

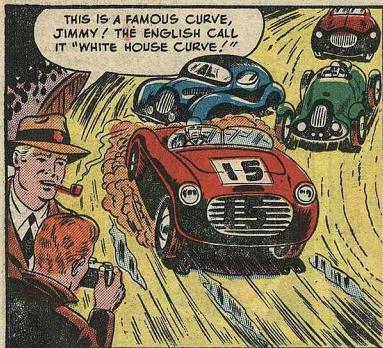


BECAUSE, THEN YOU'LL GET THE CARS COMING TOWARDS YOU! INSTEAD OF THE CARS MOVING ACROSS THE LENS, THEY'LL BE MOVING TOWARDS IT! THAT CUTS DOWN ON BLURRING!

GEE, LET'S GO DOWN SO I CAN CATCH THEM WHEN THEY COME AROUND THAT CURVE!



# HOT RODS & RACING CARS



THIS IS A FAMOUS CURVE, JIMMY! THE ENGLISH CALL IT "WHITE HOUSE CURVE."



THEY'RE TAKING THIS CURVE PRETTY FAST, JIMMY!

YEAH, BOY, WHAT SHOTS I'M GETTING!

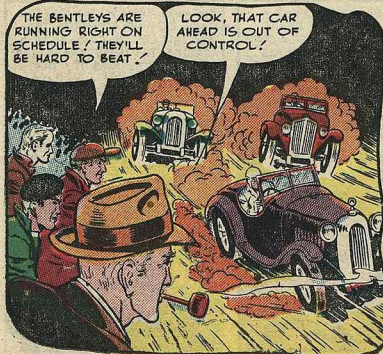


LOOK OUT, JIMMY! THAT TALBOT'S IN TROUBLE!



WHAT A MESS! LOOK, ALL HIS SPARE TIRES AND EVERYTHING ARE RUINED! DID THEY HAVE CRACKUPS LIKE THAT IN THE OLD DAYS, GRANDPA?

DID THEY? WHY, IN 1927, THAT WAS THE FIFTH TIME THEY RAN THIS LE MAN'S ENDURANCE RACE, AT THIS VERY WHITE HOUSE CORNER...



THE BENTLEYS ARE RUNNING RIGHT ON SCHEDULE! THEY'LL BE HARD TO BEAT!

LOOK, THAT CAR AHEAD IS OUT OF CONTROL!



WHITE HOUSE CORNER HAS CLAIMED ANOTHER VICTIM!

IT'LL BE MORE THAN ONE! THE BENTLEYS CAN NEVER STOP IN TIME!

# HOT RODS & RACING CARS



# HOT RODS & RACING CARS

IT'LL STILL RUN AND I'M GOING TO CHANCE IT HANGING TOGETHER FOR THE REST OF THE RACE!

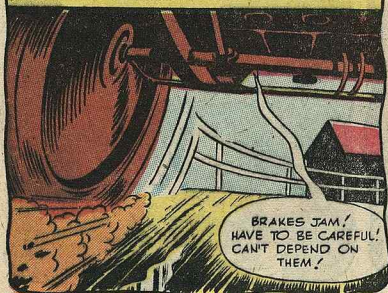
REAL RACING HEART THAT LAD HAS!



LOOK AT THAT! FRAME MUST BE BENT SIX INCHES THE WAY THOSE WHEELS APPEAR!



AS THE BATTERED BENTLEY BRAKED COMING INTO A TURN...



BRAKES JAM! HAVE TO BE CAREFUL! CAN'T DEPEND ON THEM!

AS THE HOURS ROLLED BY...



LOOK! HE CAN'T SEE RIGHT, WITH ONLY ONE HEADLIGHT! HE'S ALMOST SIDESWIPING THAT OTHER CAR!

HOW LONG CAN HE KEEP THAT WRECK RUNNING?



CHANGING DRIVERS, PATCHING THE CAR UP WHENEVER POSSIBLE THE TEAM OF S.C.H DAVIS AND DR. J.D. BENJAFIELD FOUGHT DOGGEDLY TO HANG ON TO A SLIM LEAD. FINALLY...

THEY MADE IT! AFTER GETTING INTO ONE OF THE WORST WRECKS IN TRACK HISTORY!

THE BENTLEY WON!



BOY, THAT WAS SURE SOME VICTORY!

YES, IT'S STILL THE MOST FAMOUS WIN IN THE WHOLE HISTORY OF THE LE MANS TEST!



# HOT RODS & RACING CARS

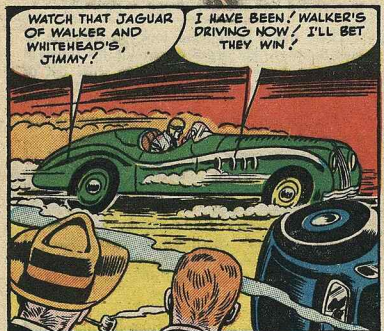


THAT'S J.L. ROSIER'S RENAULT! HE'S IN TROUBLE!



WOW! LOOK AT THAT CAR!

TOO BAD! HE TRIED TO MAKE HIS TURN TOO TIGHT! HOPE HE ISN'T HURT TOO BADLY!



WATCH THAT JAGUAR OF WALKER AND WHITEHEAD'S, JIMMY!

I HAVE BEEN! WALKER'S DRIVING NOW! I'LL BET THEY WIN!



JIMMY'S PREDICTION WAS RIGHT! AS THE GRUELLING 24 HOUR PERIOD ENDED...

UNLESS MY GUESS IS WRONG THAT CAR SET A NEW LE MANS SPEED RECORD, JIMMY! LISTEN FOR THE ANNOUNCEMENT!



THE TEAM OF WALKER AND WHITEHEAD, DRIVING A JAGUAR, ARE THE WINNERS! THEY COVERED 3,611.180 KILOMETERS IN 24 HOURS! AVERAGE SPEED 150.465 KILOMETERS PER HOUR!

YESSIR, A NEW RECORD! LET'S SEE, IN MILES, THEY DROVE A LITTLE OVER 2,240 MILES IN 24 HOURS! THEIR AVERAGE WAS BETTER THAN 93 MILES AN HOUR! UMMM, LET'S SEE, THAT'S ABOUT THE SAME AS DRIVING FROM SAN FRANCISCO TO CHICAGO IN ONE DAY!



GOSH, THEY'LL SMOTHER THEM, CONGRATULATING THEM!

LEAVE IT TO THE FRENCH! THEY LOVE A WINNER!



WELL, GEE, EVERYBODY LOVES A WINNER, GRAMPS!

THAT'S RIGHT, JIMMY... AND PARTICULARLY A WINNER LIKE WE HAD TODAY... IN THE TOUGHEST STOCK CAR TEST IN THE WORLD! ...AND THAT GOES FOR THE CAR, TOO!

# SIMPSON SETS A NEW RECORD



Jack Simpson was so busy working on the adjustments he was making on the carburetor that he hardly heard the door of his garage open and close. The thin middle-aged man who had been racing autos for a quarter of a century simply thought it was his mechanic, Ben Calish.

"About time you came in, Ben. I think I got the problem licked. The way I figure it out is that the trouble has been with the carburetor, and when I get it working the way I want, you can bet your bottom dollar some more speed records are going to be broken."

"The name isn't Ben," said an unfamiliar voice. "And if you can spare a few minutes from that car of yours, I think I have a proposition that might be of interest to you."

The famous racer placed the carburetor on his work bench and then looked at his uninvited guest, a heavy-set ugly man who looked as if he should have been carrying a set of burglar tools. But Jack Simpson was courteous in his reply.

"There's nothing I want to buy. Hope you don't think I'm rude. Just have a lot of work to do. Next week I'm racing on the flats in Utah and I want to get this car in top shape."

The stranger ignored the clever brush-off. He walked closer to the car and looked at that tiny energy-packed Marvel Motor. Then he came right to the point.

"I got ten thousand dollars in my wallet that would like to change ownership. It can be yours in less than five minutes if you will listen to my story and see if you like the proposition. After all, it doesn't cost cash to give me your ears and see what I got to offer."

There was something in the man's voice that warned Jack he had better watch his step. Yet, as a normal human being, he wanted to hear what the stranger had to say. Curiosity gets all of us.

"O.K. mister. Have your say if it will make you feel any better. Then when you are finished

I would appreciate it if you would let me continue my work."

"The name is Joe Kram," began the man. "Maybe it means something to you and maybe it doesn't. Francois Martino at present holds the record of 119.01 miles per hour which he set in 1949 in his Le Fencier. Just don't break that record and all this dough is yours."

There was a bewildered look on the face of Jack Simpson. He began to wrinkle his forehead as though he were trying to make sense out of what he had just heard.

"I'm not exactly an innocent babe out of the woods," he answered slowly as though measuring each word he spoke, "and I have seen a lot of queer things in my lifetime. And I've met gamblers all over the world. Honest and crooked ones. But this makes no sense to me. Why in the name of blazes should anyone want to pay me not to break Martino's record? Brother, I have heard of the fix in some sports, but this is impossible. If it's some kind of a gag get out of here."

Joe Kram took his wallet from his hip pocket and opened it. The bill compartment was over-stuffed. He fingered a few bills and then replaced the wallet in his pocket.

"I'm the type of gambler who bets on anything. Last week I was out in Denver and met an old friend of mine, Pete Gazinski. People were talking about auto racing. Pete offered to bet me one hundred grand you would beat Martino's record with your car. I took him up on it. Well since then I have been doing a little checking up and find you got a good chance to break that record. I want to protect my investment. Well, what's your answer?"

Jack turned slightly on his right foot and brought up his hand so that it contacted the gambler's chin. You could hear the thud as flesh met flesh.

"I got a meat grinder in the house," he warned, "and if you aren't off my property in

two seconds flat I'll drop you into it and feed what comes out to the pigs."

Ten minutes later Ben Calish appeared in the garage. He looked at his boss' hand and saw it was swollen. He shook his head from side to side.

"Of all the times to hurt your hand, Jack," he complained. "You oughta see a doctor and do it in a hurry. I'll take care of the car. But don't wait. Looks like a bad job was worked on your hand."

Dr. William Graham studied the X-ray very carefully. Then he placed it on his desk and gave his verdict.

"I can't spot a fracture. Seems to me that what you did was to injure a nerve center. You better not try driving that car of yours on the flats. The vibration might play havoc with your hand."

It wasn't a very cheerful man who left the doctor's office. As he walked down the street, he heard a newsboy shout the old familiar "Extra." To his surprise the youngster came up to him and handed him a copy of a paper. He read the blazing headlines:

"Jack Simpson Turns Down Big Bribe."

Then he continued reading two columns in detail of how a bribe had been offered to him, how he had refused it, and the terrific smack he had given to the man. He was somehow puzzled as to the manner in which the paper had obtained the story.

Back in his garage he checked over every inch of his racer with his mechanic. Not a weak spot was there in the car that has been rightly christened Marvel Motor. And the mechanic was happy.

"We'll ship her out to Utah and you are going to break the class record. Hope that hand of yours doesn't bother you too much. Guess we won't have too much of a crowd to watch us."

But Ben Calish was a bad guesser this time. Thousands of people were there to see the attempt to break the record. Frank Delaney, one of the officials, and in charge of timing, was puzzled.

"The only explanation I can give is that the headlines in the paper attracted them. Do they really like racing autos or is it just that peculiar element in human nature that brought them here?"

Jack Simpson had to lie in almost a prone

position in the glass hooded cockpit of his car. He made two trial runs and everything was going smoothly. Then he brought the car to a stop. Now he was going to break the record. The arm still hurt him and he was conscious of the nervous reactions.

"Here I go," he shouted as his mechanic finished checking over the tires. "Offering me a bribe to keep my speed down. Somebody is nuts and I'm not the fellow."

Across those sunbaked salt flats he went in his car. Once it seemed as though he had lost control of the car and there would be a terrible tragedy. That was when his nerves began to react on him. And then, somehow, the pain was gone. Perhaps it was a slight jar that did it. At the time of one hour elapsed he stopped his car and heard the results from the lips of Frank Delaney.

"You just set a one hour international record of 137.4 miles per hour. Thought you were even going faster. Anything go wrong?"

"Had a plugged oil line," explained the racer, "and hence was afraid to push the car to the limit. Bet I could have made 150 with the way I fixed that carburetor."

The officials handed Jack a small silver cup. He was about to make a speech of thanks when a beautiful girl handed him a gigantic silver cup. Upon it were engraved the words, "To an Honest and Game Driver." The officials were as mystified as Jack about that second cup. Who had presented it?

Two weeks later Jack Simpson decided to get to the bottom of things. He went to the newspaper office and landed in the private quarters of Louis Kalstein, special feature writer. And one look at the still bandaged face told him he was also looking at Joe Kram.

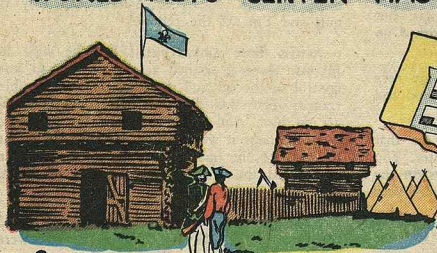
"I can explain things before you hit the ceiling," said the reporter. "It was a gag. Back in the days of the Greeks they looked for an honest man. And you still can find them today. Of course it also helped to get the crowd out to see you drive. And the paper sent you the loving cup. If you want to beef, do it now."

But instead the driver laughed. "I'm not a youngster. At my age there are men retired from all activity. I was wondering whether I was losing my skill when you got me so mad. Yes sir, I am thankful to you. I broke the record even with a temporarily bad arm."

# HOT RODS & RACING CARS

# DETROIT

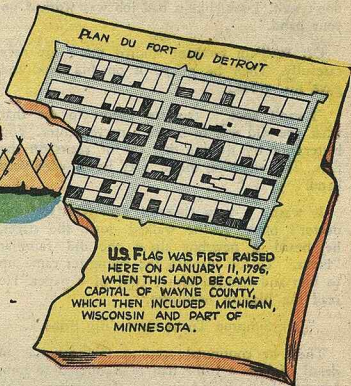
WORLD AUTO CENTER HAS 250<sup>th</sup> BIRTHDAY!



SPOTTING THE STRATEGIC IMPORTANCE OF THE PLACE, ANTOINE DE LA MOYNE CADILLAC, WITH 100 FOLLOWERS, BUILT A FORT SOUTH OF WHAT IS NOW JEFFERSON AVENUE. DETROIT MEANS "A STRAIT" IN FRENCH.

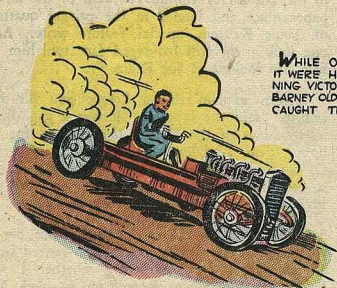


A DEVASTATING FIRE BURNED DOWN EVERY HOUSE BUT ONE OR TWO IN 1805. DETROIT WAS REBUILT WITH WIDE STREETS. 204 FOOT WIDTHS ARE STANDARD.



U.S. FLAG WAS FIRST RAISED HERE ON JANUARY 11, 1796, WHEN THIS LAND BECAME CAPITAL OF WAYNE COUNTY, WHICH THEN INCLUDED MICHIGAN, WISCONSIN AND PART OF MINNESOTA.

DETROIT DEVELOPED DUE TO MANUFACTURING, MAINLY FOR TRANSPORTATION: RAILROADS, WATER CRAFT AND AUTOS. OLDS WAS FIRST ON THE MARKET WITH HIS 1899 OLDSMOBILE. CADILLAC INCORPORATED IN 1901; FORD IN 1903.



WHILE OLDSMOBILE AND A SONG ABOUT IT WERE HITS IN 1902, FORD WAS WINNING VICTORIES ON THE RACETRACKS WITH BARNEY OLDFIELD, THE FAMOUS PILOT, AND CAUGHT THE PUBLIC'S FANCY.



KNOWING GOOD ROADS WOULD MAKE CAR TRAVEL POPULAR, DETROIT LAID THE FIRST MILE OF CONCRETE HIGHWAY ON WOODWARD AVENUE IN 1909. AUTO TRAVEL BROUGHT BETTER ROADS EVERYWHERE.

AS A WARTIME ARSENAL, DETROIT PRODUCED TANKS, PLANES, CARS, SMALL ARMS IN ENORMOUS QUANTITIES; FOR VICTORY IN WAR AS IN PEACE, DETROIT IS A GREAT AMERICAN CITY. HAPPY BIRTHDAY TO DETROIT IN ITS 250<sup>th</sup> YEAR !!!

# HOT RODS & RACING CARS

DYNAMO SAM'S

# HOT ROD Talk



HELLO PALS!! THIS IS YOUR OLD PAL DYNAMO SAM! I'D LIKE TO SUGGEST THAT YOU ADD THIS SERIES OF HOT ROD TALKS TO YOUR COLLECTION ALONG WITH THE "ALL WINNERS" SERIES OF INDIANAPOLIS CHAMPIONSHIP RACERS...

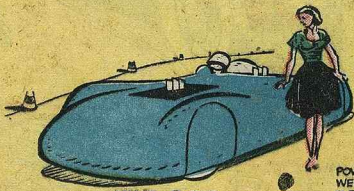
BODY:  
**PANTS**



DORAY INC.

AN ACTUAL EXAMPLE OF A CAR WITH PANTS IS DORAY INC. SPECIAL WEIGHT 2150 LBS. THE CHASSIS-WILLYS JEEPSTER-WORKING PARTS 49 FORD

BODY:  
**SKIRTS**



KENZ D-777.

AND HERE WE SEE THE SLEEK KENZ D-777-IN THE 200 M.P.H. CLASS, WITH SKIRTS OVER ITS FAST ROLLING WHEELS - SKIRTS THAT WILL ADD TO THE ALREADY COMPACT STREAMLINING AIR FOIL! POWER: 2-FORD V8 ENGINES; WEIGHT: 3500 LBS - 5 1/2" GROUND CLEARANCE - FORD TUBE SHOCKS

OLD TERM:  
**Tonneau**



A TERM USED TO DESCRIBE THE BACK SEAT OF AN AUTOMOBILE - FROM THE FACT THAT IT LOOKED SO MUCH LIKE BARRELS, WHICH THE WORD "TONNEAU" MEANS IN FRENCH. GRANDMA KILLED THIS STYLE BECAUSE SHE STEPPED INTO MUD PUDDLES



OLD TERM:  
**Toy Tonneau**



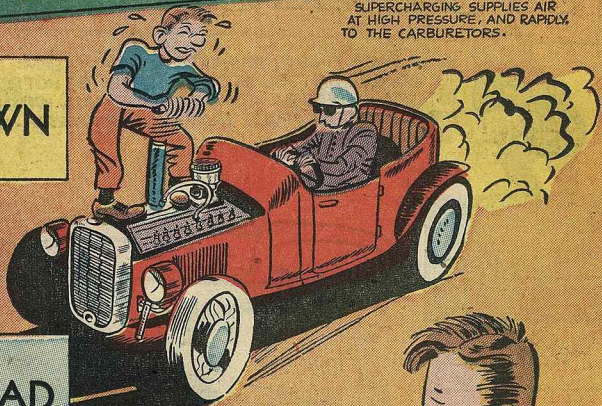
A SMALLER VERSION OF THE REGULAR TONNEAU - GENERALLY THE SAME IN SIZE AS THE FRONT SEATS, AND LOWER THAN THE REGULAR TOURING SEAT.



## HOT ROD *Talk*

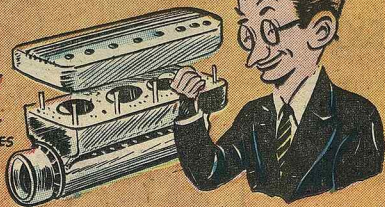
A HOT-RODDER WILL REFER TO A SUPERCHARGER-EQUIPPED MOTOR AS A "BLOWN" ENGINE. SUPERCHARGING SUPPLIES AIR AT HIGH PRESSURE, AND RAPIDLY TO THE CARBURETORS.

**BLOWN**



**HI-HEAD**

CYLINDER HEADS THAT HAVE BEEN SHAVED OFF TO OBTAIN A HIGHER COMPRESSION RATIO. IF MADE OF ALUMINUM ALLOY AND FINNED, WILL DISSIPATE HEAT FASTER, PERMITTING USE OF LOWER OCTANE FUEL WITH LESS KNOCKING TENDENCIES



**REVS**

THIS IS HOT-ROD TALK FOR REVOLUTIONS. USUALLY DESIGNATES REVOLUTIONS PER MINUTE OF ROTATING PARTS OF ENGINES. SOMETIMES ABBREVIATED SIMPLY AS - R.P.M. AN ENGINE THAT IS PURRING SATISFACTORILY IS SAID TO BE "REVING".



# HOT RODS & RACING CARS

## HOT ROD *Talk*

### BORED

A CYLINDER IS SAID TO BE "BORED" WHEN IT IS BORED OUT OVERSIZE. THIS PROCESS MAKES FOR GREATER CYLINDER CAPACITY - GIVES ENGINE HIGHER CUBIC INCH PISTON DISPLACEMENT. REBORING OF CYLINDERS CAN USUALLY BE DONE BY ANY WELL EQUIPPED GARAGE.

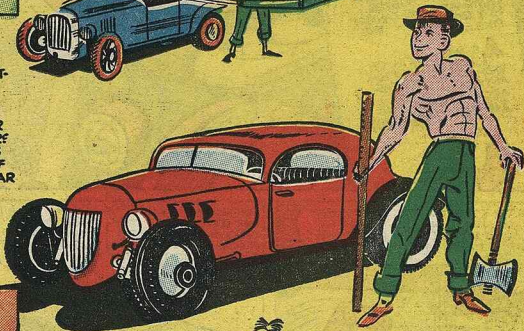


### CHOPPED

WHEN A HOT-RODDER WANTS A LONG, LOW LOOK TO HIS WORKED-OVER STOCK CAR, HE LITERALLY "CHOPS" OFF A PIECE OF THE TOP.



THEN HE WORKS OVER THE COWL AND ALTERS HOOD TO MATCH LINES OF REMAINING PART OF TOP. THIS GIVES HIS CAR A SPECIAL LOOK OF WHICH HE USUALLY IS PROUD.



### DUAL PIPES

DUAL EXHAUST PIPES ALLOW USED GASES TO ESCAPE INTO THE AIR FASTER. THIS DECREASES BACK-PRESSURE THAT REDUCES AMOUNT OF FUEL FED INTO CYLINDERS.

DUAL PIPES DOUBLE THE EXHAUST CAPACITY OF THE ENGINE TO BREATHE IN FUEL FASTER. RESULT: BETTER ENGINE PERFORMANCE, ESPECIALLY AT HIGH REVS.



# HOT RODS & RACING CARS

## BUSTER CAMSHAFT

SCREWBALL OF THE HOT RODDERS!

BUSTER!  
SLOW DOWN!!  
WE'RE COMING  
TO AN  
INTERSECTION!

THAT!  
THAT'S A CATTLE  
PATH! JUST USED  
BY COWS AND  
BULLS!

Route 128

THAT'S THE  
CAR! BE READY  
TO SHOOT IF  
YOU HAVE  
TO!

COME ON AND TAKE A  
SPIN WITH BUSTER  
CAMSHAFT, THE ZANIEST  
HOT RODDER ON THE  
PIKE...

AS WE LOOK IN ON  
HIM, WE FIND HIM  
EXCHANGING UNPLEAS-  
ANTRIES WITH HIS  
ARCH ENEMY, ONE  
ZIP-ZIP CALHOON!

WHAT IN THE  
WORLD IS  
GOING ON,  
SHAGGY?

THEY GOT INTO AN ARGUMENT  
OVER WHO HAD THE FASTEST  
HOT ROD! THE FIRST THING  
I KNEW—THEY BEGAN FIGHTIN'

BUSTER'S GOT A PRETTY  
FAIR LEFT JAB, AND ZIPPY  
THROWS A MEAN RIGHT  
CROSS—BUT I HAVEN'T  
BEEN ABLE TO TELL YET,  
WHICH HOT ROD  
IS FASTER!?

HUMPH! IT'S A DISGRACE FOR  
CREEPS OF THEIR AGE TO BE  
STREET FIGHTING! I'LL SETTLE  
THIS ARGUMENT—BUT  
FAST!



# HOT RODS & RACING CARS



BUT A FEW MINUTES LATER...

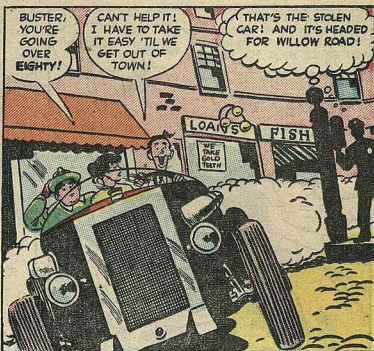


# HOT RODS & RACING CARS



HADN'T YOU BETTER PHONE THE POLICE AND TELL THEM?

LATER... WE GOTTA RUSH TO MEET ZIP-ZIP! I DON'T WANT HIM TO THINK MY CAR IS AFRAID OF HIS CAR!



BUSTER, YOU'RE GOING OVER EIGHTY!

CAN'T HELP IT! I HAVE TO TAKE IT EASY 'TIL WE GET OUT OF TOWN!

THAT'S THE STOLEN CAR! AND IT'S HEADED FOR WILLOW ROAD!



AT WILLOW ROAD AND JONES STREET...

OKAY ZIP-ZIP! THE FIRST ONE OVER THE LINE WINS! AND NO EXCUSES!

GET READY TO BREATHE THE EXHAUST, CAMSHAFT!



TWO MINUTES LATER...

THERE IT GOES! STEP ON IT!

YOU'VE GOT HIM ALREADY, BUSTER!!

AND I'M TAKIN' IT EASY 'TIL THE MOTOR GETS WARMED UP!



LOOK! SOMEONE ELSE IS TRYING TO STOP 'EM!

HE'S A BRAVE LAD TO TRY IT ALONE! SAY THIS CAR MUST BE SLEIGHISH! I CAN'T CATCH UP WITH THOSE OLD JALOPIES!



I'M GOIN' AS FAST AS THIS'LL GO, AND THEY'RE GAINING!

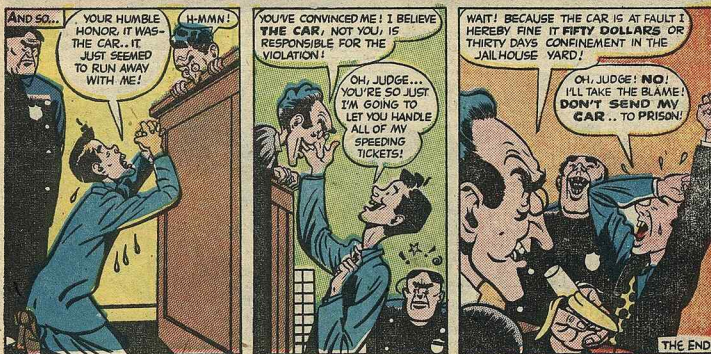
THEN THERE'S ONLY ONE THING TO DO!

YOU'RE LEAVING HIM BEHIND, BUSTER!



THE NEXT INSTANT...

# HOT RODS & RACING CARS



# LEE WALLARD

## HARD DRIVER WHO STEPS ON HARD LUCK



TOUGH LUCK SEEMED TO STALK LEE WALLARD'S CLIMB UP THE LADDER OF RACING... BUT HE CROWDED THAT LUCK RIGHT OFF THE SPEEDWAY. LAST MEMORIAL DAY, WHEN HE CAME IN AS THE WINNER OF THE 500 MILE CLASSIC, HELED EACH YEAR AT INDIANAPOLIS.

WALLARD, UNKNOWN IN 500-MILE CLASSIC CIRCLES FIRST CAME TO INDIANAPOLIS IN 1948...

TURNED DOWN AT EVERY GARAGE - AFTER SEVERAL WEEKS OF LOOKING AROUND - WALLARD HAD DECIDED TO GO BACK EAST.

LEE, A 40-YEAR OLD CHAUFFEUR FROM ALTAMONT, N.Y. HAD PLENTY OF BACKGROUND DRIVING ON THE DIRT - SINCE 1932...

SO YOUR NAME'S LEE WALLARD! DON'T HAVE WORK FOR YA HERE - BUT YOU MIGHT TRY DOWN THE LANE A BIT!

I HEAR HE'S AS BROKE AS A RACE DRIVER CAN BE!

HE HAS NO EXPERIENCE ON BRICK - TOUGH LUCK, HE SEEMS TO BE A WILLING GUY!



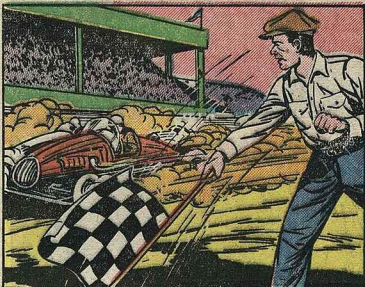
# HOT RODS & RACING CARS

FINALLY SOMETHING TURNS UP — HIS FIRST BREAK!

IT'S ONLY A DIRT TRACK CAR - OUT OF DAYTON, LEE - AND YOU MIGHT GET THE JOB!



WALLARD TURNED IN A REMARKABLE PERFORMANCE ON THE IDDIGS SPECIAL. HE PILOTED INTO SEVENTH PLACE ... HIS FIRST TRY IN THE 500 MILE RACE..



IN 1949 HE DROVE THE OLD I.R.C. - SHAW-MASERATI... BUT WAS OUT ON THE 55 LAP, DUE TO MECHANICAL FAILURE...



LAST YEAR, LEE WAS PICKED BY LOU MOORE TO DRIVE A BLUE CROWN REAR DRIVE - HE FINISHED SIXTH, AVERAGING 121.086 M.P.H.

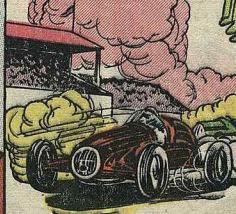


WHAT TH'-- STOPPING THE RACE ON ACCOUNT OF RAIN... AND I'M ONLY TWO LAPS BEHIND PARSONS - WHAT A BREAK!

.. SORRY, MR. BELANGER - I UNDERSTAND, I CAN'T TAKE YOUR SPECIAL! I'M RIDING ANSTEAD'S CAR IN THIS RACE!



CARTER'S TURN DOWN GAVE WALLARD HIS CHANCE - HE QUALIFIED BELANGERS LITTLE '99' ON MAY 12<sup>th</sup> - AT 135.39



ITS THIS YEAR - 1951!

LEE'S CAR, WHICH HAD GAINED MIDDLE PLACE IN FRONT ROW STARTING LINE, HAD A FOUR-CYLINDER, 325 H.P. MOTOR - NO SUPERCHARGER, AND ENGINE DISPLACEMENT OF 241 INCHES. IT WON HIS FOURTH RACE.



# HOT RODS & RACING CARS

WALLARD'S LITTLE '99" TOOK THE LEAD IN THE 16<sup>TH</sup> LAP, AND HELD IT UNTIL A PIT STOP - ON THE 51<sup>ST</sup> LAP...



HANGING UP RECORD SPEED OF 126.244 MPH HE CAME INTO VICTORY LANE ALMOST STANDING UP IN HIS CAR...

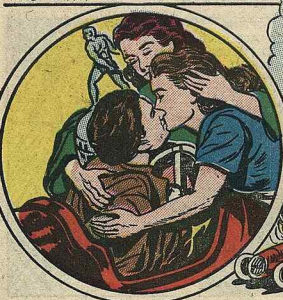


HEY - WALLARD! THE RACE IS OVER - HOW ABOUT BRAKING 'ER HUH!?

BRA-BRAKE-HA! NO BRAKES BOYS - NO BRAKES!!

I'VE GOT 'ER LEE! QUICK - THROW YOUR WEIGHT INTO THIS BOYS!

WALLARD COLLECTED \$63,612.12 PRIZE MONEY - HE'D WON - THE '500" - HE WAS CHAMP...



WALLARD'S UNLUCKY STREAK RESUMED A FEW DAYS LATER IN A 30-LAP FEATURE EVENT AT READING, PA. NEAR THE FINISH LINE HIS CAR CAUGHT FIRE - HE DROVE FOR THE PITS - BUT BEING A REAL CHAMPION - HE STEERED THE CAR BACK ONTO THE TRACK... AND CONTINUED THE RACE TO THE END.

GEE! HE'S ONLY TWO CAR LENGTHS FROM THE FINISH - HE'LL BE BURNED TO DEATH!

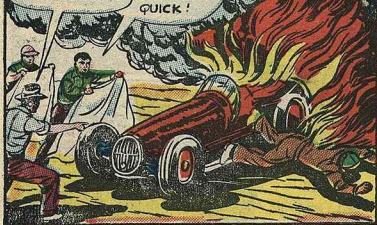
YEAH! WHAT A TOUGH BREAK!



SOMEHOW, WALLARD KEPT CONTROL, PLACING FOURTH - WITH A TRAIL OF SMOKE AND FIRE CLIMAXING HIS COURAGEOUS ATTEMPT TO SEE IT THROUGH---

HE'S ROLLING TO SNUFF OUT THE FLAMES! HURRY WITH THOSE BLANKETS!

HERE COMES THE AMBULANCE - HE'S BURNING UP - LET'S GET HIM TO A HOSPITAL QUICK!

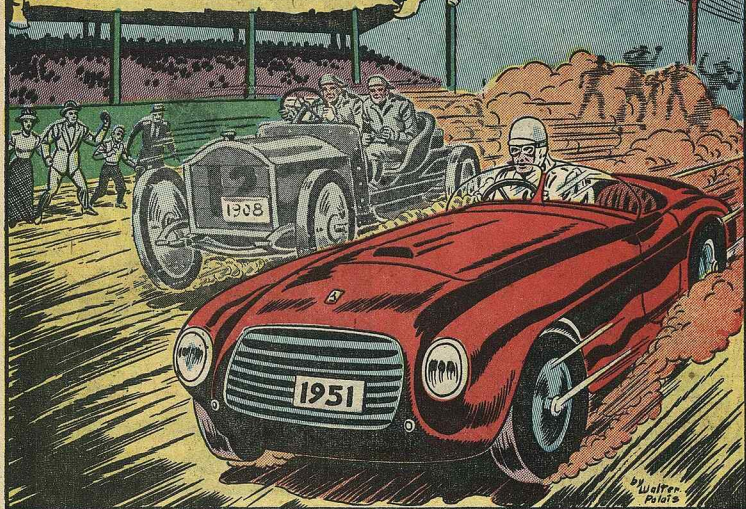


MY VICTORY SECRET - I JUST TRIED TO KEEP MOVING, AND STAYING OUT OF TROUBLE!



# "THE BRIDGEHAMPTON CUP"

BACK IN THE LINEN DUSTER ERA, THE VANDERBILT CUP RACES ON LONG ISLAND WERE THE MOST FAMOUS ROAD RACES IN THE WORLD! NOW, IN MODERN TIMES, LONG ISLAND BIDS AGAIN FOR THIS FAME, WITH THE BRIDGEHAMPTON CUP RUNS...



SUFFOLK COUNTY, LONG ISLAND, 1908-THE PLAYGROUND OF MILLIONAIRES...WHOSE NEWEST FAD IS THE AUTOMOBILE!



ALMOST TIME FOR THE CUP RACES TO START! WONDER HOW THEY'LL BE THIS YEAR?

...MOST LIKELY BE MORE ACCIDENTS THAN LAST YEAR! I CAN'T UNDERSTAND MR. VANDERBILT ENCOURAGING A DANGEROUS ACTIVITY LIKE THIS ROAD RACING - AND PROMOTING SOMETHING AS DANGEROUS AS THE AUTOMOBILE, WHICH HAS NO PRACTICAL FUTURE!!

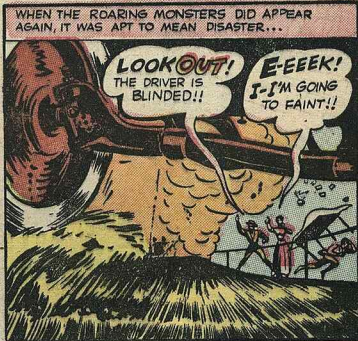
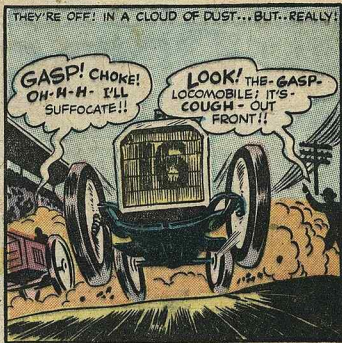


PERHAPS NOT, BUT YOU WOMEN JUST DON'T HAVE THE SPORTING SPIRIT!

SPORTING SPIRIT? DRIVING MORE THAN 60 MILES AN HOUR OVER THESE ROADS IS JUST PLAIN SUICIDE!

5TH ANNUAL VANDERBILT CUP RACE!

# HOT RODS & RACING CARS



THE EXTREME DANGER TO BOTH DRIVERS AND SPECTATORS - CAUSED GREAT PUBLIC INDIGNATION AND...



FOR A FEW YEARS, THE BRIDGEHAMPTON FIREMAN'S CARNIVAL SPONSORED ROAD RACES, MOSTLY BETWEEN LOCAL MODEL "T" FORDS...



# HOT RODS & RACING CARS

THEN, AFTER WORLD WAR II, THE BRIDGEHAMPTON LIONS CLUB DECIDED IT WAS TIME REAL ROAD RACING RETURNED TO LONG ISLAND...

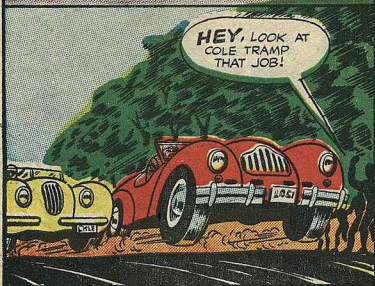


RACE DAY FINALLY ARRIVED, AND ONE OF THE MOST POPULAR PRE-RACE FESTIVITIES WAS THE EXHIBITION OF ANCIENT CARS...



# HOT RODS & RACING CARS

OVER 10,000 SPECTATORS JAMMED THE COURSE AS THE RACE STARTED. TOMMY COLE, FORMER ENGLISH DRIVER, NOW A LONG ISLAND RESIDENT, QUICKLY GRABBED THE LEAD IN HIS CADILLAC-ALLARD...

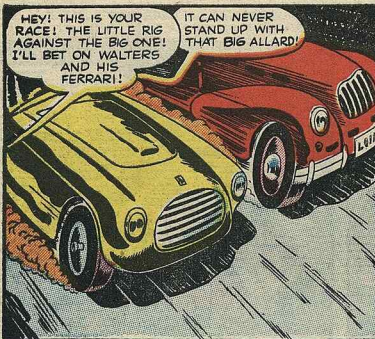


HEY, LOOK AT COLE TRAMP THAT JOB!

BY THE FOURTH LAP...

LOOKS LIKE COLE'S GOT THIS SEWED UP!

YEAH, BUT LOOK AT PHIL WALTERS' LITTLE FERRARI GIVING THAT CAD-ALLARD OF GOLDSCHMIDT'S A REAL RUN!



HEY! THIS IS YOUR RACE! THE LITTLE RIG AGAINST THE BIG ONE! I'LL BET ON WALTERS AND HIS FERRARI!

IT CAN NEVER STAND UP WITH THAT BIG ALLARD!



LOOK, THE ALLARD'S PULLING AWAY!

NATURALLY, IT HAS MORE SPEED ON THE STRAIGHT-AWAY! THE FERRARI! CAN ONLY GET AHEAD ON THE TURNS!

THEN, SUDDENLY, THE CADILLAC-ALLARD STALLED FOR A SPLIT SECOND...

AS THE FINISH LINE RUSHED UP...



LOOK! GOLDSCHMIDT'S CAR - STALLED!!

WALTERS' FERRARI IS GOING AHEAD! CAN HE HOLD THE LEAD?



WALTERS DID IT! HE CAME IN SECOND!

YEAH, BUT NO ONE'S GIVING COLE CREDIT FOR THE WAY HE HUNG ONTO FIRST! BOY! THIS DEAL IS MY IDEA OF REAL SPORT!

## 100 MILE BRIDGEHAMPTON CUP RACE

WINNER: TOMMY COLE  
CAR: CADILLAC-ALLARD  
TIME: 1 HR. 12 MIN. 50.3 SEC.  
AVERAGE SPEED: 86.9 MPH.

SECOND: PHIL WALTERS (ALSO KNOWN AS "TED TAPPET")  
CAR: FERRARI  
TIME: 1 HR. 13 MIN. 30.3 SEC.

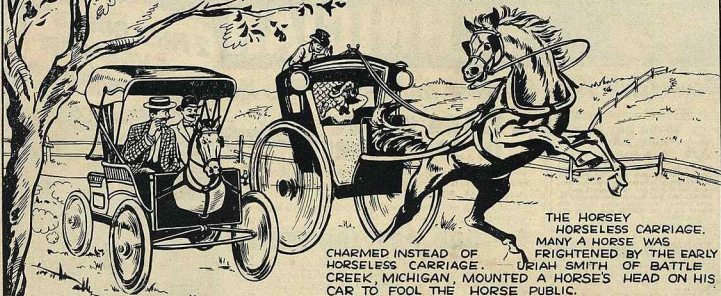
THIRD: ERWIN GOLDSCHMIDT  
CAR: CADILLAC-ALLARD  
TIME: 1 HR. 14 MIN. 6.3 SEC.

LESS THAN A MINUTE AND A HALF TIME DIFFERENCE BETWEEN FIRST AND THIRD PLACE - THAT'S WHAT I LIKE... REAL COMPETITION!

End.

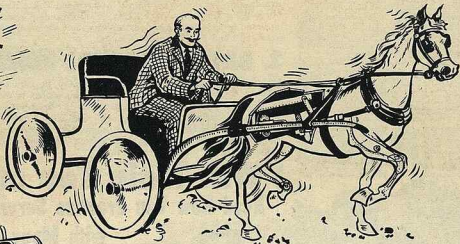
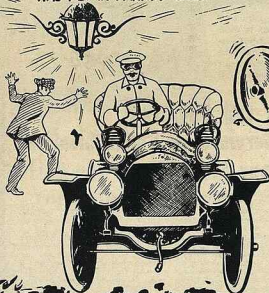
# CAR Curiosities

AT THE TURN OF THE CENTURY.



THE HORSEY HORSELESS CARRIAGE. MANY A HORSE WAS FRIGHTENED BY THE EARLY HORSELESS CARRIAGE. URIAH SMITH OF BATTLE CREEK, MICHIGAN, MOUNTED A HORSE'S HEAD ON HIS CAR TO FOOL THE HORSE PUBLIC.

TO SCARE AWAY THIEVES, AN INFLATED RUBBER "MAN" WAS PUT IN PARKED CARS.



IN 1878 JOHN DOYLE PATENTED A "MECHANICAL HORSE" DESIGNED TO PULL A BUGGY. IT WAS THEN THOUGHT BY INVENTORS THAT POWER APPLIED DIRECTLY TO BUGGY WHEELS WOULD CAUSE THE WHEELS TO SLIP. IT IS RUMORED THAT THE INVENTION NEVER REACHED THE MARKET BECAUSE THE MOTOR HORSE WAS DRIVEN INTO A LAKE - HE COULDN'T TAKE A TURN.



VERMONT MOTORISTS IN 1901 HAD A MAN WITH A RED FLAG RUNNING AHEAD TO WARN OTHERS OF THE APPROACHING VEHICLE.

# HOT RODS & RACING CARS



TAIL-SLIDING ON THIS GRAVEL IS TRICKY! LUCKY I'VE BEEN PRACTISING IT!



THIS IS LIKE THAT GERMAN NURBURG RING COURSE I WAS READING ABOUT! THOSE EUROPEAN GRAND PRIX DRIVERS SURE MUST KNOW THEIR STUFF!



OH, OH! RAIN! THESE ROADS ARE GOING TO BE A MESS IN NO TIME!



LIKE DRIVING ON ICE AND... THE MOTOR! WATER'S GETTING TO IT!

COUGH!  
YUTTER



IT'S THE VELOCITY STACKS! THE FILTERS IN THEM DON'T STOP THE RAIN!



SHE'S CONKING OUT! THOSE STACKS WEREN'T BUILT FOR WET WEATHER, THE WAY AN AIR FILTER ON AN ORDINARY CAR IS!



I'VE GOT ONE CHANCE! THIS NYLON MESH SHIRT DOESN'T ABSORB WATER - ..... MAYBE .....

