

# HOT RODS

No. 3

*and*

# RACING CARS

10¢

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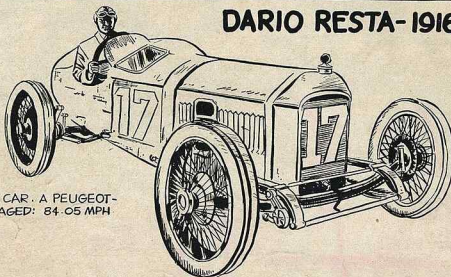
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ON WHEELS  
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PACE SETTERS

## HOT RODS & RACING CARS

# all WINNERS

THIRD IN A SERIES OF INDIANAPOLIS SPEEDWAY "500" WINNERS- ANOTHER FINE SET OF CARS AND DRIVERS FOR YOUR PERMANENT COLLECTION!

### DARIO RESTA-1916.



THE CAR, A PEUGEOT-  
AVERAGED: 84.05 MPH

DARIO RESTA HAD THE RACE OF 1916 WELL IN HAND FROM THE START AND HIS DRIVING WAS AS METHODOICAL AS HIS PREPARATION FOR THE BIG EVENT- HE MADE ONLY ONE EXTRA-PRECAUTIONARY PIT STOP... FOR HIS PAINSTAKING CARE HE WON \$12,000 FIRST PRIZE WITH ALL ATTENDING HONORS.

### ONLY THREE-TIME WINNERS OF INDIANAPOLIS 500-MILE RACE.



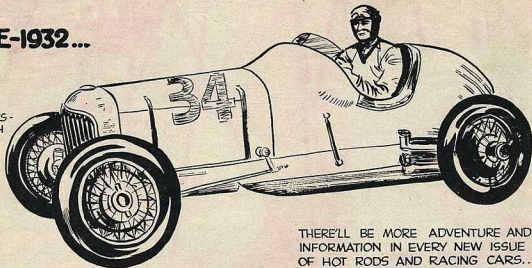
LOUIS MEYER CLIPPED TOP HONORS IN 1928-1933-1936. IN THE '33 RACE, SHAW, ALWAYS A HOT CONTENDER- PLACED A CLOSE SLAPS BEHIND HIM. IN '36 HE UPPED THE TRACK SPEED RECORD FROM PETILLO'S '35 MARK OF 106.24 TO 109.06 MPH- IN THIS RACE, SHAW PLACED SEVENTH AT 104.23 MPH



WILBUR SHAW DRIVING HIS GILMORE SPECIAL FOR A RECORD RUN- 113.58 MPH IN 1937 AND ROLLING HIS MASERATI FOR TWO WINS IN A ROW- '39 AND '40 MAKES SHAW THE ONLY OTHER DRIVER TO ACHIEVE SUCH AN OUTSTANDING FEAT AS THREE WINS ON THE RUGGED '500' TRACK. EVEN MORE NOTABLE ARE HIS TWO CONSECUTIVE WINS IN THE SAME TYPE CAR- TORRENTIAL RAINS SLOWED HIM DOWN TO A MERE 114 MPH IN 1940 AGAINST HIS EARLIER 115 MPH IN '39

### FRED FRAME-1932...

IN A FRONT DRIVE 181.8 CUBIC INCH HARTZ MILLER TOOK HIS PLACE AMONG THE HOST OF CHAMPS- AVERAGE 104.144 MPH BREAKING THE 1925 RECORD OF 101.130 MPH



THERE'LL BE MORE ADVENTURE AND INFORMATION IN EVERY NEW ISSUE OF HOT RODS AND RACING CARS..

PAGE SETTERS

# Pebble Beach Cup Race

STRAIGHT, SHADONS, AND SPEED!... THAT'S THE PEBBLE BEACH CUP RACE COURSE - CALIFORNIA SUN PLAYS THROUGH TALL TREES OF THIS NEWEST WEST COAST CIRCUIT AS SPORTS CARS TEAR THROUGH WOODS AND OPEN STRETCHES.

SOME FAST TIMES ARE SET IN FIVE-RACE TRIAL RING ON SATURDAY.

GRAMHAM DOES IT IN 1 MINUTE 49.74 SECONDS!



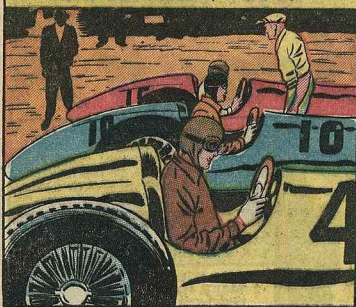
CARS HANDLED WELL ON EXTREMELY SHARP TURNS ON THIS ROAD DURING PRACTICE SPINS.



SHAPED LIKE AN IRREGULAR RECTANGLE, THE COURSE RING THROUGH WOODS, AND OPEN-FIELDS. IT BEGINS AS A 4 MILE CIRCUIT MADE UP OF PRIVATE ROADS ON THE MONTEREY PENINSULA, CUT DOWN TO 2.1 MILES AS A SAFETY MEASURE.

# HOT RODS & RACING CARS

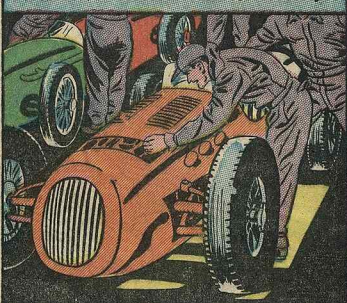
THE 1953 EVENT STARTS OFF WITH THE DEL MONTE TROPHY RACE - 12 LAPS, 21.6 MILES.



PHIL HILL WON EASILY, WITH EDWARDS SECOND, AND CRAMER THIRD.



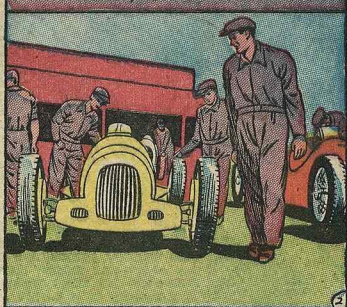
GETTING READY FOR THE CYPRESS POINT HANDICAP FOR LIGHT CARS PUTS MOST NOVICES ON EDGE!



THE EVENT WAS WON BY DICK JACKSON, IN A JAGUAR. JONES AND WEISS, IN MG TD'S, TOOK SECOND AND THIRD HONORS.



BUT THE BIG EVENT, FEVERISHLY PREPARED FOR, IS THE PEBBLE BEACH CUP RACE - 25 LAPS, 45 MILES.

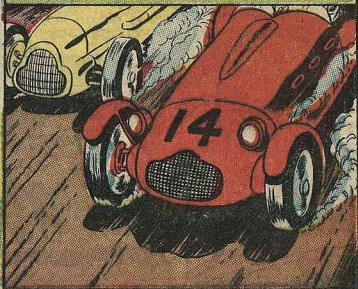


# HOT RODS & RACING CARS

BEN POLLACK, IN HIS CAD-ALLARD, WENT FLYING INTO FIRST TURN AHEAD OF THE FIELD AT THE VERY START.



WITH PHIL HILL, LAST YEAR'S WINNER, HOT ON POLLACK'S TAIL, THIS LOOKED LIKE A DUEL BETWEEN FIGHTERS!



ARMSTRONG, IN ANOTHER CAD-ALLARD WAS NOW IN SECOND PLACE, BEHIND POLLACK ON THE 14th LAP!



THE DUEL WAS ON! POLLACK, CHALLENGED, REGAINED FIRST PLACE ON THE 15th LAP!



MEANWHILE, HILL'S POSITION WAS THREATENED BY KIMBERLEY'S FERRARI —



KIMBERLEY HELD THIRD PLACE TILL LAP 20, THEN THE UNEXPECTED—HE TURNED OVER...



# HOT RODS & RACING CARS

MEANWHILE, POLLACK STILL HELD THE LEAD, WITH ARMSTRONG HOT ON HIS TAIL!



POLLACK GETS THE WINNING FLAG—HIS TIME: 1 HOUR, 55:37.16.



BILL BREEZE'S JAGUAR THIRD! HIS TIME IS 1 HOUR, 56:41.96.



BARLOW'S BUICK-POWERED SPORTS CAR WITH ONE QUARTER THE PISTON DISPLACEMENT TO THE FIRST FOUR WINNERS... CAME IN FIFTH!



THAT'S JACKIE COOGAN, THE FILM STAR, COMING IN SIXTH IN HIS JAGUAR!

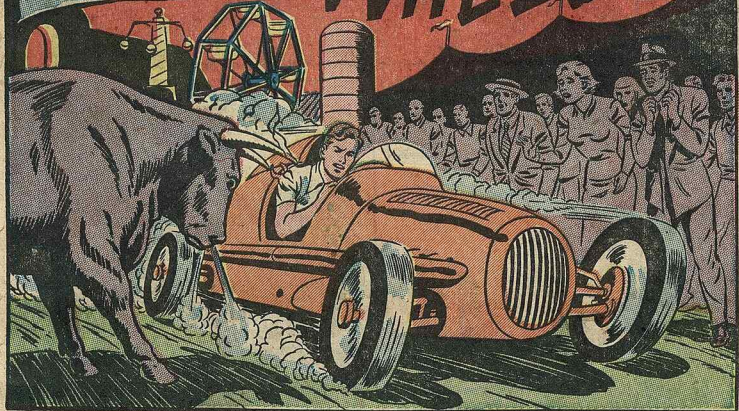


THUS THE SECOND ANNUAL BRINKING OF THE PEBBLE BEACH ROAD RACE RAISED ANOTHER MILESTONE IN STOCK CAR RACING HISTORY!



# SPEED DAVIS in TOREADOR on WHEELS

SPEED DAVIS HAD RACING BLOOD IN HIS VEINS, BUT HE NEVER THOUGHT HE'D END UP IN A DANGER PACKED SPOT WHERE HIS LIFE AND DOZENS OF OTHERS DEPENDED ON HIS SKILL AS A TOREADOR ON WHEELS



RACE DAY AT THE HOPKINS COUNTRY FAIR AND TERRY, SPEED DAVIS' DEVIL-MAY-CARE PAL, IS HOME ON FURLOUGH FROM THE ARMY...



GOSH, TERRY, GETTING YOUR FURLOUGH NOW WAS A REAL BREAK! YOU'LL BE ABLE TO WIN THIS RACE AGAIN, JUST LIKE YOU DID LAST YEAR!

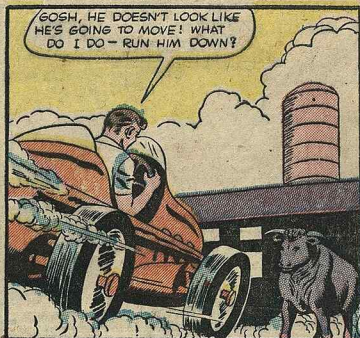
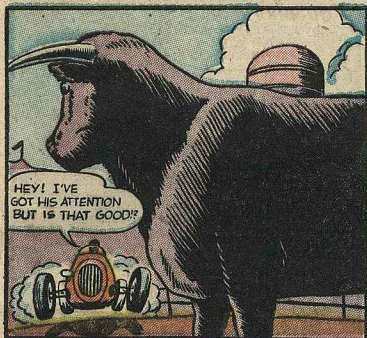
NOT SO FAST, SPEED! IF I WIN, IT WILL BE BECAUSE YOU AND PETE HERE KEPT THE CAR IN SUCH TOP SHAPE WHILE I WAS GONE!



MAY I HAVE YOUR ENTRY BLANK PLEASE?

YES SIR! ALL FILLED OUT AND HERE'S MY OFFICIAL WEIGH-IN RECEIPT, TOO!

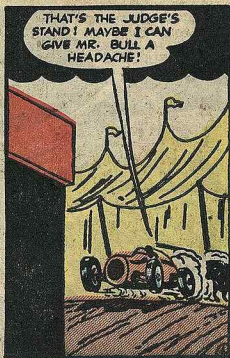
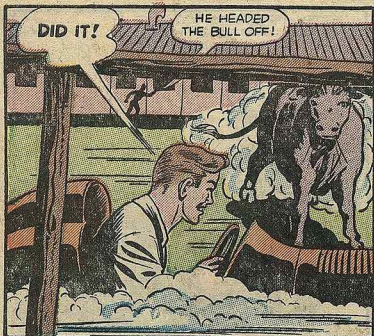
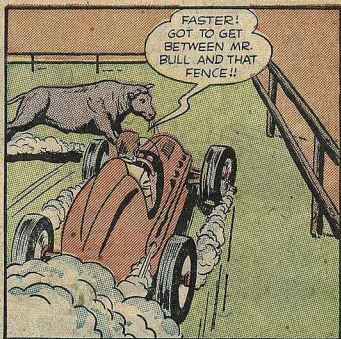
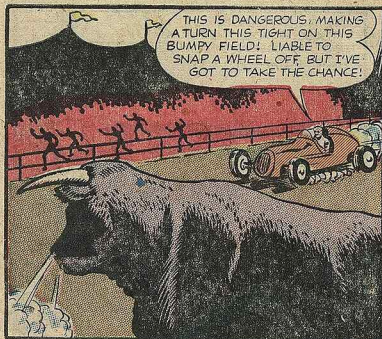
# HOT RODS & RACING CARS



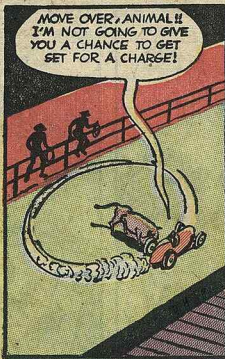
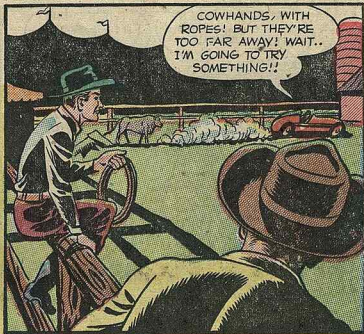
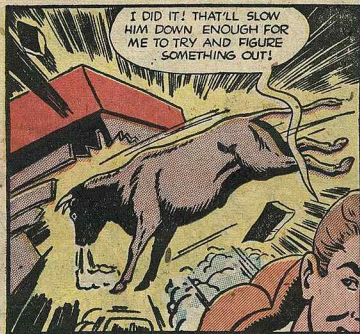
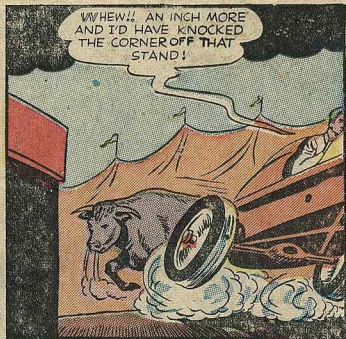
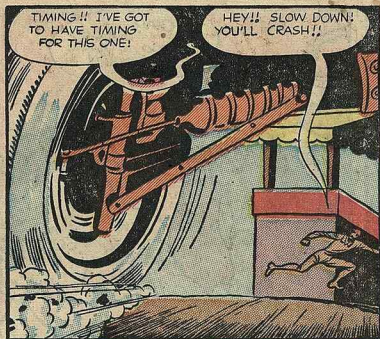
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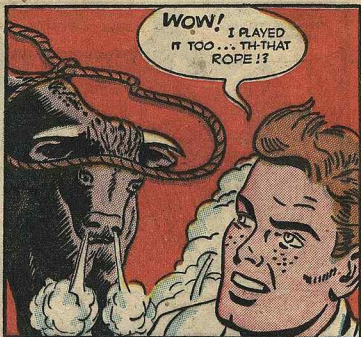
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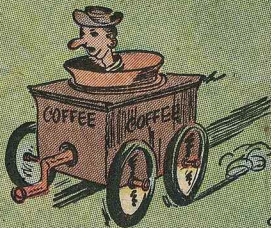
# HOT RODS & RACING CARS

Dynamo Sam's

## HOT RODTalk

THE OLD 'COFFEE GRINDER' HAS GIVEN WAY TO THE 'MILL' - WHICH TO SOME STILL LOOKS FOR ALL INTENTS LIKE THE OLD HAND COFFEE MILL - A MILL TODAY IS THE AFFECTIONATE NAME A RODDER DUBS HIS MOUNT.

MILL



ALL THE ENGINE WORK A RODDER DOES MAY BE FOR NOTHING IF AT HIGH SPEEDS HIS HEAD WON'T HOLD THE ROAD - SO HE USUALLY DOES SOME WORK ON HIS ROD'S FRAME - CHANNELING LOWERS THE FRAME BELOW AXLE LEVEL, REDUCING GROUND CLEARANCE, INCREASING STABILITY - ILLUSTRATED IS ONE CASE CARRIED TO A RIDICULOUS CONCLUSION...

CHANNELED



Sprung  
vs  
Unsprung  
Weight

... IS ONE OF THE MOST CONTROVERSIAL TOPICS WHICH TWO RODDERS CAN INDULGE IN - THE RATIO OF SPRUNG TO UNSPRUNG WEIGHT MEANS THE DIFFERENCE BETWEEN GOOD AND POOR ROAD STABILITY - TOO MUCH WEIGHT ABOVE THE AXLE-HEIGHT IS ANOTHER FACTOR IN THIS ARGUMENT



Dynamo Sam's

# HOT ROD Talk

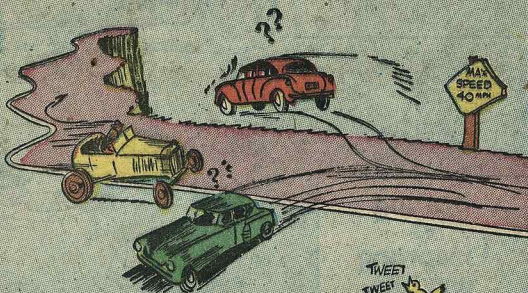
LIKE EVERY OTHER FIELD OF GROWING ACTIVITY—NEW AND COLORFUL TERMS ARE INVENTED TO LIVEN UP SHORT-TALK. TWO-WHEELER IS ONE OF THE MANY SUCH HOT ROD TALK TERMS USED BY ENTHUSIASTS—IT MEANS—MOTORCYCLE COP...

**TWO  
WHEELER**



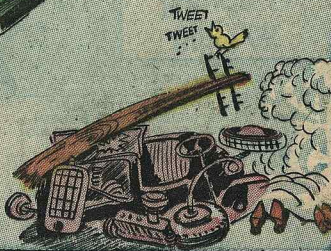
**LIME  
LINE**

THE WHITE LINE USUALLY USED TO KEEP TWO WAY TRAFFIC SEPARATE AND SOMETIMES STRADDLED BY SHOW-OFF TYPE OF RODDER IN FAST TEST DRAGS AT HIGH SPEEDS.



**CHICKEN**

THE TYPE OF SPEED GAME—FORMERLY VERY POPULAR—AMONG POORLY INFORMED RODDERS—IN WHICH THE OCCUPANTS OF A CAR TRAVELING AT HIGH SPEED WOULD LET GO OF THE STEERING WHEEL—FIRST TO GRAB IT TO PREVENT CRASH—WAS 'CHICKEN'. AS YOU CAN SEE THIS TYPE OF DRIVING IS DEFINITELY BIRD BRAINED...



# HOT RODS & RACING CARS

Dependable Terms

## HOT RODTalk

PICK-UP - NO NOT THE BOY MEETS GIRL TYPE - BUT THAT WONDERFUL MULTI-PURPOSE HOPPED-UP MILL THAT GETS ITS OWNER ABOUT TOWN WITH THOSE ALL IMPORTANT PACKAGES AND ON WEEKENDS AFFORDS AMPLE ROOM FOR MODERN HAYRIDES

PICK-UP



SOUPING



SLURP  
SLURP

SOUPING - THE GENTLEMAN WITH THE BOWL IS NOT SOUPING IN THE BEST SENSE OF THE WORD -

FOR IN HOT ROD LINGO IT MEANS PUTTING EXTRA PEP INTO ANY STANDARD OR STOCK ENGINE...

SALT FLATS

SALT FLATS ...

THE TERM HAS NOTHING TO DO WITH A NEW METHOD OF TIRE REPAIR - BUT RATHER - THE VAST AMERICAN DRY LAKE BEDS ON WHICH DRAGS ARE HELD BY RODDERS

BONNEVILLE SALT FLATS BEING THE MOST FAMOUS ...



SALT

FLAT

# THE FATHER OF HOT ROD HENRY

Mr. Thomas Freston, of Freston, Riley and Levine, was not the kind of father who ordinarily lost his temper. As an attorney of many years' standing he had learned to control himself and could smile or scowl as the occasion demanded. He waited until his wife Mary had cleaned the dinner table and then turned his attention to his heir. Henry Freston had managed to survive for seventeen years in the area of Freeport. People liked the red-headed freckle-faced youth who always had a good word on the tip of his tongue, and as president of "The Freeport Hot Rod Club," Henry knew everything about cars. It was this subject that had caused trouble in the Freston household.

"The time has come," began Henry's father, "for you to get over your childish ways. You are becoming a man and next year will enter State College. It is becoming somewhat embarrassing for a man of my standing and position in this community to be referred to as 'The Father of Hot Rod Henry.' I wanted to talk with Judge Kennedy about a very important legal matter. And what do you think he wanted to know? Just what chances did the car you are working on have of beating the car owned by the Hot Rod Club of Huntington? What have you to say for yourself, young man?"

Either Henry was so smart that he evaded the issue or he just missed being brilliant enough to get the point of his father's talk. He started to beam with joy. His dad was really interested in Hot Rod cars!

"I can beat that Hot Rod job that Pete McHugh has fixed up! I don't care what he says about the way he fixed up his ignition. Sam Brown helped me rebuild my motor and she purrs like a honey. I can even get ten more miles an hour out of her — and to think that last year she was ready for the junk heap! And I'll tell you a secret, dad. I braced up the body of the car so that she could almost crash into a wall and nothing would happen to the car — I hope!"

A scowl was appearing on the face of

Thomas Freston. In law you presented an issue and met it. His son had not given him the answer he wanted. So he came right to the point.

"You have two weeks to wind up your association with Hot Rod cars and resign from the club. I want no discussion about the matter. It is final and that is all there is to the subject."

If lightning had struck Henry right there on the spot there would have been no difference in the effect. His lower jaw dropped. He wanted to say something but the words froze right in his mouth. Perhaps his mother had heard everything in the kitchen, for she appeared on the scene and took charge of things.

"Tom," she said to her husband. "You have two things to remember. First, your blood pressure. Dr. Jones warned you not to get excited about things. And second, there is your appointment with Mrs. Oppenheimer to discuss the will. You'll be late if you don't hurry."

The head of the Freston household arose from his seat at the table and left the room without even a parting word to his son. But Henry's mother went over to the table and patted her son on the head. She could remember when her husband was courting her. The car he drove in those days could burn up the roads. Once he had taken her driving and dashed crazily through the town. But each generation seems to forget it once was young. Maybe as a person gets older he resents youth, because youth has the most precious thing in the world, something you can't recapture when it is lost.

Sam Brown was out in the garage waiting for his buddy to arrive so they could work on the car. One look at Henry's face was enough to tell him something was terribly wrong in this world. He lifted up his hand and spoke.

"Don't tell me what's wrong. Just let me guess. Did Helen tell you she found another man and wants to get out of your heart? Or did Mr. Lurie reject your book report in English?"

Or did State College reject your application? It can't be the Men from Mars. We could handle them."

"The world has come to an end," answered Henry with a sigh. "Dad wants me to give up all the Hot Rod stuff. I don't know what got into him. Yet last week he spoke at the Women's Club in fighting Juvenile Delinquency. Doesn't he understand that if you get boys and girls interested in something worth while they just don't get on the wrong path? We got applications in the club from twenty boys and girls. We're doing a lot of good and dad doesn't know it. But he's my pop and what he says goes. However, that race with Pete McHugh is still on, so we better work on the car."

Thursday afternoon was clear. The clouds had cooperated by going to some other community. Pete McHugh's Hot Rod was painted a deep blue and bore the slogan, "Pride of Huntington. We fly on the ground." Next to it was Henry's job, which was painted a loud green and bore the slogan, "The Coolest Hot Rod Job You Ever Saw." Both cars were lined up on a stretch of road that had been abandoned by the county. It was in good condition but when highway 26 had been constructed last year it saved the motorists two miles. This one-mile stretch was now a dead-end road. Pete spoke to Henry.

"Tim will time us at the start and Joe at the finish. Three runs and no more. No bumper bumping or cutting off. Lou rides with me and Sam with you, O.K.?"

The two boys shook hands and then started for their cars. Helen Kaiser was just sweet sixteen and also sweet about Henry. There was a sparkle in her azure eyes and when her corn-colored hair floated in the air it just made Henry's heart skip a beat or two. She came over to Henry and handed him a small scarf

"In days of old, lady fair gave to her knight her scarf to wear before he went into battle. Maybe it was just a tournament. Or maybe I got my modern history course mixed up. Anyway, just wear it for me. And if you win, then I'll reward you."

The two cars lined up and at the blow of a whistle, started down the course. Henry's car came in first with Pete almost hugging him in the back. As he turned the car around Sam pointed to some flames hitting the sky.

Mackerel! Greebel works in the war plant at Madison. If the kids are in the place they'll burn to death!"

Henry knew what his Hot Rod could do and he raced it right up the hill and made the dirt road that went to the farmhouse. He and Sam jumped out of the car. Three men were trying to throw buckets of water at the house. Mrs. Greebel was hysterical. "The children are upstairs . . . save them . . . they'll be burned . . . Let me go into the house!"

Flames were shooting from downstairs. In a few minutes the house would become an inferno of death. Henry had been inside the place several times and knew the location of the rooms. There was but one chance in a hundred and he was going to take it.

"We'll crash the car through the side of the door. You drive it. I'll jump out and put the scarf over my mouth. I can carry Betsy and Mike. Then back into the car and we crash out again." It was crazy and if the car caught fire both boys would be burned to death. But in that house were two little helpless tots. Before anyone knew what was happening, both boys were in the car and headed straight for the house. They crashed through the side of the door. Henry jumped out of the car and shouted. The kids yelled back. He bounded up the stairs and found them in their bedroom. Covering them with a blanket, he rushed back into his car which was almost covered with flames. In three minutes it was all over.

Henry and Sam were comfortable in their hospital beds. Two more days and they would be released from the hospital. There had been an endless stream of visitors, reporters and photographers to see the two heroes. Helen had been there to keep an eye on her boy friend, but it was their mother who gave Henry the best news.

"Father found he was unable to tell it to you. Guess he got tongue tied. He has been acting as temporary president of your Hot Rod Club! And as soon as you are o.k., you and Sam go out and buy yourself a new hot rod and charge it to him. Now rest up, son."

From across their beds Henry and Sam just exchanged looks. So much can be said in a look that can't be expressed in words. All was well with the Hot Rods!

That must be the Greebel farmhouse. Holy

(The End)

HOT RODS & RACING CARS

# Cunningham's Car

A DREAM COME TRUE . . .

AMERICA'S FIRST REAL SPORTS CAR SINCE 1937 WAS BORN WHEN AN OUTSTANDING SPORTSMAN DECIDED TO CREATE THE ULTIMATE IN SPORTS CARS!

PROPERLY SPEAKING, BRUCE CUNNINGHAM, AMATEUR SPORTSMAN RACE DRIVER, TOOK HIS DECISION TO BUILD A GREAT AMERICAN CAR WHEN . . .

CRACKED-UP! I'VE GOT TO BUILD A CAR SO SOLID THE DRIVER WILL BE SAFE!

CUNNINGHAM BEGAN BUILDING HIS IDEA OF AN AMERICAN SPORTS CAR FROM THE BODY IN . . .

I'M TIRED OF SEEING AMERICAN CARS NOT MAKING THE GRADE IN EUROPEAN RACES. THE CUNNINGHAM WILL SHOW THEM . . .

THESE TWO CARS FROM AMERICA WILL CARRY OUR COLORS IN THIS 1950 LEMANS RACE!

WE'RE UP AGAINST TOUGH COMPETITION BOSS!



# HOT RODS & RACING CARS

His streaming roadster cracked up 4 days before the race. Was rebuilt in 48 hours. Ready to run. If developed trouble, didn't finish the race...but in his other car...



CUNNINGHAM - FINISHES ELEVENTH - 21.54 M.P.H. AVERAGE!

LAST JUNE, CUNNINGHAM AGAIN CARRIED AMERICAN COLORS IN THE 24-HOUR LE MANS ENDURANCE RACE, FIRST U.S. CARS IN 80 YEARS!



WELL, THERE'S MY OTHER CUNNINGHAM. RACING TO A FINISH - WITH ME OUT IN A WRECK!

CUNNINGHAM'S ARE PRODUCED IN A SMALL PLANT IN WEST PALM BEACH, FLORIDA...



WE PROVED THIS CAR AT LE MANS - IT'S THE BEST AMERICAN JOB FOR SPORTS CAR RACING - YET SUITABLE FOR ORDINARY ROAD USE.

ENTIRELY AMERICAN IN DESIGN - THE CUNNINGHAM HAS RECOGNIZABLE FEATURES, YET DISTINCTIVE IN MANY WAYS...

COMPACTNESS OF INSTRUMENT PANEL IS REMARKABLE.



COSEAT IS BUILT FOR SAFETY AND COMFORT PADDED WITH AIR-FOAM.

EXCEPTIONALLY LARGE BRAKES - HYDRAULICALLY OPERATED.



WELDED FRAME OF TUBES ACTS AS CHASSIS



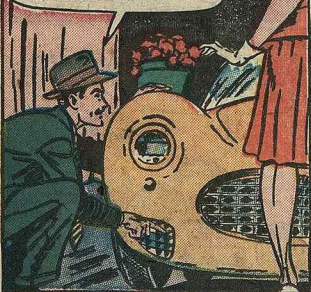
DE DICION REAR SUSPENSION LAYOUT



CURVED WINDSHIELD FRESH AIR HEATING SYSTEM.



SURE IS A FUNCTIONAL FRONT! THOSE TWO AIR INTAKES ON EACH SIDE OF GRILLE ARE FOR COOLING THE BRAKES. THEY HAVE COOLING FINS.



BETWEEN-THE-FRAME SEATING FITS INTO BODY FRAME WHICH IS SINGLE STRUCTURE OF WELDED TUBES.

IT'S EQUIPPED WITH EITHER INCLINED 0-H.V. CHRYSLER V-8 ENGINE, OR 160 H.P. CADILLAC

NOBODY SAYS HOW FAST IT WILL GO... I HEARD IT CAN HIT 140 MPH!

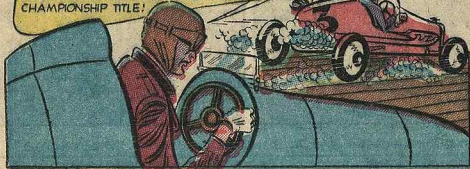


# HOT RODS & RACING CARS

## WHAT MAKES a CHAMP

HOW DOES A CHAMPION GET TO BE ONE? WHEN HE SHOWS UNUSUAL QUALITIES IN A SITUATION... AS IN THE CASE OF EDDIE HEARNE, IN 1923. HERE HE WAS RACING IN BEVERLY HILLS - MILTON, IN FOURTH PLACE - ALL HE NEEDED WAS THIRD IN THIS EVENT TO CLINCH THE NATIONAL CHAMPIONSHIP TITLE!

MILTON SEEMS HAPPY TO STAY IN THIRD TILL THE FINISH... AND IT'S ONLY A FEW LAPS AWAY!

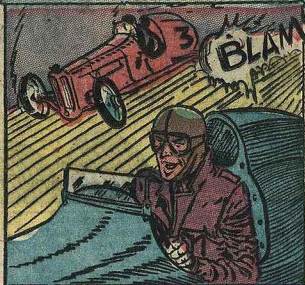
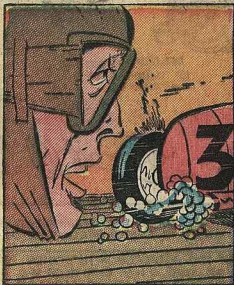


I'M ONLY ONE LAP BEHIND HIM!  
I SPEED UP,  
TRY TO TAKE HIM,  
HE'LL GUN HIS  
CRATE, LEAVING  
ME STILL  
IN FOURTH  
PLACE!

IN HIS REAR VIEW MIRROR MILTON SAW HEARNE COMING UP FAST - HE WAS BEING CHALLENGED WAS HE... HA HA!

COMING AS CLOSE AS MILTON DARED LET HIM, HEARNE SAW SOMETHING THAT MADE HIM WORK OUT A QUICK STRATEGY... MILTY'S BAD REAR TIRE!!!

SEEING HIS OPPORTUNITY, HEARNE CHALLENGED THE GREAT COMPETITIVE SPIRIT HE NEW MILTON HAD... MILTON ACCEPTED BY PULLING AWAY FAST - AND PUTTING EXTRA STRAIN ON THE BADLY WORN TIRE.....



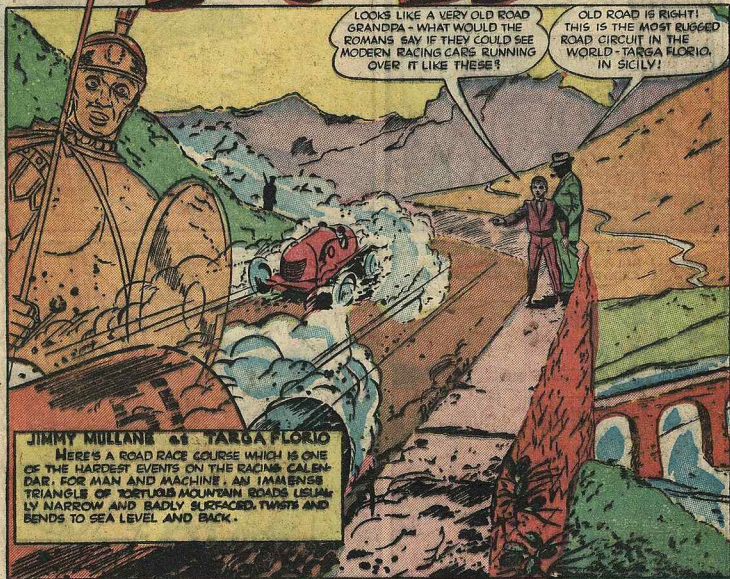
THAT BLOW-OUT WAS TOUGH ON MILTY! LOST HIS PLACE FOR HIM! I COME IN THIRD TO QUALIFY FOR THE NATIONAL TITLE!

WELL GUYS, I'D SAY IT WAS MILTONS COMPETITIVE SPIRIT GOT THE BEST OF HIM! OF COURSE, HE COULDN'T HAVE KNOWN HIS TIRE WAS SO WORN, SO HE ACCEPTED THE CHALLENGE!



# HOT RODS & RACING CARS

## TOUGH RUGGED **Targa Florio**



LOOKS LIKE A VERY OLD ROAD GRANDPA - WHAT WOULD THE ROMANS SAY IF THEY COULD SEE MODERN RACING CARS RUNNING OVER IT LIKE THESE?

OLD ROAD IS RIGHT! THIS IS THE MOST RUGGED ROAD CIRCUIT IN THE WORLD - TARGA FLORIO, IN SICILY!

### **JIMMY MULLANE AT TARGA FLORIO**

HERE'S A ROAD RACE COURSE WHICH IS ONE OF THE HARDEST EVENTS ON THE RACING CALENDAR. FOR MAN AND MACHINE, AN IMMENSE TRIANGLE OF TORTUOUS MOUNTAIN ROADS USUALLY NARROW AND BADLY SURFACED, TWISTS AND BENDS TO SEA LEVEL AND BACK.



THAT MOUNTAIN VILLAGE OF CALTANUTURO WAS A STRONGHOLD OF FAMOUS SICILIAN BANDITS.



WITH THAT DUST THE NEXT DRIVER WON'T SEE THE ROAD!

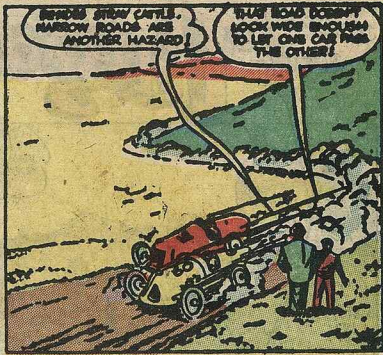
HE'LL JUDGE HIS POSITION FROM THE TREES ABOVE THE THICK DUST. BUT HE BETTER BE CAREFUL - THIS IS ONLY ONE OF THE MANY TOUGH BENDS LIKE THIS!

# HOT RODS & RACING CARS



LOOK! GRANPA - A MULE CART ON THE RACE COURSE!

THAT'S NOTHING! BEFORE SOME OF THE POPULATION AROUND THE CIRCUIT USED TO TAKE CRACKS WITH A RIFLE AT STRANGERS, WHETHER A RACING CAR OR NOT!



BESIDES STRAY CATTLE, NARROW ROADS ARE ANOTHER HAZARD!

WHAT ROAD DOESN'T LOOK WIDE ENOUGH TO LET ONE CAR PASS THE OTHER!



HERE'S THE CIRCUIT START, NEAR THE RAILROAD SPUR THAT BRINGS THE CROWDS FROM THE HEADQUARTERS TOWN OF TERMINI.



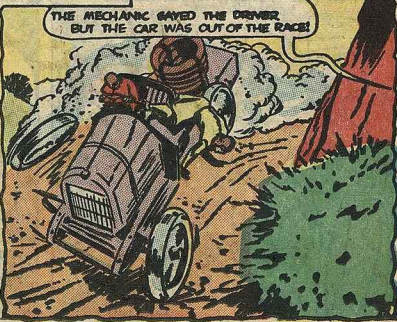
EVERY YEAR IN RACING HAS ITS HIGHLIGHT, AFTER THE EXCITEMENT OF THE EARLIER WANDERLIT CLIP RACE, THE OPENING OF TARSIA FLORETO WAS THE NEWEST EVENT!

FOR JADED RACE DRIVERS, THIS SEA-LEVEL TO MOUNTAIN TOP COURSE WAS SOMETHING NEW, EXCITING.

MOTTARD, A FAVORITE, TOOK A TURN AT TOO HIGH A SPEED, AND...



SEVERAL RACERS, ALL CELEBRITIES, WENT OVER THE CIRCUIT AHEAD OF TIME!

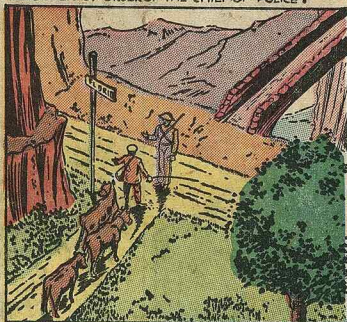


THE MECHANIC SAVED THE DRIVER BUT THE CAR WAS OUT OF THE RACE!

# HOT RODS & RACING CARS

TEN CARS WERE ENTERED - MANNED BY THE MOST FAMOUS RACERS OF THAT DAY.

ALL FOOT AND VEHICULAR TRAFFIC WAS FORBIDDEN BY ORDER OF THE CHIEF OF POLICE.

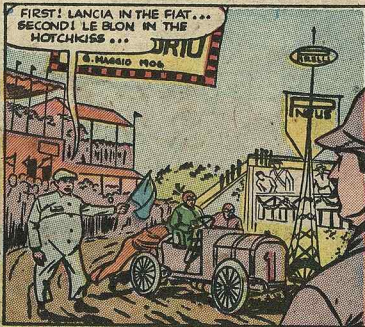


EIGHT TELEGRAPH STATIONS IN AS MANY TOWNS TIED INTO FOUR STATIONS NEAR THE GRANDSTAND.

AS THE CLOCK NEARS THE STARTING HOUR...



WE'LL GET NEWS ALL ALONG THE CIRCUIT FROM MINUTE TO MINUTE!



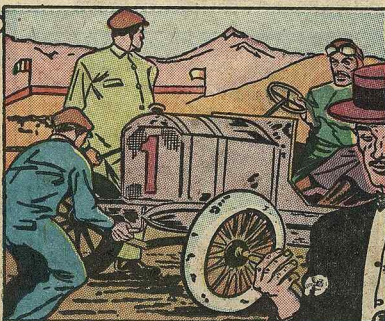
FIRST! LANCIA IN THE FIAT...  
SECOND! LE BLON IN THE  
HOTCHKISS...

AS THE RACING DIRECTOR GIVES LAST MINUTE TALK TO DRIVERS...

WITH MINUTES TO GO, CARS ARE HAND-CRANKED, DRIVERS FIDDLE WITH CONTROLS...



YOU ARE TO GIVE WAY WHEN A MARSHAL GIVES YOU THE BLUE FLAG ON THE COURSE!

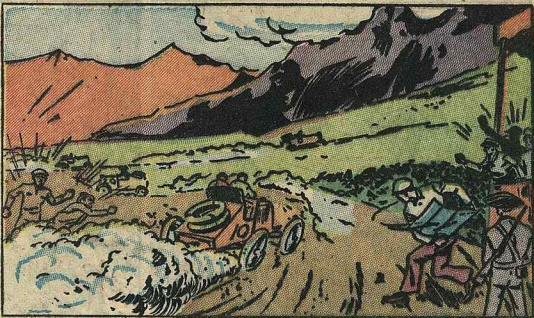


# HOT RODS & RACING CARS

TIRE PRESSURES, CARBURATION ADJUSTMENTS, AND GEAR RATIOS -- IN RAIN AND SHINE, WARMTH AND COLD, THOSE WERE REAL HEADACHES!



THIS RACE STARTS PRACTICALLY AT SEA LEVEL, CLIMBS THOUSANDS OF FEET, TOWARD SNOW-CAPPED MOUNTAINS.



JUST BY THE TOWN OF CREDA THE ROAD SHOOTS UP TO 1220 FEET IN LESS THAN A MILE.

THE LONG GRINDING CLIMB IS ON, WITH PLENTY OF HAIRPIN CURVES.



PLUNGING DOWN TO 750 FEET ABOVE SEA LEVEL, THE COURSE HITS SCILLATO VALLEY, WITH ITS ANCIENT ROMAN ACQUEDUCT, TO CLIMB BACK TO 1700 FEET.

THE ROAD MAKES ANOTHER SHARP HAIRPIN BEND AT COLLESONE.



# HOT RODS & RACING CARS

THE DESCENT IS FAST IN SPOTS TOWARD COMPELICE. 11 MILES AWAY.



A GUN FIRED AT COMPELICE ANNOUNCES THAT A FIRST DRIVER IS ENTERING THE STRAIGHT AWAY TOWARD THE STARTING LINE...



FOLLOWING THE COAST LINE, NEAR THE RAILROAD, IS THE STRAIGHT AWAY FOR ABOUT THREE MILES.

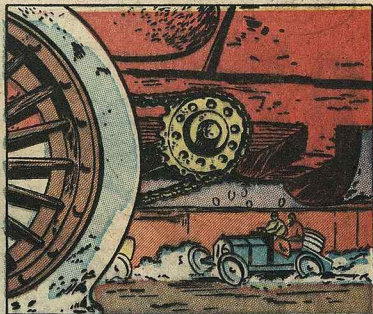


CASNO IN HIS ITALIA MAKES IT IN 2 HOURS, 50 MINUTES, TEN SECONDS ON FIRST TURN AROUND.

LANCIA IN A FIAT, AND BABLOT IN A BERLIET WERE ON EACH OTHER'S TAIL.



FOURNIER WAS OUT AFTER HITTING A ROAD POST AND BENDING A REAR AXLE.



LEBLON, WITH HIS WIFE ACTING AS MECHANIC, IS LAST ON THE FIRST ROUND IN HIS HOTCHKISS... SECOND TURN AROUND IS ON IN REAL EARNEST.



# HOT RODS & RACING CARS

AS THIRD TIME AROUND BEGINS, THINGS BEGIN TO CHANGE!



CAGNO IS LOSING HIS LEAD!

HE WAS THE FAVORITE TO WIN

1. GRAZIANI (LANCIA)
2. RIGAL (ITALA)
3. CAGNO (ITALA)

HAVING MISTAKENLY FILLED THEIR TANKS WITH WATER INSTEAD OF GAS, BABLOT LOSES PRECIOUS MINUTES, WAITING FOR FUEL...



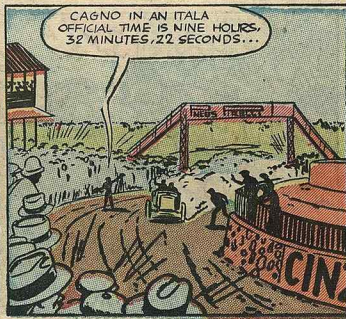
WHY DIDN'T THEY MARK THE EMPTIES BEFORE THEY FILLED THEM WITH WATER?

CAGNO CAME IN FIRST IN THIS GRUELLING FIRST RUN OF TARGA FLORIO.

THE SAME THING HAPPENED TO RIGAL... BUT BABLOT HIT THAT ROAD TO MAKE UP FOR LOST TIME.



CAGNO IN AN ITALA OFFICIAL TIME IS NINE HOURS, 32 MINUTES, 22 SECONDS...



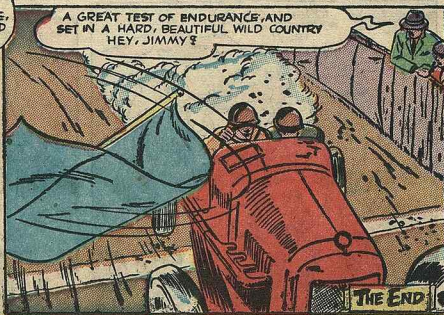
THE TARGA FLORIO ROAD RACE IS STILL THE TOUGHEST IN THE WORLD FOR MAN AND MACHINE...

EVEN IN THOSE DAYS, AN AVERAGE OF 47.54 MPH FOR A 273.23 MILE RACE OVER THAT KIND OF ROAD WAS VERY GOOD.

THIS CIRCUIT SURE HAS EVERYTHING A DRIVER WOULD MEET ON A TRIP OVER HERE, INCLUDING THE HAZARD OF PEOPLE AND ANIMALS.



A GREAT TEST OF ENDURANCE, AND SET IN A HARD, BEAUTIFUL WILD COUNTRY HEY, JIMMY?



THE END

# HOT RODS & RACING CARS

## BUSTER CAMSHAFT

SCREWBALL of the HOT RODDERS

HERE COMES THAT CAMSHAFT MAN AGAIN... BUSTER IS THE TYPE OF GUY WHO WOULD NEVER BE NOTICED... IF HE WERE PROVIDED WITH A COMPLETELY DIFFERENT SET OF ROADS DRIVE ON!

BOY! IS THIS HOT ROD WARM! I'LL BET I TOOK THAT CORNER ON TWO WHEELS!

OUR STORY BEGINS IN THE UNDERWORLD SHOW ROOMS OF "GET-AWAY-CARS, INC."

AN! IT HAS TWO INCHES OF ARMOR PLATING... BULLET-PROOF GLASS, AND COMES EQUIPPED WITH A SET OF BURGLARY TOOLS!

IT'S EVEN GOT A PLACE TO HIDE A BODY, BOSS!

SHADDUP OILY! WHAT ELSE DOES IT GOT!

HOW'S THIS! YOU JUST PRESS A BUTTON AN' CHANGE YER NUMBER PLATES!

GEE! I HOPE YOU WUZ SMART ENOUGH TO GIT A PATENT ON IT... A LOT O' MOBS WOULD LIKE THAT!

SHADDUP OILY!!

HOW ABOUT SPEED?

OVER 150 MILES PER HOUR! COME ON... I'LL TAKE YOU FOR A ROAD TEST!

AND SO A FEW MINUTES LATER ON THE OUT SKIRTS OF TOWN...

THERE IT IS! ONE-FIFTY! THERE'S NOT A POLICE CAR BUILT THAT'LL CATCH IT!

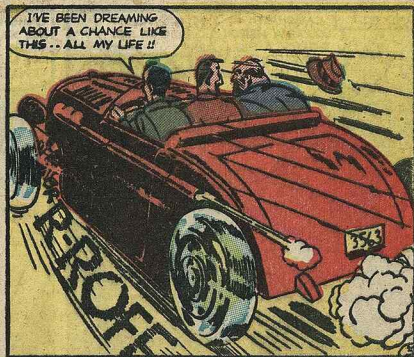
WE'LL LOOK AT THOSE ROAD HOGS!



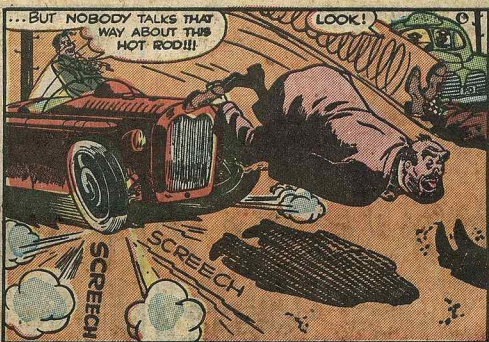
# HOT RODS & RACING CARS



# HOT RODS & RACING CARS



# HOT RODS & RACING CARS



# HOT RODS & RACING CARS

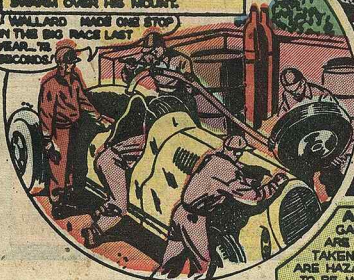
TO WIN, YOU MUST NOT ONLY RACE AROUND THE TRACK WITH MORE SPEED AND SKILL THAN ANY OF YOUR COMPETITORS...MANY RACES ARE WON WHILE THE CAR IS STANDING STILL...WHILE IT IS BEING SERVICED AT THE PIT/ PIT PERSONNEL PLAYS AN IMPORTANT PART IN EVERY VICTORY!

## PIT STOP



DRIVER MUST PULL UP TO PIT IN EXACT POSITION...OVERSHOOTING THE MARK COSTS SECONDS OF PRECIOUS TIME. THEN PITMEN SWARM OVER HIS MOUNT.

WALLARD MADE ONE STOP IN THE BIG RACE LAST YEAR...78 SECONDS!



TIRE STOPS PREDOMINATE// NEED FOR FAST TIRE CHANGE GAVE US THE PRESENT METHOD OF WHEEL CHANGE IN PASSENGER CARS!



AT FUEL STOPS GAS, OIL AND WATER ARE CHECKED AND TAKEN ON... THERE ARE HAZARDS LIKE FIRE TO BE WATCHED!

PIT STOPS ARE NOT ALL FOR FUEL OR MECHANICAL REASONS... EVEN LITTLE THINGS CAUSE TROUBLE THAT CALLS FOR A STOP!

HE LOST A RAD COVER... BUT WILCOX LOST HIS GAS TANK CAP BACK IN 1923...

WILCOX COULDN'T MAKE 'EM UNDERSTAND THAT... BUT WE CAN SEE WHAT HE NEEDS!

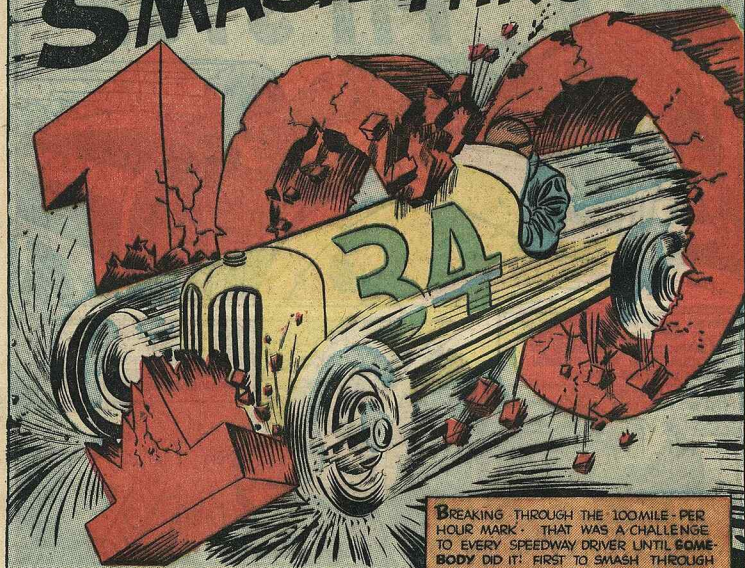
DRIVER MUST SENSE CAUSE OF TROUBLE AND SIGNAL IT TO PIT, SO NO TIME IS LOST LOCATING DIFFICULTY!

HE WANTS A SPARK PLUG CHANGE... GET THE PLUGS OUT, RED!

COMING UP!



# The FIRST MAN TO SMASH THROUGH



**MILES PER HOUR**

BREAKING THROUGH THE 100-MILE-PER-HOUR MARK - THAT WAS A CHALLENGE TO EVERY SPEEDWAY DRIVER UNTIL SOMEBODY DID IT! FIRST TO SMASH THROUGH THAT "MAGIC FIGURE" WAS PETE THROUGH, A PLUCKY, HAPPY RACER WHO SET A RECORD THAT STOOD UNBROKEN FOR SIX YEARS!

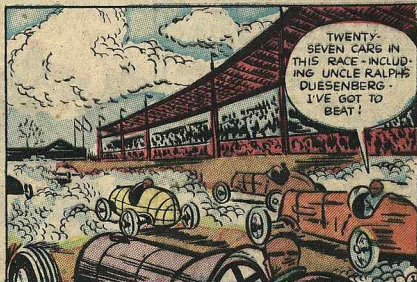
PETE DE PAOLO WAS BORN INTO RACING! HE WAS MECHANIC FOR FAMED RALPH DE PALMA, HIS UNCLE, 1915 SPEEDWAY CHAMP.

**YEARS LATER - IN 1922 - PETE GOT HIS CHANCE... AT THE SPEEDWAY!**



I SURE ENVY YOU, RALPH - I'D LIKE TO BE A DRIVER MYSELF SOME DAY.

THAT DAY'LL COME PETE! YOU'VE GOT THE STUFF!



TWENTY-SEVEN CARS IN THIS RACE - INCLUDING UNCLE RALPH'S DUESENBERG - I'VE GOT TO BEAT!

# HOT RODS & RACING CARS

DRIVING THE SAME CAR THAT WON PREVIOUS YEAR'S RACE, DE PAOLO TOOK THE LEAD AT THE 84<sup>TH</sup> LAP...



ON LAP 111, DE PAOLO'S CAR HIT THE SPEEDWAY WALL!!



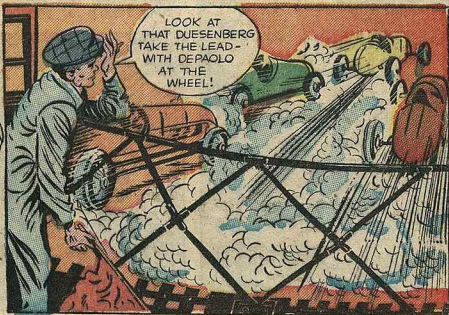
PETE WAS THERE IN 1925 - THE 13<sup>TH</sup> DIRBY RACE, FOR ANOTHER TRY AT THE WHEEL!

IN 1924, HE CAME IN 6<sup>TH</sup> AND EARNED \$200 PRIZE MONEY...

AVERAGE SPEED FOR DE PAOLO IS 94.30 M.P.H.!



LOOK AT THAT DUESENBERG TAKE THE LEAD - WITH DE PAOLO AT THE WHEEL!



THE THRILLER WAS IN THE LAST 12 LAPS ... WITH PETE BATTLING IT OUT WITH WILL FOR THE WIN!

FIRST CHAMP TO SMASH OVER 100 M.P.H. AT THE SPEEDWAY...

DOWN THE HOME STRETCH, AND THE DUESENBERGS ONLY ONE LAP AHEAD!

LOOK AT THOSE TWO CARS GO!

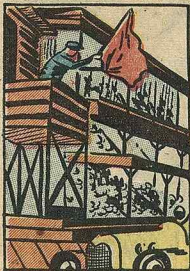


THAT EARNS HIM \$27,000 PRIZE MONEY, TOO!



# HOT RODS & RACING CARS

PETE WAS IN THE 1926 CONTEST, WHEN ONLY TWO LAPS BEHIND LOCKHART. (WINNER) THE RACE WAS STOPPED ON ACCOUNT OF RAIN IN THE 66<sup>TH</sup> LAP...



**RACE TOO DANGEROUS.  
CALLED OFF ON ACCOUNT  
OF RAIN!**

DE PAOLO DID NOT GET AWAY  
IN THE SECOND START ...

GET THIS THING  
GOING - I'M LOSING  
TIME!

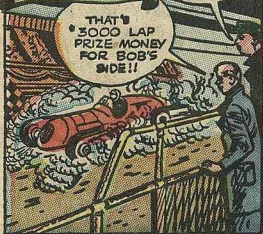
ENGINE'S  
COLD .. TOOK  
TOO LONG FOR  
THE RAIN TO  
STOP!



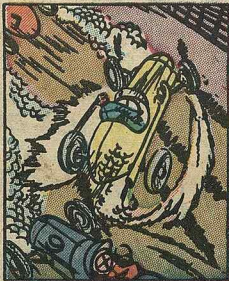
DE PAOLO FINISHED  
BOB MC DONOUGH'S  
CAR, AFTER HE DROPPED  
OUT HIS OWN MILLER IN  
THE 21<sup>ST</sup> LAP BECAUSE  
OF SUPERCHARGER  
TROUBLE ...

HE KEPT  
BOB'S CAR  
OUT IN  
FRONT FOR  
30 LAPS!

THAT'S  
\$3000 LAP  
PRIZE MONEY  
FOR BOB'S  
SIDE!!



PETE ESCAPED DEATH IN A SPILL  
THAT TURNED HIM OVER IN  
TIME TRIALS . IN 1929!



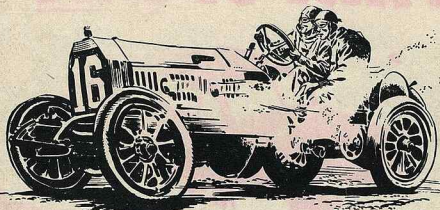
GOOD LUCK, WILBUR,  
SURE WISH I WAS OUT  
THERE WITH YOU!



HIS RECORD - OF OVER 100 M.P.H. - HELD  
UNTIL 1932 WHEN FRAME HIT 104.64  
M.P.H. IT TOOK A CHAMP TO SET A  
MARK , AND ANOTHER TO BREAK IT!



# CAR of the YEAR



TOM BELF

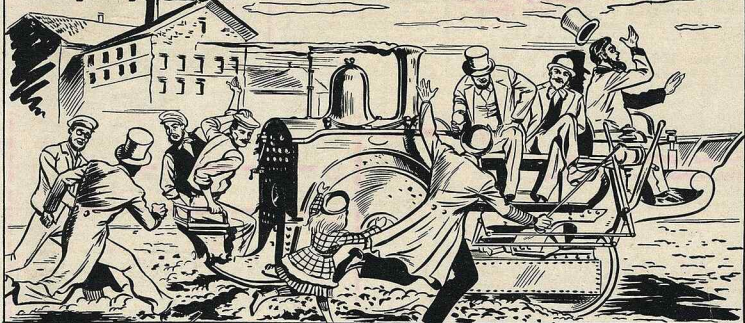
FAMOUS OLD #16 LOCOMOBILE, WINNING THE VANDERBILT CUP RACE IN 1908; 258 MILES AT 64.3 MPH. 90 HP CAR. GEORGE ROBERTSON DRIVING, GLEN ETHRIDGE, MECHANIC.

In the Next Issue of "HOT RODS and RACING CARS":

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