

III CARRERA PANAMERICANA MEXICO
del 19 al 23 de Noviembre de 1952

Nueve etapas cinco días
2,093 Km. dos categorías
tipo sport y turismo

MAYOR VELOCIDAD CON SUPER-MEXOLINA!

CAREERING THROUGH MEXICO!

CENTRAL AMERICAN EPIC NOW IN PROGRESS

From the European point of view the main interest this year lies in the participation of four teams of cars entered in the sport category by manufacturers from this side of the Atlantic. These comprise Mercedes-Benz and Porsche from Germany, Gordini from France, and Ferrari from Italy. The Mercedes-Benz entry is particularly formidable, consisting as it does of three Type 300SL cars, two of them with coupé bodies, and the third an open two-seater. The drivers are Hermann Lang and Karl Kling, together with the top-ranking American road racing driver, John Fitch, while Fritz Riess is the reserve driver. These cars are mechanically identical with those which scored a dramatic victory in this year's 24-hour race at Le Mans, with the exception of slight modifications to the cooling system of the engine, larger air intakes for the brakes, stronger suspension dampers and more powerful head lamps. A full team of mechanics has also travelled from Germany, and three enormous diesel-engined lorries

are in use for transporting spares to and from the various repair depots en route. Incidentally, the German Treasury made available for this venture the sum of 22,000 U.S. dollars.

The Porsche entry consists of two coupés, driven by Count von Berckheim and Prince Metternich. The extremely fast 2.3-litre Gordini sports two-seaters, two in number, have Jean Behra and Robert Manzon as drivers, while there are four Ferraris of a new type, the 4.1-litre Mexico, which have been produced especially for the event. These are driven by Ascari, Villoresi, Taruffi and Chinetti.

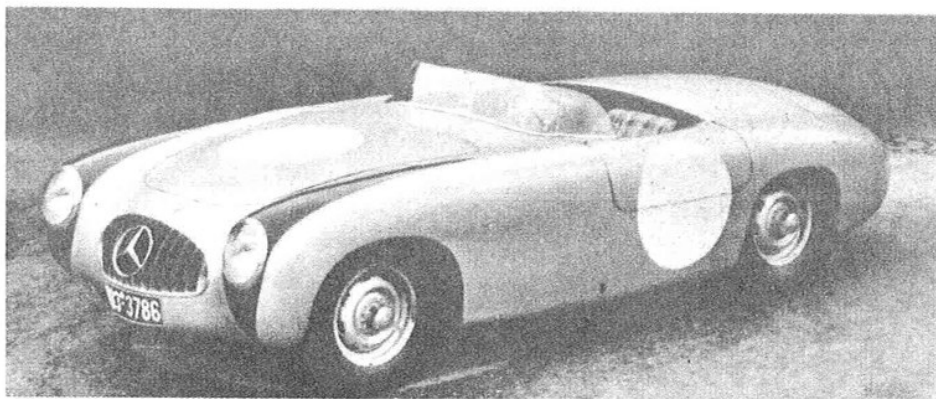
Among the many prominent American drivers taking part are Bill Sterling, Al Rogers, Jack McAfee (who is reputed to be driving a Ferrari Type America), Troy Ruttman, and Duane Carter. Almost every current make of American car is represented, and some of the modified versions running in the sports category are capable of speeds well in excess of 130 m.p.h.

THE competitors in the 1952 Mexican Pan-American Road Race, the third of the series, are now almost halfway along the 2,093-mile course. This extends from border to border, starting from El Ocotil in the south and finishing at Ciudad Juarez in the north. The race, which each year excites more interest in the motor sporting world, is organized by the A.M.A. (Asociacion Nacional Automovilistica) of Mexico, and its route passes through twelve states of the Mexican Republic. El Ocotil, the starting point, is a tiny Indian village on the Guatemalan border, and by contrast Ciudad Juarez is a modern city just across the Rio Grande river from El Paso, in the U.S. state of Texas.

The entire route forms the Mexican portion of the Pan-American highway system, and is all of paved road except for 35 miles, between San Cristobal de las Casas and Comitán in the state of Chiapas. The full co-operation of the American Automobile Association has been extended to the event, and many military and civil organizations, including the Mexican army, the Red Cross and the Mexican federal highway patrol system are also concerned in ensuring that the necessary safety precautions are observed.

In previous years the participating cars had to be standard production models, to which only slight modifications were permitted; however, the entry of some of the ultra high-speed specialist European cars provided a good deal of material for complaint among the American entrants, who pointed out (with some reason) that these cars were in a somewhat different class. In the 1951 event, victory went to the two works-entered Ferrari 2.7-litre saloons from Italy, driven by Piero Taruffi and Alberto Ascari.

For this year the regulations have been changed, dividing the cars into two categories. The first, or stock, class caters only for standard saloons of types of which a minimum annual production of 5,000 cars is certified by the manufacturers. In the second, or sport, category anything with four wheels, two seats, bumpers and lights is permitted, the sole limitation being that the cars must run on the normal "super" grade of fuel available in Mexico.



Three Type 300SL Mercedes-Benz cars are in the race, one of which is this open two-seater version. Below: Ferraris are represented by four of these Vignale-bodied 4.1-litre cars, an interesting feature of which is the full width "bug-deflector".

