



Juan Fangio, driving 200-cu.-in. V6 Lancia, gets the checkered flag at Juarez finish line. Taruffi, hot on his heels, was the second place winner.

EUROPE'S CHAMPION DRIVERS CALL "CARRERA PANAMERICANA" THE . . .

WORLD'S TOUGHEST RACE

By Ray Brock

Photos by Rick - Pete

Tense one-minute intervals broke the whine of high-speed engines as 168 drivers took their places in the nearly three-hour starting procedure of the IV Carrera Pan Americana. It was November 19th; the place, Tuxtla Gutierrez, Mexico. When the last checkered flag had punctuated the end of the first day's racing, 330 miles away in Oaxaca, thirty-nine of the starters were most noted by their absence, scattered along the wayside as a result of mechanical or human fail-

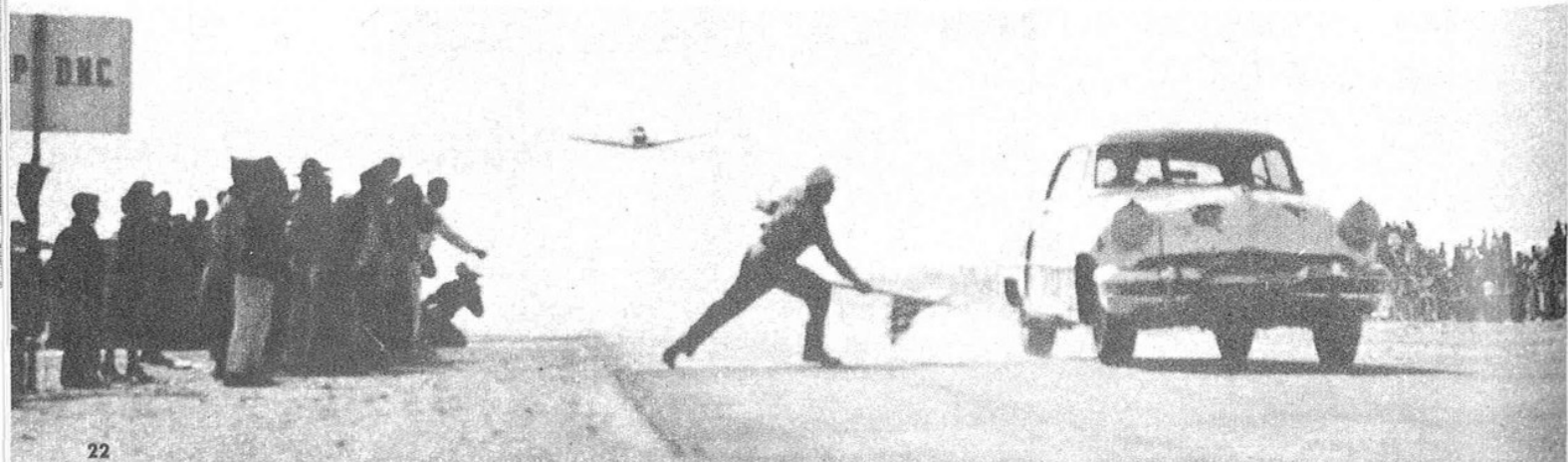
ure. The world's toughest race continued for four more days until the final car had crossed the finish line in Juarez; the total number left in the running — only sixty-one!

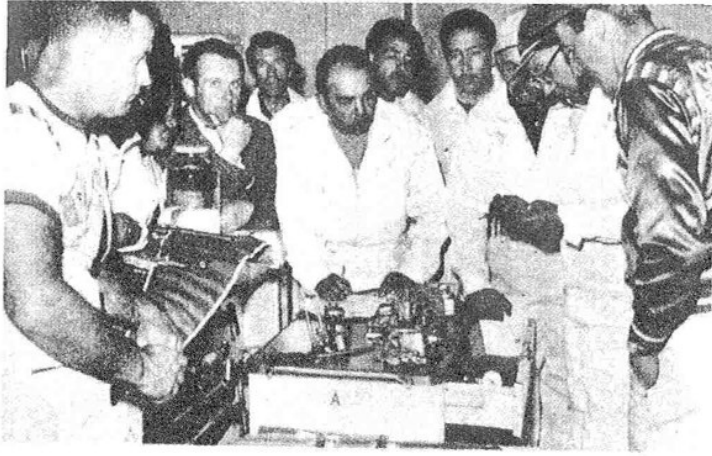
The final results showed Juan Fangio, of Argentina, winner of the Sport International category with a tiny red Italian Lancia weighing less than 2000 pounds. The small sport division, for cars up to 1600 cc displacement, started with fourteen cars and dwindled to two German

Porsches, with a Le Mans model winner.

The International Standard division was dominated by the Lincoln Capris again this year. Chuck Stevenson became the first two-time winner of this race with Walt Faulkner, Jack McGrath and Johnny Mantz less than two minutes behind. The small standard division was won by C. D. Evans in a 1953 Chevrolet Powerglide with Norm Patterson nipping close at his heels in a '53 Ford six. (Results on page 162)

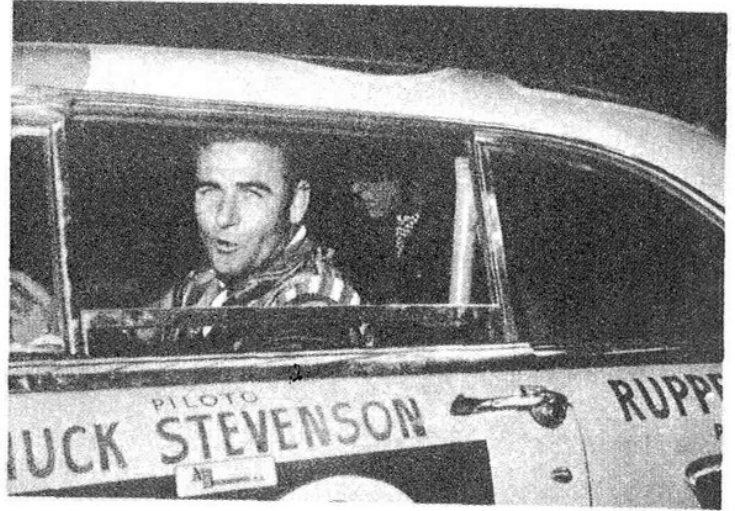
First stock car across the finish line was a 1953 Lincoln driven by Walt Faulkner. Elapsed time placed him in second spot, behind Chuck Stevenson.





Race officials were very thorough with their inspection of the stock cars at their Juarez impound area. Bill Stroppe and Clay Smith are interested observers as a Lincoln's carburetor is closely checked.

Chuck Stevenson became the only entrant ever to win pair of firsts in the Mexican classic. Co-pilot Clay Smith prepared the car and called the turns to Chuck from his carefully plotted course chart.



Driver Louis Rosier uses his French Talbot for a desk while signing autographs for a group of admiring Mexicans. This pre-war car was well driven to a respectable fifth-place overall finish position.



The sole woman driver in the race for the second consecutive year was former movie actress Jacqueline Evans. She was disqualified when her Porsche failed to meet time limitations at Oaxaca finish line.



Last year's winner with a Mercedes, Karl Kling drove the very fast Porsche roadster in this race. Hans Hermann, rear, and Kling were one-two the first day, but trouble forced them out on second leg.

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An Italian OSCA roadster was running very fast in small sports category until engine trouble forced a halt on the Tuxtla-Oaxaca leg.