

# Drivers, Cars Win Glory in Gilmore Jaunt to Yosemite

| Price Div. | Make                  | Winners | Actual M.P.G. | Place |
|------------|-----------------------|---------|---------------|-------|
| A          | Willis                | 48.124  | 30.05         | 1     |
| A          | Willis                | 47.656  | 29.76         | 2     |
| A          | Willis                | 47.656  | 29.47         | 3     |
| B          | Studebaker Champion   | 53.448  | 29.19         | 1     |
| B          | Ford V-8              | 51.420  | 24.92         | 2     |
| B          | Chevrolet             | 48.022  | 22.87         | 3     |
| B          | Plymouth              | 46.164  | 22.64         | 4     |
| C          | Nash Lafayette        | 52.699  | 28.76         | 1     |
| C          | Dodge                 | 50.703  | 28.76         | 2     |
| C          | Oldsmobile "60"       | 49.795  | 23.22         | 3     |
| C          | Pontiac 6             | 47.055  | 22.05         | 4     |
| D          | Mercury               | 50.822  | 23.76         | 1     |
| D          | DeSoto                | 49.241  | 23.40         | 2     |
| D          | Studebaker Comm.      | 54.750  | 24.72         | 3     |
| E          | Packard 110           | 53.169  | 23.95         | 1     |
| E          | Nash Amb. "6"         | 52.405  | 23.05         | 2     |
| E          | Oldsmobile "70"       | 50.992  | 22.70         | 3     |
| F          | Studebaker Pres.      | 54.573  | 23.40         | 1     |
| F          | Pontiac Torpedo       | 49.327  | 21.28         | 2     |
| F          | Chrysler Windsor      | 46.407  | 21.58         | 3     |
| F          | Olds "96"             | 46.599  | 18.80         | 4     |
| G          | Nash Amb. "8"         | 51.655  | 21.43         | 1     |
| G          | Packard "120"         | 50.896  | 21.53         | 2     |
| G          | Chrysler N. Y.        | 45.149  | 18.35         | 3     |
| H          | Lincoln Zephyr        | 49.329  | 19.90         | 1     |
| H          | Chrysler Saratoga     | 41.532  | 17.12         | 2     |
| I          | Packard Super "8"     | 47.659  | 19.04         | 1     |
| I          | Chrysler Cr. Imperial | 46.574  | 17.12         | 2     |

Legend—M.P.G.—Miles per Gallon.

Winners in each of the price classes, as well as the Sweepstakes Winner, are judged by A.A.A. officials on the ton mileage basis. This is computed by multiplying the weight of the car in tons, times the miles traveled and dividing by the number of gallons of gasoline used.

Average mileage for all of the competing cars in the Gilmore Yosemite run was boosted by one mile per gallon of gasoline over the 1939 record!

Average running time for all cars the fastest since the historic mileage test was begun in 1916! Every car to start the mileage classic finished well ahead of the allotted time.

These are just a few of the highlights of the Gilmore-Yosemite Run recently completed between Los Angeles and Yosemite national park—a run that saw 24 drivers cover themselves individually and collectively with glory for motor performance in the world's greatest stock car classic.

The Gilmore mileage tests have always been grueling events—and the 1940 edition was no exception. The first car got away from Gilmore stadium in Hollywood at 5:30 in the morning in the midst of a driving rain, and the elements continued to buffet the cars trying to achieve new mileage records for the entire 306.5 miles to Yosemite national park.

Flurries of snow and fast dropping temperatures were experienced by the drivers shortly after the cars left Course Gold and began the winding route up over the High Sierras. By the time the cars reached 6000 feet high Chinquapin "King Winter" was after the staid drivers with white vengeance—bordering the highway and covering the curves with a white, slippery coverlet.

Because of the threatening weather, none of the drivers took any chances on coming close to the A.A.A. time limit of ten and a half hours for finishing the test. They all bore down on the throttles over the mountain grades so that every one of the 28 cars was checked in at Government Center with minutes to spare.

Official results released by the American Automobile association contest board show that the average for the 28 cars was 23.9 miles per gallon of regular stock Red Lion gasoline. In 1939 the average was 21.9 miles per gallon.

As important as the average miles per gallon is, however, A.A.A. officials do not use this figure in computing the winners of the nine price divisions in which the competing cars were divided. In order to take into consideration the weight of each car and the load each entrant carries, winners are selected on the basis of the greatest ton miles per gallon. Ton miles are calculated by multiplying the weight of each car in tons by the distance traveled and dividing by the total gallons of gasoline used.

The Gilmore-Yosemite Run proved to be a red letter event for Billy Martin, driver of the Studebaker Commander. This is the fourth time that this skilled driver has participated in the mileage classic. Last year he romped over the mountain grades to gather the coveted sweepstakes trophy, and in the 1940 event he repeated this conquest with an average of 54.75 ton miles per gallon and an actual average of 24.72 miles per gallon of gasoline. Martin's sweepstakes winning performance automatically garnered first in Division E.

In addition to this victory, Studebaker proceeded to win two other price division firsts. In the highly competitive price Division B, J. E. Van Sant, brought a sleek Studebaker Champion to the finish line with a ton mile record of 53.448 and an actual mark of 29.19 miles per gallon of Red Lion gasoline. The other Studebaker driver, H. N. Kyser, zoomed a big President 8 up over the high Sierras to the tune of 23.4 miles per gallon of gasoline and 54.573 ton miles per gallon to win first honors in Division F.

Curly Crawford, driver of the Willis sedan, put his sights high in the mileage test, for when the final check-up was completed, A.A.A. officials discovered his car had done 30.05 miles per gallon of Red Lion gasoline on the mountain journey with a resultant ton mile mark of 48.124, which gave him the first award in price Division A.

Andy Henderson proved to be another driver who could repeat a victory won in previous contests. He laughed off the onslaughts of rain and snow so effectively that the final completion showed his Nash Lafayette had done 52.699 miles per gallon of Red Lion gasoline and 52.699 to be first in price division C.

In Division D, the first award trophy went to the Mercury with W. R. Knapp at the wheel. The record made by this Ford product



Winners in a clean sweep—one—two—three—in the Sweepstakes of the annual Gilmore-Yosemite Economy Run, Studebaker entries and winning drivers are shown at the finish of the economy test. Never before has one manufac-

turer taken all Sweepstakes honors in this event. The Champion averaged 29.19 miles per gallon, Commander 24.72 and the President eight 23.40. Each was first in its price class.

was 23.76 actual miles per gallon and a ton mile record of 50.822.

The second triumph for Nash in the mileage test went to the Nash Ambassador 8, driven by J. D. Bowersock. An actual miles per gallon figure of 21.43 and a ton mile record of 51.655 won first in price Division G.

Lincoln Zephyr, driven by Horace M. Jones, was adjudged the winner in Division H with its ton mile average of 49.329 and actual mileage mark of 19.9 miles per gallon.

One of the largest cars in the run, a Packard Super 8 with Allen Fleming at the wheel, powered its way over the winding roads to win top position in Division I with 47.659 ton miles per gallon to its credit and an actual record of 19.04 miles per gallon.

The Red Lion gasoline used by each of the competing cars was purchased by A.A.A. officials from a regular independent dealer. The Lion Head motor oil was also procured in the same manner by the officials and was identical to the product any motorist may purchase.

A week prior to the run, every one of the cars was turned over

to American Automobile association officials at Gilmore stadium where a small army of official mechanics went to work to ascertain that each car was identical to that which any motorist could purchase. Motors were taken down, gas lines checked, carburetors examined. Even the upholstery and tools carried were included in the rigid A.A.A. inspection. Officials were so particular during the early phase of the run that each car was subjected to a minimum of 234 separate examinations before the final seal of approval as to stock status would be awarded.

The complete rules prepared by the A.A.A. for the run stipulated that when each competing car was in motion, it must be in gear at all times with motor running. Coasting or declutching was absolutely forbidden. Each car had to obey all traffic laws and pay particular attention to coming to a complete halt at all boulevard stops. An observer representing a competing car was assigned by officials to ride with the car during the course of the run. Never was a car permitted to leave the supervision of an A.A.A. representative from the time

it was impounded until it arrived at the finish line.

Each competing car was required to stop and check in at Fresno and at Course Gold with A.A.A. officials.

When the run was completed, A.A.A. mechanics again took charge of each car and gave it a final going over for stock status before the winners were announced.

Presentation of the trophies to the first three winners in each of the nine price divisions was made during a colorful ceremony in front of the Government Administration building in Yosemite. With the high, towering, snow-clad granite walls of the valley as a backdrop for the stage nature had created, the winning drivers were called up to a rustic platform one by one to receive their trophies and the plaudits of several hundred spectators who had travelled into the park to witness the final phase of the run.

Winning drivers were particularly honored in this most recent stock car test when each was presented with a red and gold All-Star award sweater.

It's winning the Sweepstakes that counts in America's greatest Economy Classic

# STUDEBAKER BEATS ALL OTHER CARS

IN GILMORE-YOSEMITE ECONOMY SWEEPSTAKES

Conducted under American Automobile Association supervision

Studebaker wins first, second and third place in this official economy test....no other car ever did this before!

Studebaker Champion  
29.19 MILES PER GALLON

Studebaker Commander  
24.72 MILES PER GALLON

Studebaker President  
23.40 MILES PER GALLON

First time any one make of car ever did it! The three 1940 Studebakers finished one, two, three in America's greatest economy classic against the pick of the nation's cars! The sensational new Studebaker Champion, with an official 29.19 miles per gallon, in this event decisively proved itself 17% to 29% superior in gas economy to the three other leading lowest price cars. See and drive a duplicate of the Champion, Commander and President that scored this triumph! Come in now. Low down payment—easy C. I. T. terms.

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# RED LION DRIVES TO VICTORY IN GILMORE-YOSEMITE RUN

Yes sir! Gilmore products...and modern motor cars, too...are better than ever! In the world's greatest stock car classic, 28 sedans, ranging in size from the smallest to the largest American make, battled over the 6,000-foot climbs of the High Sierra mountain roads, fought off the handicap of driving rain and snow...and averaged a mile more per gallon than was achieved in this annual event in 1939!

And there's no funny business about this record. American Automobile Association official observers riding in each car saw to that. No coasting was allowed on the route between Los Angeles and Yosemite National Park. No trick mechanical gadgets to get extra mileage were permitted.

Naturally every car was in tip-top mechanical condition...and driven by an expert. But each was using identically the same Red Lion gasoline you can buy. It's the world-famous gasoline that will give your car correspondingly greater mileage...the biggest gallon every time!

28 STOCK  
SEDANS  
AVERAGE  
**22.9**  
MILES PER  
GALLON OF  
RED LION GAS

Every one of the 28 stock sedans which made this run to Yosemite used the same motor oil John Cobb used when he drove the Ballston Road to more than 6 miles a gallon.  
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Feel that new tingle in your veins—as the power of your Mercury's big V-type 8-cylinder engine commands the road. Notice its snap in passing—how it takes the curves, with so little swerve or sway—how restfully q-u-i-e-t the engine is—how even back-country lanes seem smooth.

How effortlessly you drive! No strain. No tension. You're perfectly relaxed—enjoying in spacious, deep-cushioned luxury Mercury's new Levelized Ride.

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Try out the up-and-comingest car on the road! Get behind the wheel today!

## NEW ECONOMY RECORDS

Gilmore-Yosemite Run

—Class B—  
Ford V-8  
Miles per Gal.—24.92

—Class D—  
Mercury 8—First  
Miles per Gal.—23.76

—Class H—  
Lincoln-Zephyr V-12  
First  
Miles per Gal.—19.90

Stand-out Features of a Stand-out Car:

- Exceptionally wide seats with "floating-edge"
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