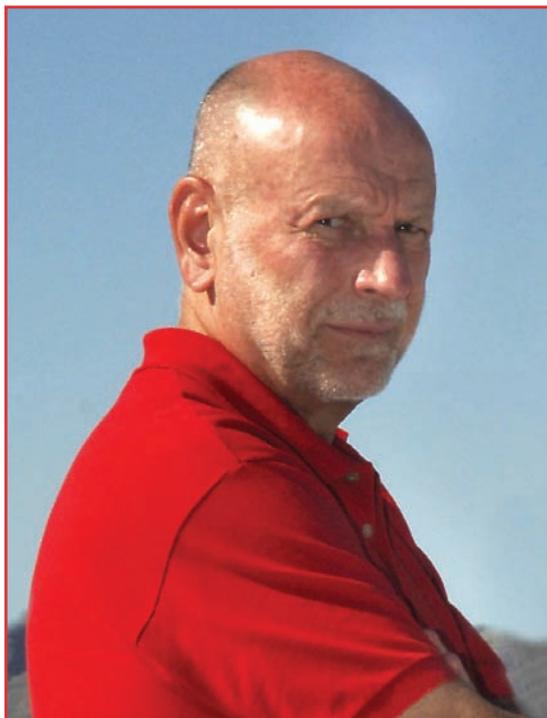




Fuel For Thought

Landspeed Louise

Better Late Than Never — FIA Corrects Records Listings



tion before he challenged the record 12 years later.

“Dad and I had a lot of respect for Bob Herda,” explained Rick White about breaking the 345MPH record set back in 1967, “To get that record meant a lot to us. The same year I went 402mph on a one-way attempt.”

White noted that an FIA world record with a one-hour turn around is not an easy thing to do and he would be in favor of extending the turn-around.

“It’s a safety thing,” he continued, “Making the power is easier than the turn. I would really like the chance to look at things, not be in such a rush. Bikes get two 2 hours and they don’t have anywhere near as much to look at. I’m not saying we should change the turn-around to two hours, but

something a bit longer for safety purposes.”

The world will finally know it was the Lightning Rod, driven by Eric Luebban, that set the world record for electric streamliners at 215MPH in 1994. Owned by Ed and Geri Rannberg, the car reached its potential not long after Geri bid the ultimate farewell to Ed, leaving her and the kids to see his dream realized.

The late Fred Larsen’s driving skill in the Larsen-Cummins fuel streamliner is prominently displayed in the Group 1, Class 8 lines first with a 297MPH, followed by a 307MPH a couple years later in 1992. Fred never saw his name in the FIA books. His record has also been eclipsed, by Poteet & Main with Ecofire, but it took 14 years to get the job done.

Harry Hoffman, Jr., driving the HSE streamliner the same year as Larsen, in ’92, picked up the 357MPH record that Bob Herda held since 1965 with a 298MPH average.

Also new to the list is:

– The Burkland/Mays streamliner driven by Nick Mays to a 179MPH record in 1987. The car was designed by Tom Burk-

land, built by Tom and dad Gene and campaigned by Mays.

– Mark Lingua and his streamliner averaged 223MPH in 1991 to conquer Mays.

– Keith and James Burkdoll finally got their names listed as the “constructors” of the Burkdoll Special streamliner. However, even though the family name appears two other times on the same line, it’s “Buurkdoll” in the constructor column, Sigh.

– Britain’s John Cobb who set his final LSR record in 1947 had to wait until 2008 to get his listing sorted out.

Over on the standing start side, Mickey Thompson, Danny Ongais, Larry Wilcox driving the Lincoln-Mercury LN7 in 1981, and the Smokey Yunick Camaro are now recognized.

Although the company is now defunct, the Olds Aerotech Aurora V8 finally got its praise and I’m betting the dozen drivers who worked to earn the record are pleased.

The same goes for John Heinrichy, Scott Lagasse, Stuart Hayner, Jim Minneker, Scott Allman, Don Knowles, Kim Baker and Tommy Morrison who leaned on the LT5 Corvette to bring home a pile of endurance records.

Unfortunately, the French left an “n” out of Pennzoil, but drag racer Eddie Hill can now see his name in the 1/8 and 1/4 mile standing-start categories.

It is for those who do not have a voice against the giant FIA, the common folk, not the million-dollar drivers, who are the dedicated few dream seekers that I champion.

Out on the salt they have come for

nearly a century now. And still the passion wells up from deep within to forge ahead with unflinching conviction proving to themselves – and the world when it cares to listen – that their idea has merit and sometimes magic.

Ab Jenkins’ and Tony Gulotta’s 5,000 kilometer endurance record set in 1935 driving a Duesenburg is still unbroken and is the oldest salt record in the books. George Eyston’s 1936 six-hour record set in France remains intact, but his 1936 diesel record was more than doubled up by Andy Green in the JCB DieselMax in 2006. The oldest unbroken record is from 1933 and belongs to an MG (the “Magic Midget”) driven by Albert Denly in Montlhery, France.

These land speed racers have sometimes given their lives for their dreams – ah but what is a heaven for? Nolan White left this earth in hot pursuit of his dream.



Those who have read my scribbling for the past few years already know how utterly annoyed I have been with the Fédération Internationale de l’Automobile (FIA) and its lousy record keeping for land speed racing.

For years the organization that considers itself the regulatory body of all things fast, including the high profile Formula One series, simply ignored the dozens of errors and omissions contained in its World Records listings (Category A and B). That most of the problems harmed American achievements was particularly galling to me.

Almost five years ago, respected USAC timekeeper Dave Petrali and I, at the request of the FIA Sporting Council Chief, conducted an exhaustive audit of the listings to correct things.

For instance, The Summers Brothers Goldenrod record was listed in the super-charged category even though the car was always powered by four naturally aspirated engines. The 40-year old error is finally fixed – along with dozens of others.

I have long waited to say, “Thank You FIA!” It gives me great pleasure to finally see driver and car names where there were blanks or bobbles.

Rick White has waited since 1990 to see his 384MPH fuel streamliner record acknowledged. Of course, Al Teague broke that record in 2002 with a 405MPH average but that does not dilute Rick’s achievement one iota. I am quite certain Mr. Teague wishes Rick and his late father Nolan could have received the recogni-



was dire.

An FIA representative called Don Vesco in the hospital a few days before his death to assure Don he had satisfied all the requirements for his 458MPH world record and that he would send the certificate without delay. It arrived four months after we buried the "forever racer."

Ah, but I bitch a bit too much and do not proffer praise enough. The update is done. It took five years. It took Dave Petrali's noteworthy patience and fortitude to see the job completed. A tip of the hat also goes to Nick Crow and David Tremayne for their support. I am, without a doubt, grateful, thankful and hopeful the pattern of proper reporting continues without interruption.

Now, it would be great if I could find out who was responsible for hijacking my photograph of the ThrustSSC roaring through a mile marker at Black Rock in 1997 and boldly appears along the top of the FIA records page. Those French rascals stole it right off my website!

I couldn't believe my eyes, but when I matched up the original slide with what's on the FIA website, it was a match, right down to every puff of exhaust smoke. Of course, all attempts to contact the FIA have hit a brick wall. I didn't want to push the point until the world record corrections were published for everyone else.

But now, I'd sure like to know when the FIA is going to be sending ME a check for all that dandy fine use they have been getting out of my work. I am not holding my breath because the money probably got spent in a London brothel.

C'est la vie (such is life). GG

Note: Photojournalist Louise Ann Noeth is the authoress of the award-winning book, *Bonneville: The Fastest Place on Earth*, a complete historical review of the first 50 years of land speed racing now in its 7th printing. For more details and to order, go to: www.landspeedproductions.biz.



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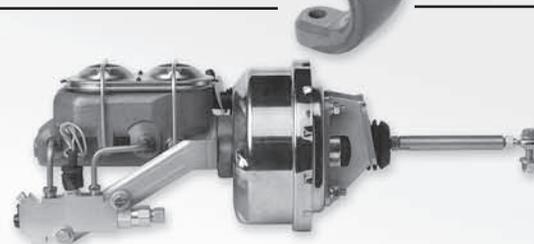
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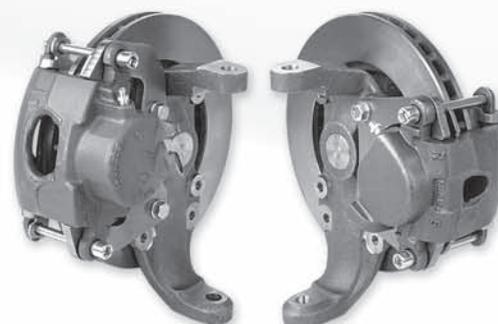
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