



Fuel For Thought

Landspeed Louise

SPEED: The Art of the Performance Automobile – Elegance Understood, Honored, and Admired

This summer the champagne and caviar folks, together with the grease and iron crowd, are getting a joint recalibration in the unlikely cultural haven of Salt Lake City at the Utah Museum of Fine Arts. Uh huh. Fine arts.

Speed: The Art of the Performance Automobile is a damn fine car show on view in the first-floor galleries in the Marcia and John Price Museum Building at the University of Utah from June 2 through September 16.

The exhibition comprises 19 of the world's finest automobiles and was organized by automotive historian, museum consultant and guest curator Ken Gross. Gross is one of those guys who floats easily between the black-tie and blue jeans circles and is possessed of a kindred understanding of both.

"This is a remarkable selection of historic racers and high-performance cars, spanning over a century," said Gross who also wrote much of accompanying material, "Unlikely to be repeated, this is a once-in-a-lifetime opportunity to see and study these legends on wheels."

Speed showcases a century of automobiles that exemplify premier aerodynamics, engineering, art and design of their eras. The cars range from the menacing 1952 Beast III Bonneville race, the first to ever use a wind tunnel to refine its shape and Al Teague's super slippery fast 400MPH plus Speedomotive streamliner (Betsy, to her friends) to the ultra-cool 1957 Jaguar XK-SS Roadster, owned by Steve McQueen, twice!

The idea was to exhibit those vehicles that were not fast but gorgeous – just like the Eiffel Tower is as stunning as it an engineering marvel. The cars are on loan from some of the country's top automobile museums and private collectors. Lucky dog Peter Harholdt got to take the photographs you see here.

Speed examines historic automobiles as works of art and design, but it also delves into them as objects of rich racing history. The featured cars were created by legendary engineers, distinguished designers, and storied automobile companies; they are speed record-setters that were owned and raced by famous drivers and other notable people of their time. This is the first and only time these 19 cars have been seen together in one venue.

Many of the cars in have a special connection to Utah's famed Bonneville Salt Flats, where racers from all over the world traveled, and continue to travel, in attempts to break land speed records.

They include:

Ab Jenkins' Mormon Meteor III that set more long distance land speed records than any other automobile in history, still holds 12 records today and was immortalized in the recent documentary "The Boys of Bonneville."

1975 "Speedomotive Special" Streamliner was designed and built by hot rodding's Grand Knight of Speed Al Teague and a crew of dedicated friends in 1975. The lakester-turned-streamliner set record after record including the coveted wheel-driven record at 409MPH in 1990 on the Bonneville Salt Flats. Teague's speed record achievements as well as his character and comportment are on par with those of Ab Jenkins.

1927 Ford Modified T-Roadster was built, drove and crashed by Jimmy Khougaz who, despite his injuries, put out the resulting fire before rescue crews arrived. The car was a solid plus 200MPH runner in the late 1950's and was certainly the most stylized and attractive "T" roadster of its time.

1935 Duesenberg SJ "Mormon Meteor I" was a collaboration between Ab Jenkins and Augie Duesenberg to create race car that would also be a street driver. Although outclassed when aero engines under the hood came into vogue, the car set many records and is milestone car for Jenkins' storied driving career.

1937 Cord 812 driven by Ab Jenkins earned the then new supercharged model "World's Fastest Production car" title on the Bonneville Salt Flats. During the Stevens Trophy running at Indy Jenkins dealt with a right front tire, wheel and brake drum separating from the front axle at more than 80 miles per hour on the high-banked oval.

1951 So-Cal Speed Shop Belly Tank wasn't the first of its kind. That honor rests with Bill Burke who repurposed WWII aircraft belly tanks to create an endearing iconic lakester class for land speed racing. The car found renewed glory when a wealthy collector bought a restored it just as the American nostalgia craze began sweeping the nation. It set a couple records in 1951 then in 1952 Alex Xydias drove a one-way 198.34MPH run that remains the car's highest speed ever achieved.

1964 Shelby Cobra Daytona Coupe, chassis CSX2299 on display is considered the most important of all the breed, but it's "mother", prototype chassis CSX2287,

was driven by Craig Beedlove, Bobby Tatroe and Tom Greatorex setting more

Continued on Page 204



Rodders Respond

Continued from Page 10

impressed with the expense and effort put into the promotion and running of the new event. There was a good mix of show car parking areas, different vendors, plenty of food and large indoor event area's including a show car arena. As with Rhinebeck, there was a convenient RV area and plenty of trailer parking with easy access.

Congratulations to Harry, Bill and the rest of the Goodguys staff on the success of your first Big E show.

BBORC
Via Goodguysforum.com

Moving such a beloved event is never easy, so we're very happy that you guys enjoyed it. We'll be back next year for sure. Keep checking back for the dates. K! 

Fuel For Thought

Continued from Page 14

than some two dozen USAC/FIA world records in November 1965. Goodyear was determined to keep Firestone-sponsored Art Arfons from gaining early access to the salt. "Strictly a con to hold the salt," quipped SOA crewman George Klass in later years who knew Art could kick speed butt.

1925 Miller 122 Front-Wheel-Drive. In the 20's if you wanted the best it was Miller or Duesenberg. Upwards of 6,500 hours went into the build of every Miller followed by at least another 700 hours on the finish making meticulous Harry Arminius' cars the "Holy Grail American racing."

1904 Peerless "Green Dragon" Racer might have just been another "wannabe" if Berna Eli Oldfield hadn't convinced company directors he was the driver for them. Barney, who by then had developed a reckless driving and outrageous personal reputation always guaranteed headlines and newsreel coverage. No matter how great the car, Oldfield's presences always overshadowed it.

1907 Renault AI 35/45 HP Vanderbilt Racer is doubtless the most famous of "rich boy" toys when Willie K. Vanderbilt convinced 10 of his money buddies to buy the car. Vanderbilt then paid for the construction of a 48 mile paved road - the Long Island Motor Parkway - made of steel-reinforced concrete so he and his pals could drive the cars with conviction to and from the city.

1916 Model C Stutz Bearcat. If you ever drive one of these early Indy 500 racer/street cars, you better have a raccoon coat to avoid being called "a square."

1911 Mercer Type 35R Raceabout might be a century old but if you got to drive one you'd be amazed at how precise the steering is and what little effort is required to shift thanks in part to the 44-plate oil-bathed clutch. Lucky owners today are known to be able to drift the shaft-driven car through corners!

1933 Alfa Romeo 8C 2300 Monza had an unique supercharged engine design of twin 4-cylinder blocks coupled by one DOHC 8-cylinder head, 10 man bearing crankshaft and dry sump lubrication. Daring for the day.

1929 Bugatti Type 35B Grand Prix. Louis Chiron had an 11-minute lead in the German Spots Car Grand Prix at Nurburgring so he stopped for a glass of champagne BEFORE the end of the race!

1931 4 1/2-Litre "Blower" Bentley. They call it a "man's car" but after driving one I can tell you it is just a marvelous beast to flog with respectful attention. None of the boys would have had this great car if Dorothy Paget hadn't opened her purse to personally finance the first 5 ever built.

1937 Delahaye Type 145 became The "Million-Franc Delahaye" when Rene Dreyfus not only won but restored the honor of France when he took the checkered flag. Never again would he feel so elated after a competition race and said, "I had driven as I had never driven in my life."

1954 Ferrari 375MM Ingrid Bergman and Roberto Rossellini tooled around in this rare example of race-tuned Ferrari road cars for more than a decade. Bodywork by Sergio Scaglietti, the metal master who built out of head, rarely making sketches. . .

Speed: The Art of the Performance Automobile has a variety of public programming events designed around the exhibition to enhance the visitor experience. For more information, please visit www.speedumfa.com or call (801) 581-7332.

Note: Photojournalist Louise Ann Noeth is the authoress of the bestseller, *Bonneville: The Fastest Place on Earth*, a complete historical review from 1896 to 1997. She also appears in the Ab Jenkins documentary *Boys of Bonneville*. For more details and to order, go to: www.landspeedproductions.biz. 

Photo Credit:

1. 1938 Mormon Meteor III, ex-Ab Jenkins, Collection of the Price Museum of Speed, © Peter Harholdt

2. 1952 "Beast III" Streamliner, ex-Chet Herbert, Collection of Mark and Newie Brinker, © Peter Harholdt

3. 1937 Cord 812, Courtesy of The National Automobile Museum (The Harrah Collection), Reno, Nevada, © Peter Harholdt

4. 1975 "Speedomotive Special" Streamliner, Courtesy of Price Museum of Speed, Salt Lake City, Utah, © Peter Harholdt

5. 1927 Ford Modified Roadster, Courtesy of Richard V. Munz, Madison, Wisconsin, © Peter Harholdt

6. 1935 Duesenberg SJ "Mormon Meteor I", Courtesy of Harry Yeaggy Auto Museum, Cincinnati, Ohio, © Peter Harholdt

Bangin' The Gears

Continued from Page 16

rides with me (and my brother, Dan) all the time as you'll read in the coming months.

Two years after that incident, we went back to St. Paul in our street rods, this time for the Street Rod Nats. I'd found a raggedy old Stude coupe at a local swap meet in August, 1977, and decided to build a street rod...in time, the old Studie got painted, upholstered, a new engine, new wheels and tires installed and my indoctrination into rodding was initiated. At least, that's the way I remember it.

Now available - The fifth book in the series: *Faded Thunder*, stories of Denver hot rodding, cruising, car shows, drag racing and general chaos on the weekends. Don't forget to check out my recently "overhauled" website: www.RAJetter.com to order the fifth book personally autographed. 

Goodguys Gazette Pick - ECN

Continued from Page 159

cleaners, Hildebrandt valve covers, Isky adjustable rockers, a Hayes aluminum flywheel, a pair of NOS Hurst motor mounts for the '50 in a box, and a cherry Cadillac batwing air cleaner, complete with new-quality paint and decals. He paid the \$700 and had himself a fine high performance Cadillac motor that had never even been started. He topped it with a pair of ported 390 heads and paired it with a Zephyr-gear'd '39 trans and a banjo rear. The banjo rear was then pulled after he found a Columbia overdrive unit with 3.00 and 4.11 gears. It was rebuilt with the help of Ford guru Frank Ezold and chrome plated.

His brother flew out from Arizona to help him chop the top three and a quarter inches. The door hinges were also frenched and the original-style bed was shortened twelve inches. Lighting is a pair of King Bee headlights and '47 Kaiser taillights. The truck was then taken to

Jeff Gainer for the Washington Blue paint, followed with pinstriping by Zeke Lemanski.

Jon made his own interior panels and added a suspended headliner attached with mahogany strips. He had Auto Custom Leathers trim the panels in blue and white tuck-n-roll and installed them himself. He took a nice original '32 dash and sliced it lengthwise to make room for the Stewart Warner "Navigator" boat panel. He then bridged the concave dash and flat panel together with a nice rolled lip made from 1" round tubing and filled it with vintage curved-face instruments. A '52 Hudson steering wheel was added to a '55 Chevy column and a stock shifter was chrome plated.

The truck's construction took a couple of years, but was done in the family garage with a welder, basic hand tools, and help from his sons Dominic, Nicky, and Garner. Of course he also has to thank his wife Moira for her support and patience. 

Good News

Continued from Page 202

ples, principles, ethics, which can all fit under the hood of being qualities that come from our conscience. Conscience is like what really goes on and takes place down deep in our inside. We're all born with a conscience, and it's us who determines whether we're going to listen up or whether we're going to attempt to ignore it. That's like trying to cover the rusted places on a fender with Bondo body filler! Sooner or later the real deal shows up!

Voltaire, the French atheist tried to do that very thing by covering up what he denied as truth. He once said, "It took twelve fishermen to build Christianity. I will show the world how one Frenchman can destroy it." After Voltaire died, the home in which he had lived became Europe's most famous Bible distribution center. The bottom line was that Voltaire died, and God still lives! If only Voltaire had only seen; been able to purchase, and believed what is on the CRA t-shirt, he too could say like millions of others, "Like Old Iron, I've Been Radically Changed."

Are you interested in either sending your son/grandson, age 16 - 19 to a CRA Hot Rod Camp in 2013? Perhaps you would consider sponsoring a young guy? Or you may be interested in a Men's 'mini-camp' at CRA in Branson. Call or write CRA for more info: CRA, PO Box 2029, Branson West, MO 65737 cra@integrity.com. 

Flashing Back

Continued from Page 203

from the plates were tossed off the dock, where they attracted a flock of seagulls.

Toward dusk, Bangs got out his guitar and began to sing Spanish folk songs.