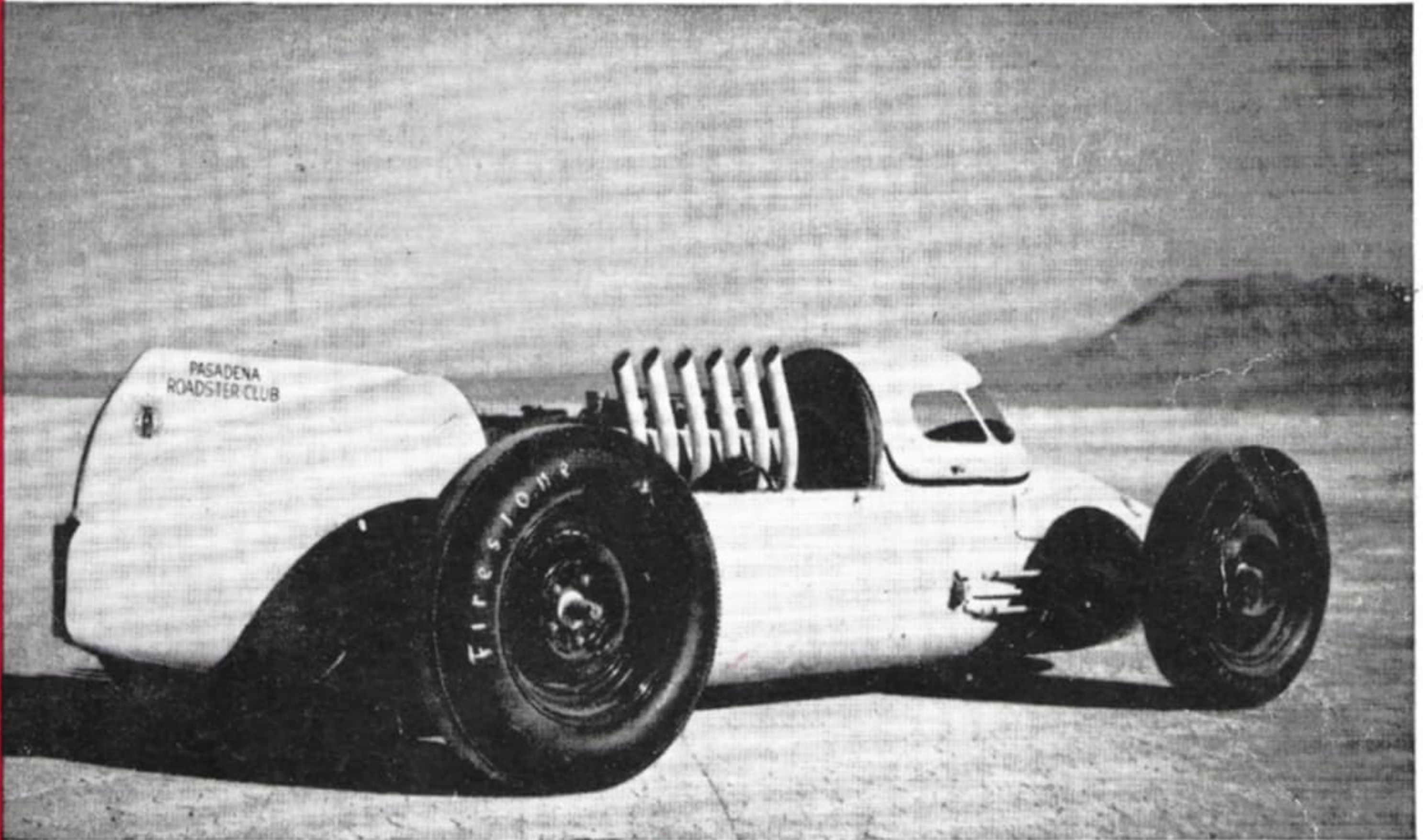


First Annual

BONNEVILLE NATIONAL SPEED TRIALS

PRESENTED BY SOUTHERN CALIFORNIA TIMING ASSOCIATION

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THESE STRAIGHTAWAY SPEED TRIALS, CONDUCTED ON THE SMOOTH SURFACE OF THE BONNEVILLE SALT FLATS LOCATED NEAR WENDOVER, UTAH, ARE PRESENTED IN THE INTEREST OF FURTHERING THE DEVELOPMENT OF AMATEUR AUTOMOBILE TESTING INTO A RECOGNIZED AND ACCEPTED AMERICAN SPORT.

August 22nd to 27th

25¢

SOUVENIR PROGRAM

Bonneville National

The increased interest throughout the country in automobile time trials; the natural competitive spirit of automotive enthusiasts plus a desire to determine which section of the country excels in building the fastest cars constitute the basic background of this event, the first annual Bonneville National Speed Trials.

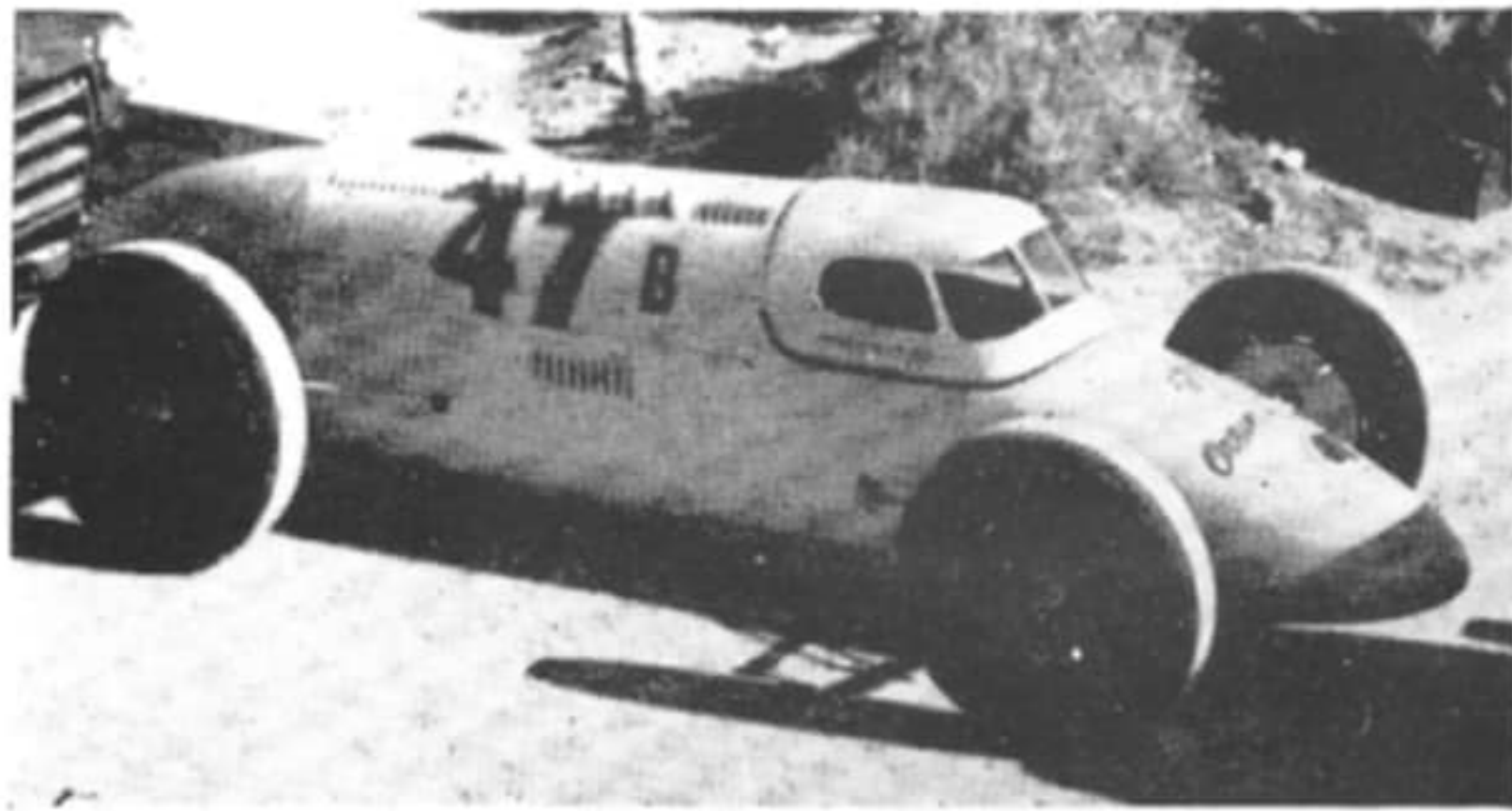
These factors, coupled with a desire to establish uniformity of operation for the sport and to unite the various Clubs and Associations throughout the country, now engaging in time trials, into a more closely knit organization, motivated the Southern California Timing Association, Inc. of Los Angeles to sponsor this first national meet.

Here at Bonneville, on the finest race course in the country, young automobile designers, builders and drivers may test their machines under the best conditions obtainable. Here, they may time their cars with unexcelled equipment operated by one of the nation's foremost technicians in this field, J. Otto Crocker, who also serves as Chief Timer for the American Power Boat Association.

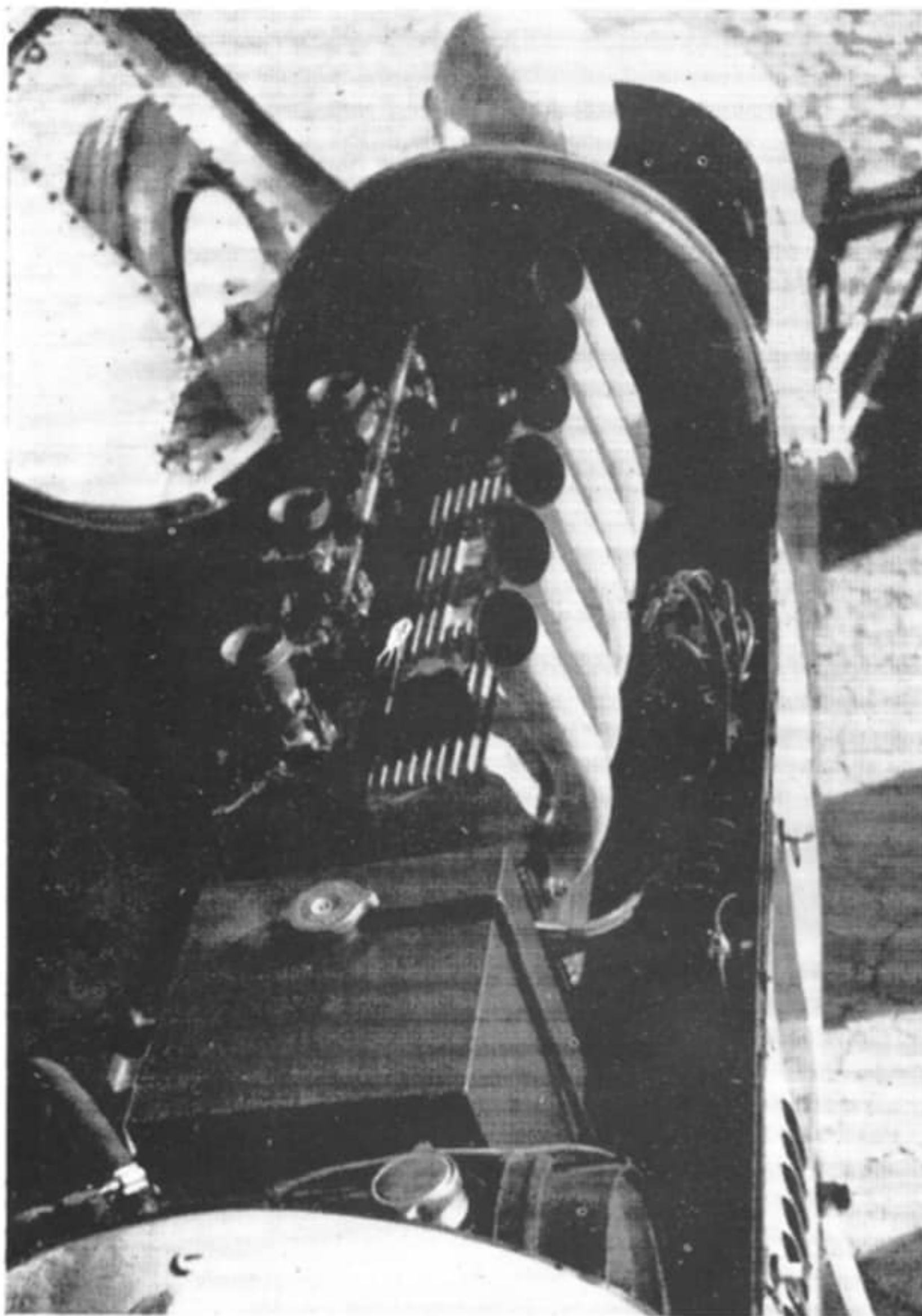
Here, race car enthusiasts may exchange information, learn how to improve the performance of their machines and most important of all become informed on co-ordinating and regulating their sport so that it will be given ready public acceptance in every community.

To the Bonneville Speedway Association, Bonneville, Ltd., the Salt Lake City Chamber of Commerce and all other organizations and individuals whose cooperation has helped to make this meet possible, the Southern California Timing Association, Inc. extends its sincere gratitude in the hope that the 1949 speed trials will be the forerunner of others, bigger and more successful.

Class "B" Streamliner Is Top Record Holder



Sitting in the lineup of cars at El Mirage Dry Lake is Marv Lee's Streamliner shown with hood in place. With only one speed forward, the car must be pushed off for starting. The hinged canopy over the driver is secured from the inside with safety latches and a remote control fire protection apparatus is mounted back of the driver in the engine compartment which is sealed off.



Looking down from behind the Pasadena Streamliner allows a clear view of some of the neat construction features that make the car so outstanding. Round tank bottom is for fuel while the square tank holds the car's water for engine cooling since no radiator is used. Features of the Wayne head are the intake ports located on the left side with 6 exhausts mounted on the right.

Page 2

Pictured on the cover of this program is Marvin Lee's Chevrolet-six Streamliner, one of the outstanding cars appearing at these Speed Trials events. Officially entered as the City of Pasadena, the car will be running under number 47, which is the position in which it finished in last year's S.C.T.A. points standings, having run at only three of the season's six lake meets.

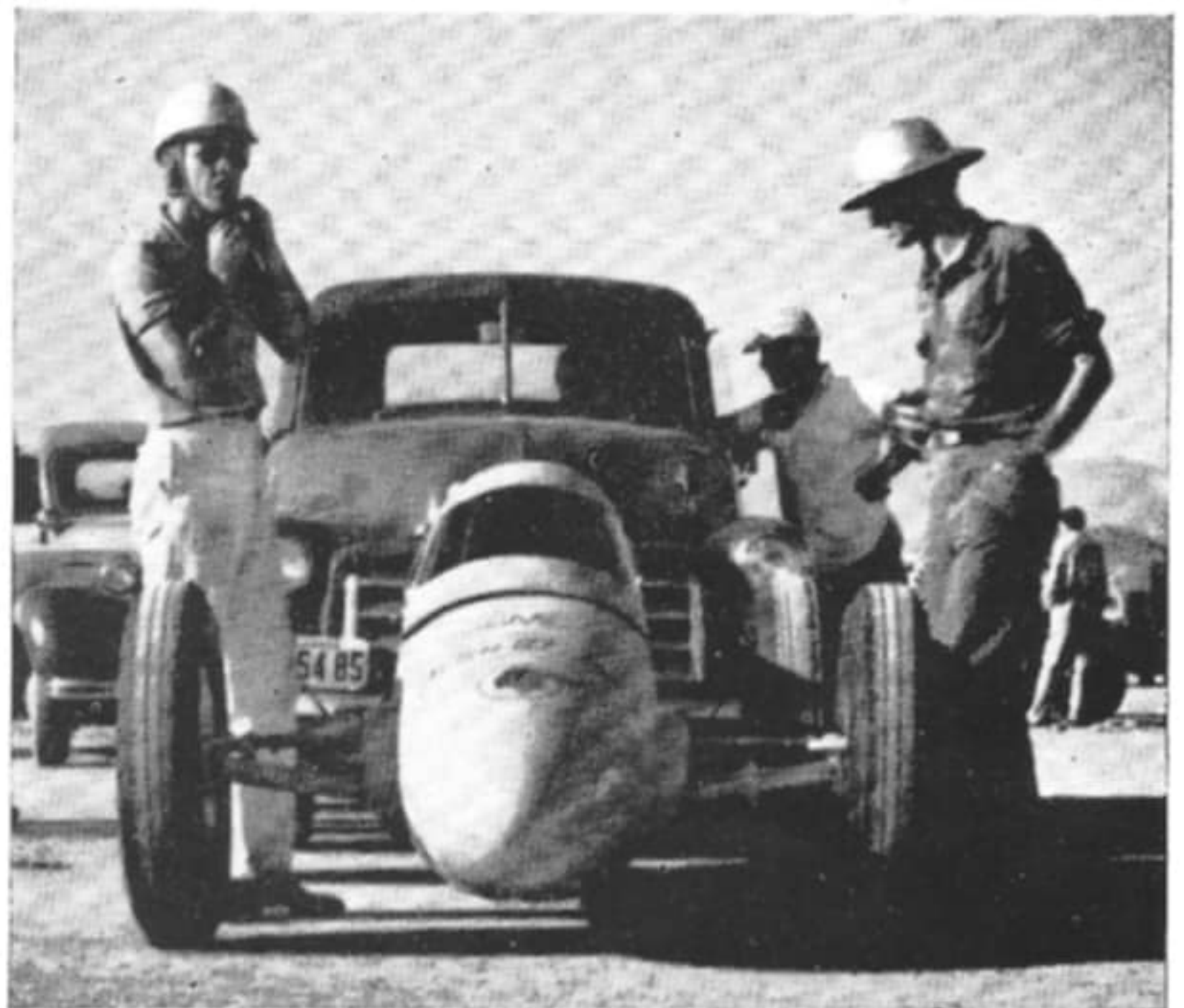
Marv's car holds the present S.C.T.A. Class "B" Streamliner record at 153.545 miles per hour average time on two runs in opposite directions. This is the fastest average speed ever recorded in dry lakes time trials history. Qualifying speed for that meet, which was July 16th this year, was 160.42 miles per hour, also the fastest speed of the day.

An outstanding example of fine construction and workmanship, Lee's car features full-torsion suspension in front and rear with the engine mounted midway between the driver's compartment and the rear axle. The frame is built of three inch steel tubing and the bottom pan of the body under the driver's compartment is made of 3/16 inch steel plate. A roll-bar, in the shape of an inverted U, is fabricated into the frame just back of the driver for added safety security.

Eighteen-inch wheels are used on front and back with Firestone Indianapolis tires on all four wheels. The rear wheels have been specially made so as to allow for a wide-base rim mounting. Front wheels are standard Ford commercial wheels, late type.

With a total of 248 inches cubic displacement the car runs a Wayne equipped engine consisting of a '42 Chevrolet block with G.M.C. rods, Wayne head, manifold and pistons, cam by Bill Spalding, and ignition by Tom Spalding. Carburetion has been experimental which may include three or six carburetors, or a special injection system built by Hilborn and Travers.

Sharing credit with Marvin Lee on the performance of this fine car are Wayne Horning, who has developed the engine equipment, Whitey Clayton, who constructed the body, Johnny Hartman, who engineered the suspension and last but not least, Bob Denny, who has driven the car in its recent runs at the dry lakes.



With the car poised on the starting line Bob Denny, left, buckles his safety helmet before entering the cockpit. Standing at right, Wayne Horning looks the car over for any last minute adjustments that may be made before the run through the course. The car is fitted with a tubing push bracket on the tail since no towed starts are permitted under S.C.T.A. rules.

Bonneville National Speed Trials

DEFINITION OF CLASSES

OPEN COMPETITION

Classes for Sports Cars, Foreign Cars, Race Cars and Competition Coupes will be divided according to car types only and will not be separated into engine-size classes. All cars entered must satisfactorily pass the inspection of the Technical Committee before being allowed to participate.

S. C. T. A. COMPETITION CLASSES

Roadsters, Lakesters and Streamliner Classes will be divided into four separate engine size divisions each, as outlined in the regulations that follow. Any car which meets the specifications as set forth in these classes may enter into competition regardless of affiliation with any club or group.

DEFINITION OF CLASSES: Classes shall be divided into four engine classes, with body divisions as follows:

ENGINES: "A" Class—0 to 183 cubic inches engine displacement; "B" Class—183 to 250 cubic inches; "C" Class—250 to 350 cubic inches; and "D" Class—350 cubic inches and over.

Engines equipped with superchargers or added double-overhead camshafts will automatically advance into the next higher engine size class of competition. No car will run in other than its designated engine class.

All engines must be of American Automotive Production manufacture (at least 500 units must have been made of this particular item to be classed as production manufacture).

ROADSTERS: Cars competing in the Roadster Classes must be equipped with American roadster bodies of 1928 manufacture or later, unaltered in height, width or contour, which must be mounted atop the frame and may not be channeled or belly-panned. They must be equipped with a production type radiator and shell which shall not be dimensionally smaller than that of a 1928 stock Ford.

Pickups may be run as Roadsters, under the above conditions, provided they are equipped with a cargo bed which is 36 or more inches in length and of standard width and height. Tarps will not be allowed on pickup beds in this class.

Minimum wheelbase permissible for Roadsters is 95 inches.

LAKESTERS: Cars competing in the Lakester Classes must be equipped with American roadster bodies of 1927 manufacture or earlier, unaltered in height, width or contour, or similar bodies of later manufacture which have been channeled, belly-panned or fitted with added streamlining ahead of the firewall.

Pickups run under the above provisions must be equipped with cargo beds which are 36 or more inches in length and of standard width and height. Tarps on pickup beds will be permitted in this class of competition.

Minimum wheelbase for Lakesters will be 95 inches.

STREAMLINERS: Cars competing in the Streamliner Classes may have any type of fire-proof constructed body not allowable in the Roadster or Lakester classes, except stock bodies, coupes or sedans.

Minimum wheelbase allowed for Streamliners is 85 inches.

Note: In classes "A" and "D", Roadsters and Lakesters will compete in the same class.

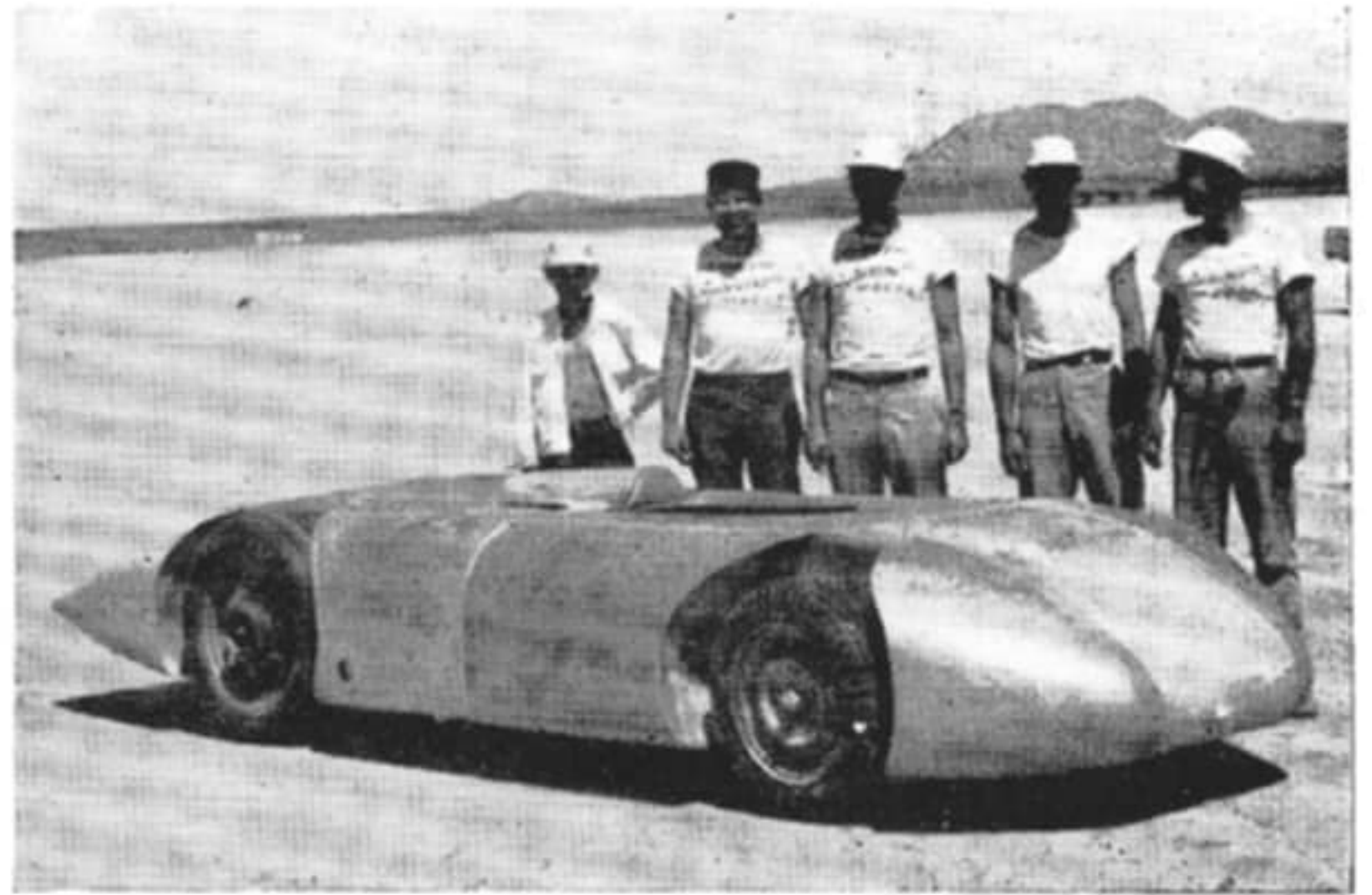
One way speed trials will be conducted on each day, Monday through Friday, with special events being run in the afternoons. Saturday will be reserved for the running of two-way record runs among the fastest cars in each class.

The straightaway speed course will be an overall distance of five miles with the Timing Traps located at the center. All qualifying runs will be made over the measured quarter-mile trap (1320 feet). The two-way Record Runs will be timed through a measured quarter-mile as well as through a measured mile.

The Speed Trials shall commence at 6:00 a.m., or as early as conditions permit, subject to the decision of the Contest Board. Number of qualifying runs allowed each car is unlimited. No day to day schedule has been planned, in view of the uncertain number of total entries, so as to allow for a flexible series of daily events.

August 22-27, 1949

FASTEST "A" STREAMLINER

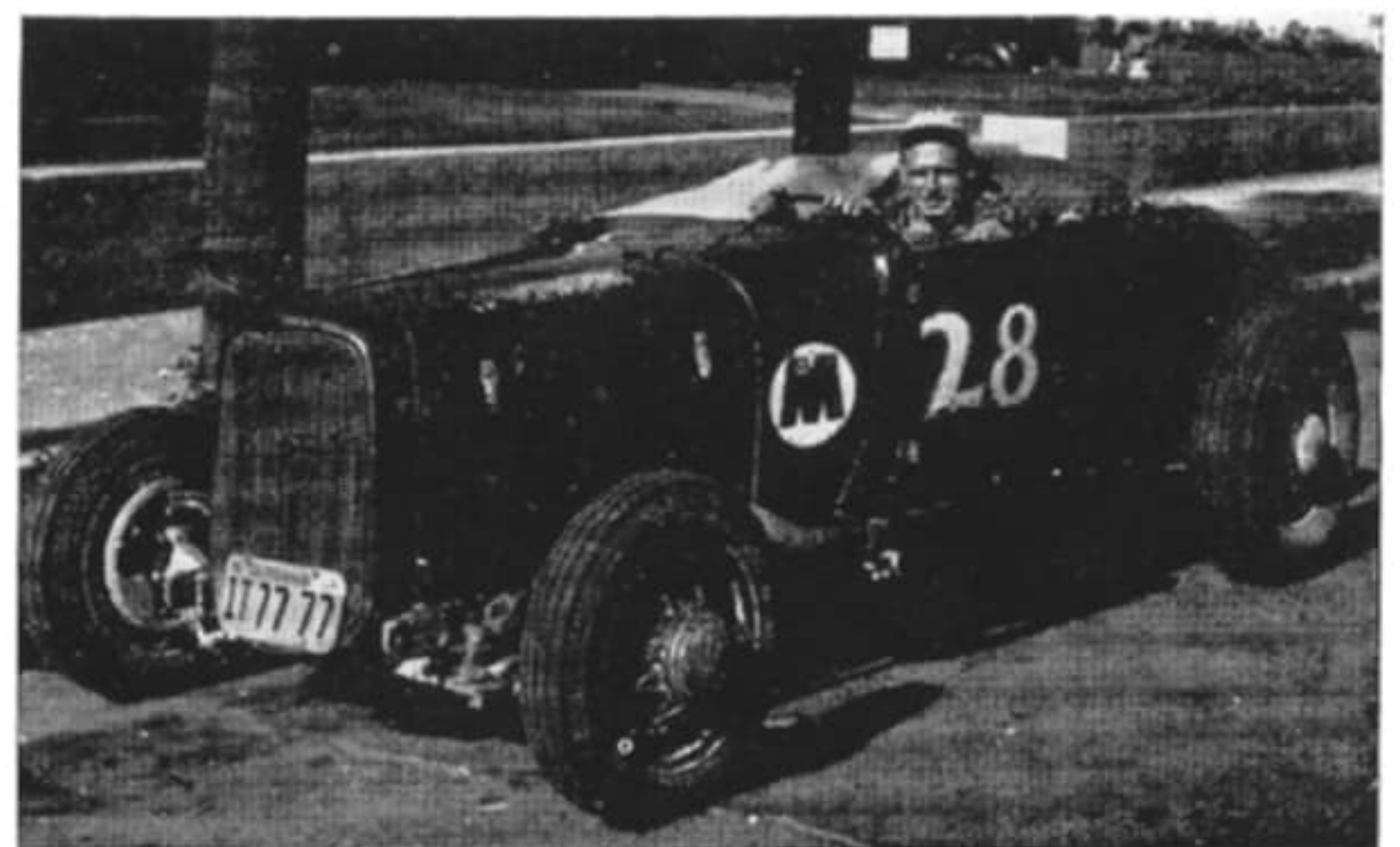


Owners Alex Xydias (center) and Dean Batchelor (right) proudly line up with their crew behind their record holding "A" Class, Ford 60, Streamliner after having successfully set a new class record on their car's first appearance at the June S.C.T.A. meet at El Mirage Dry Lake, California.

This sleek little streamliner, which was rebuilt from last season's record holding belly-tank job, is the present holder of the S.C.T.A.'s Streamliner record of 138.74 mph. average. The car has been run in competition at two meets this year even though it had not been completely finished. Since the above photo was taken covers have been added to the sides and tops of all wheels and several other changes have been made to the car for appearance and functional improvement.

The car has an all aluminum body built around 'T' frame rails and the engine is mounted back of the drivers compartment. The front and rear axels have been shortened so as to allow full wheel coverage with minimum body width, a factor which adds greatly to the streamlining of the car.

Entered at this meet under 5-A and 5-C the owners plan to run the car with two different engines and in two separate classes of competition. Owner of the So-Cal Speed Shop in Burbank, California, Alex Xydias finished in fifth place in the 1948 season's S.C.T.A. points standings.

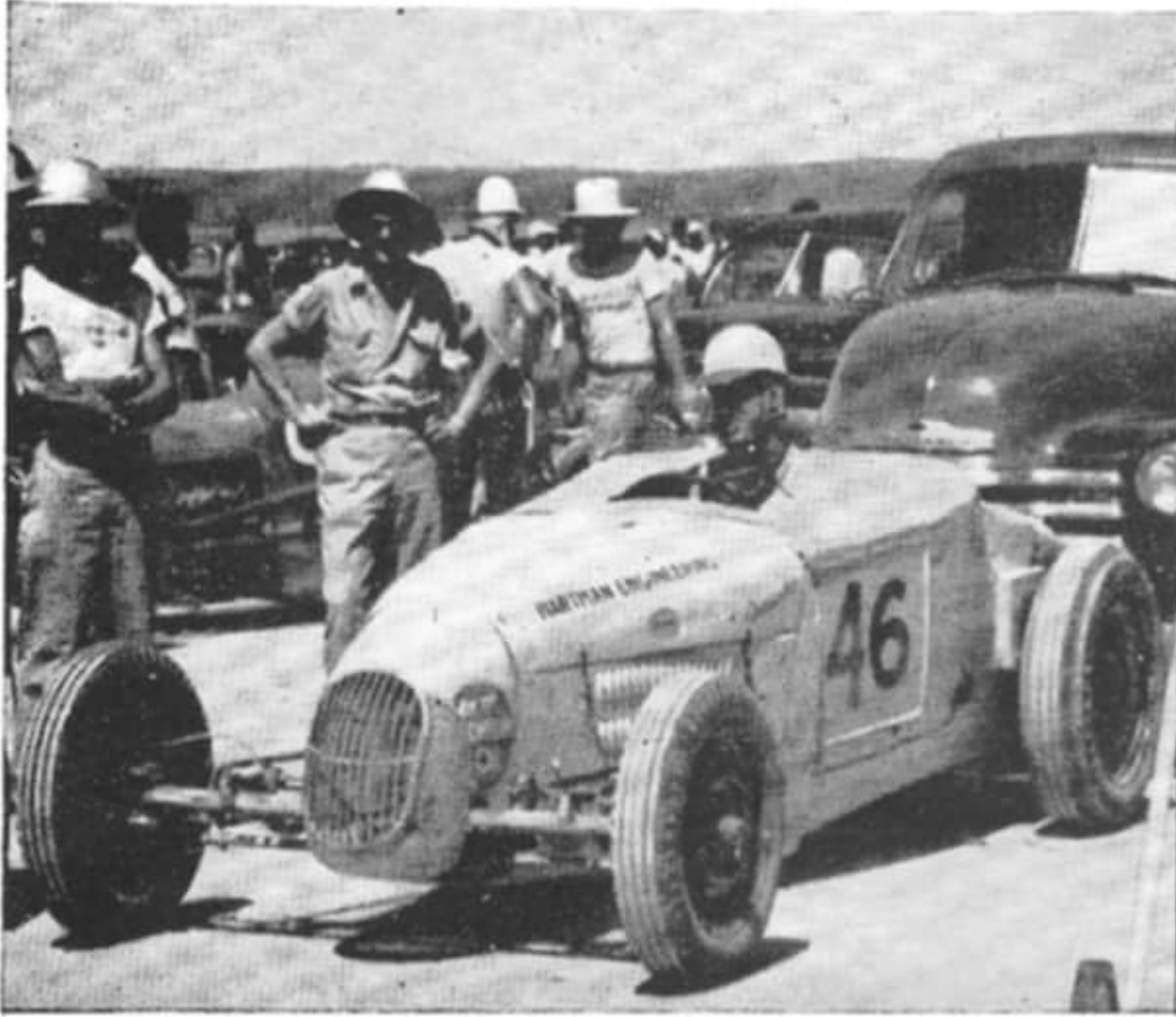


Record holder in the S.C.T.A.'s "C" Roadster class Don McLean, of the San Diego Roadster Club, is shown with his car shortly before leaving for the Speed Trials. The car, a '29 A-V8 holds the present record at 133.015 mph. average and has been a runner-up for top class honors many times in the past. Better known as 'Nog', McLean is an old time member of the S.C.T.A. and has been running at the dry lakes since the early days of racing.

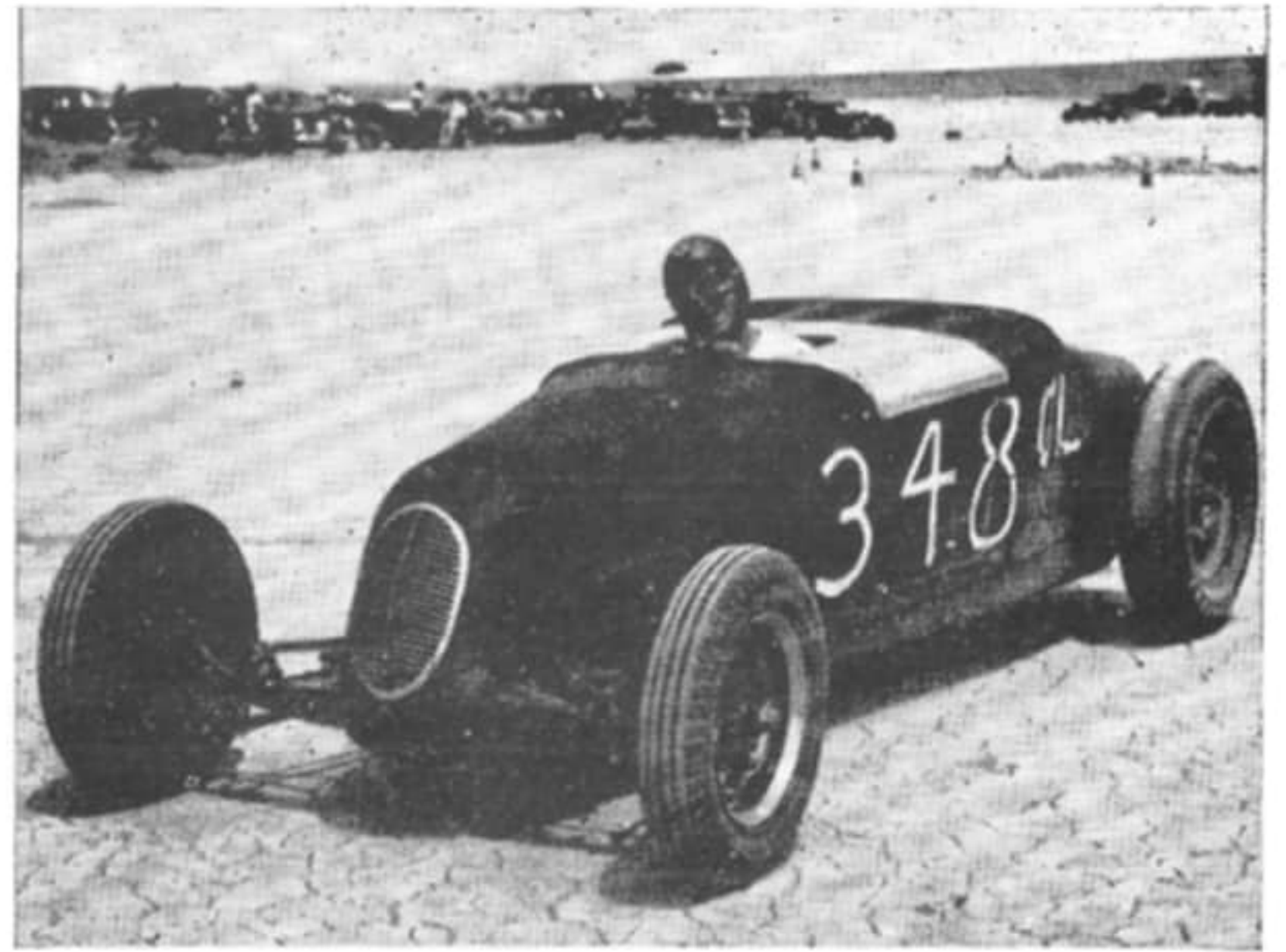
OFFICIAL ENTRY LIST

Listed below are the Official Entries received up to the time of going to press. Space is provided on the following pages for adding in late entries and post entries with their speeds.

No.	Class	Entry	City	Engine	1st Trial	2nd Trial	3rd Trial	4th Trial
2	CL	Doug Hartelt.....	Fullerton, Calif.....	Merc.	.....	.....	.....	.....
3	CS	Burke & Francisco.....	San Gabriel, Calif.....	Merc.	.....	.....	.....	.....
5a	AS	Xydias & Batchelor.....	Burbank, Calif.....	Ford-60	.....	.....	.....	.....
5c	CS	Xydias & Batchelor.....	Burbank, Calif.....	Merc.	.....	.....	.....	.....
7	CL	Paul Schiefer.....	San Diego, Calif.....	Merc.	.....	.....	.....	.....
8	CS	Breene & Haller.....	Long Beach, Calif.....	Merc.	.....	.....	.....	.....
13	BL	Akton Miller.....	Whittier, Calif.....	Ford V-8	.....	.....	.....	.....
20	BL	Starr & Alger.....	Anaheim, Calif.....	Merc.	.....	.....	.....	.....
24	BS	Jim Lindsley.....	Los Angeles Calif.....	Ford V-8	.....	.....	.....	.....
28	CR	Don McLean.....	San Diego, Calif.....	Merc.	.....	.....	.....	.....
36	BL	Carrillo & Betz.....	Monrovia, Calif.....	Ford V-8	.....	.....	.....	.....
38	CR	Scotty's Auto Wrecking.....	San Bernardino, Calif.....	Merc.	.....	.....	.....	.....
39	BR	Don Olson.....	Garden Grove, Calif.....	Merc.	.....	.....	.....	.....
44	DR	Jones & Dimmitt.....	Los Angeles, Calif.....	Cad.-16	.....	.....	.....	.....
47	BS	City of Pasadena.....	Pasadena, Calif.....	Chev.-6	.....	.....	.....	.....
53	BL	Wilson, Dewey & Lebert.....	Chula Vista, Calif.....	Ford V-8	.....	.....	.....	.....
54	BL	Spalding Bros.....	Monrovia, Calif.....	Chev.-6	.....	.....	.....	.....
58	BL	Vogel Bros.....	San Gabriel, Calif.....	Merc.	.....	.....	.....	.....
61	BL	Arthur Tremaine.....	LaHabra, Calif.....	Merc.	.....	.....	.....	.....
69	BR	Harrison & Lean.....	Bellflower, Calif.....	Merc.	.....	.....	.....	.....
70	BL	Barney Navarro.....	Glendale, Calif.....	Ford V-8	.....	.....	.....	.....
74	DR	Jot A. Horne.....	Huntington Park, Calif.....	Duesenberg	.....	.....	.....	.....
76	BL	Clark & Warden.....	Santa Ana, Calif.....	Ford V-8	.....	.....	.....	.....
78	BR	Bob Anderson.....	Long Beach, Calif.....	Merc.	.....	.....	.....	.....
87	CS	Dietrich Special.....	South Gate, Calif.....	Merc.	.....	.....	.....	.....
100	CR	Browning's Candy Co.....	Montebello, Calif.....	Merc.	.....	.....	.....	.....
111	BR	Golden Eagle Special.....	Long Beach, Calif.....	Ford V-8	.....	.....	.....	.....
112	BL	Holden Bros. & Sunderland.....	San Diego, Calif.....	Merc.	.....	.....	.....	.....
113	BL	Downey Bros.....	San Diego, Calif.....	Merc.	.....	.....	.....	.....
117	CR	James A. Hawley Jr.....	Whittier, Calif.....	Merc.	.....	.....	.....	.....
118	BR	Eugene Calkins Hewitt.....	Whittier, Calif.....	Chev.-6	.....	.....	.....	.....



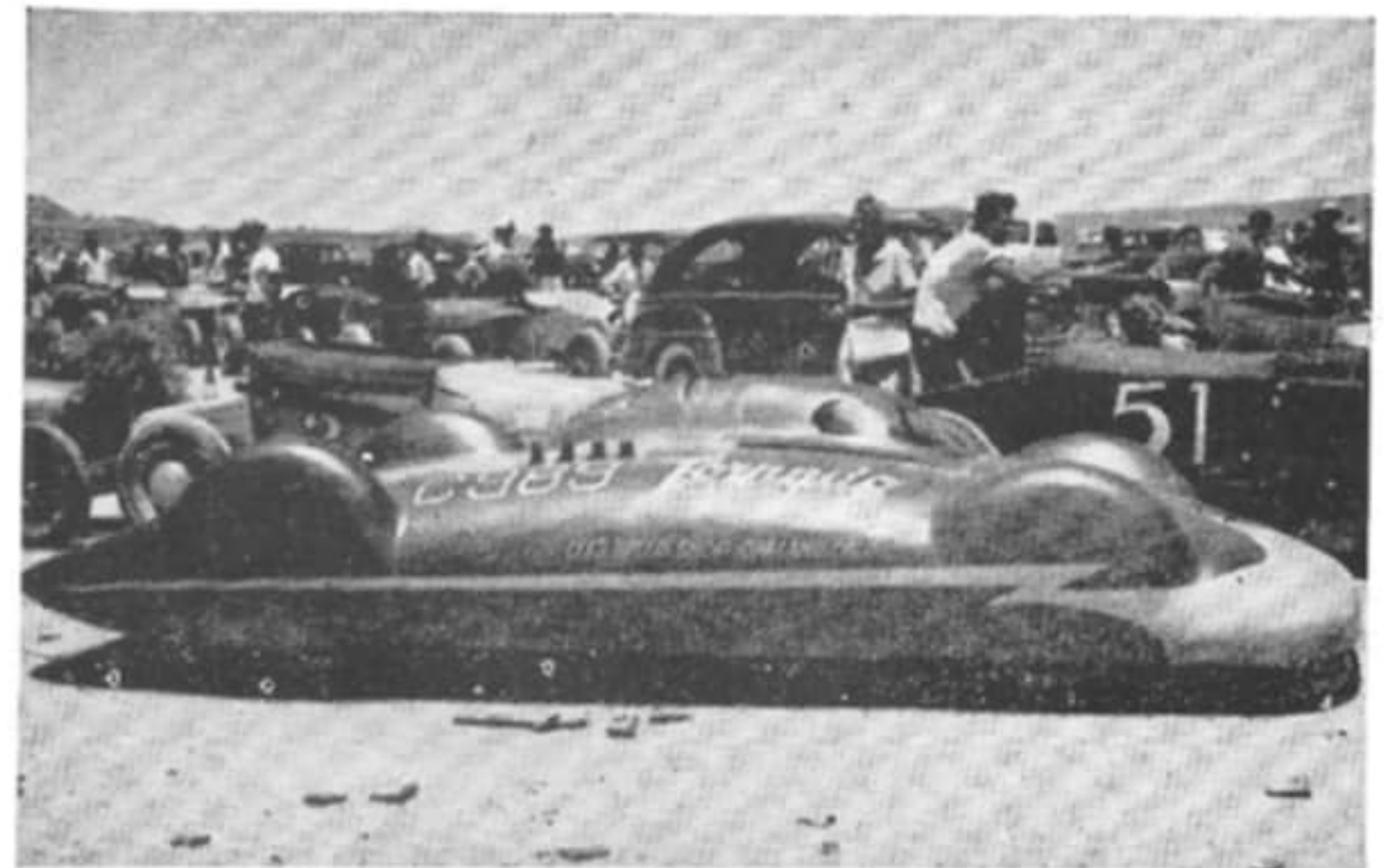
Class "B" Lakester record holder in S.C.T.A. competition is this full-torsion Chevrolet-six which was built by Johnny Hartman. Having also run successfully on the track where it was a constant top place winner, the car, driven by Bob Denny, holds the class record at 147.24 mph. average.



Fastest car ever clocked in the Roadster or Lakester classes, Don Waite's Class "C" Lakester is expected to provide some interesting competition among the top cars in the class at Bonneville. Don holds the S.C.T.A. "C" Lakester record of 149.625 mph. average and has consistently turned 156 miles per hour on the one way runs.



Running under number thirteen the tank-nosed Lakester pictured above is entered by Akton Miller in Class "B". Formerly owned and run by Kenny Parks, this was one of the original pointed nosed roadsters which have become so popular in the new Lakester classes of competition. By adding a contour tarp over the cockpit, a full belly pan under the chassis and the aircraft fuel tank nose on the front, a 1927 Model T roadster becomes a streamlined speedster.



One of the newest cars to appear at recent lake meets was Lee Chapel's Tornado Streamliner. Lee brought the car down from Oakland, California, to try it out at the S.C.T.A. July meet where it was a center of interest at all times. Using his own design rocker-arm heads, Lee has hopes of developing the engine to a high output performance wherein he should be able to attain high speeds with the fine chassis.



CLASS RECORDS

'A' Roadster.....	123.655 mph.....	Spurgin & Giovanine.....	Chev. 4
'A' Streamliner.....	138.74 mph.....	Xydias & Batchelor.....	Ford 60
'B' Roadster.....	129.53 mph.....	Norm Lean.....	Ford V-8
'B' Lakester.....	147.24 mph.....	John Hartman.....	Chev. 6
'B' Streamliner.....	153.545 mph.....	Marvin Lee.....	Chev. 6
'C' Roadster.....	133.015 mph.....	Don McLean.....	Mercury
'C' Lakester.....	149.625 mph.....	Don Waite.....	Mercury
'C' Streamliner.....	151.085 mph.....	Burke & Francisco.....	Mercury
'D' Roadster.....	130.760 mph.....	Randy Shinn.....	Mercury
'D' Streamliner.....	(None established)		

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AWARDS

Through courtesy of UNION OIL COMPANY OF CALIFORNIA the following Trophies will be presented in each of the classes of competition:

S. C. T. A. COMPETITION CLASSES

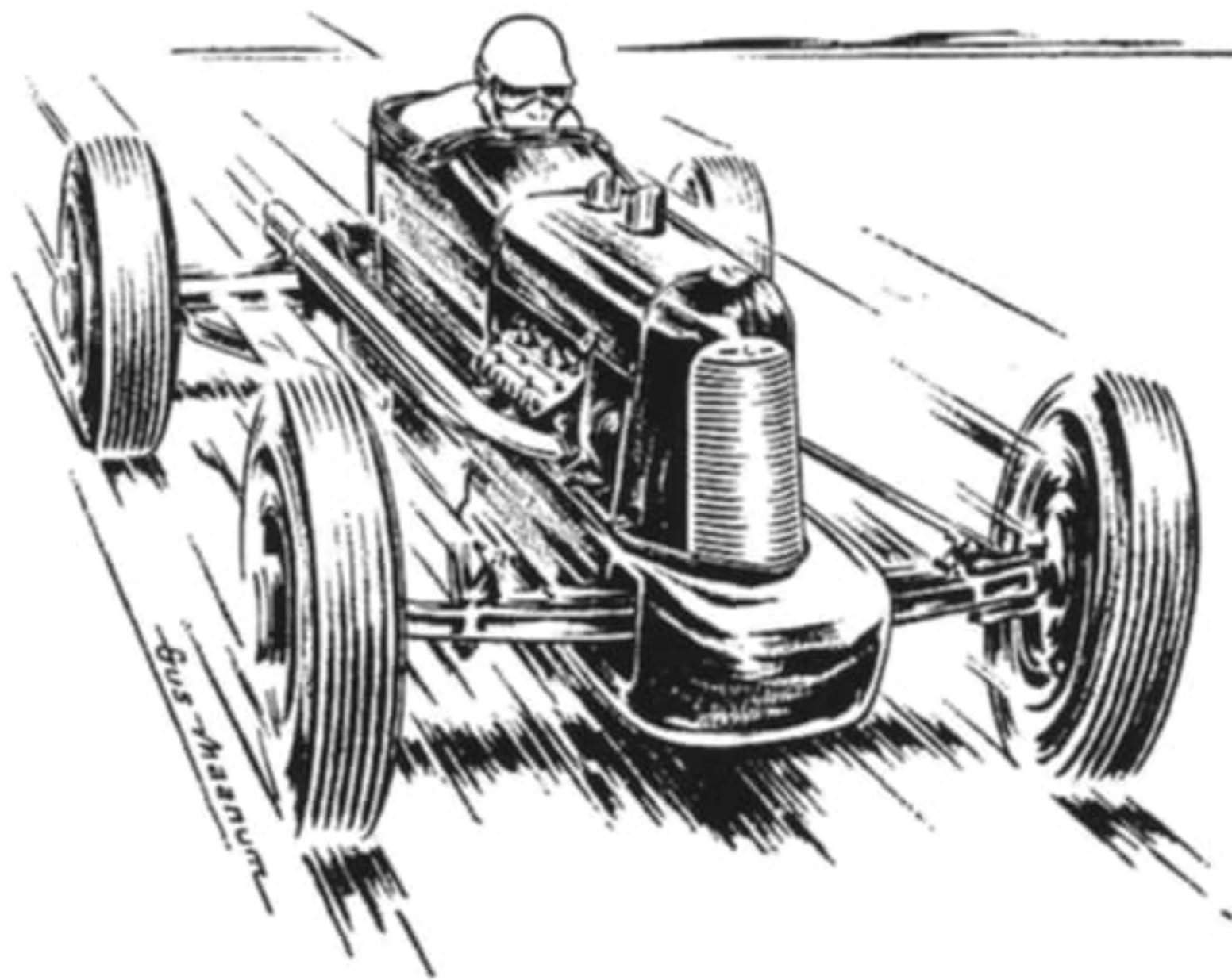
- FIRST PLACE AWARD—
 Gold Finish Custom Trophy with S.C.T.A. car figure.
- SECOND PLACE AWARD—
 Silver Finish Custom Trophy with S.C.T.A. car figure.
- THIRD PLACE AWARD—
 Bronze Finish Custom Trophy with S.C.T.A. car figure.
- FOURTH PLACE AWARD—
 Special Plaque Base Trophy with car figure.
- FIFTH PLACE AWARD—
 Special Plaque Base Trophy with car figure.

OPEN COMPETITION CLASSES

- FIRST PLACE AWARD—
 Gold Finish Wall Plaque Trophy with car figure.
- SECOND PLACE AWARD—
 Silver Finish Wall Plaque Trophy with car figure.
- THIRD PLACE AWARD—
 Bronze Finish Wall Plaque Trophy with car figure.
- BEST APPEARING CAR—
 Special Trophy.
- BEST CONSTRUCTED CAR—
 Special Trophy.
- MOST ORIGINAL CAR—
 Special Trophy.

SPECIAL AWARDS

- FASTEST ONE WAY SPEED AT THE MEET—
 One Gold Finish Loving Cup Trophy with figure. Presented by GRANT PISTON RINGS COMPANY of Los Angeles.
- FASTEST TWO WAY RECORD SPEED AVERAGE AT THE MEET—
 A complete DIAMETRIC Wheel Balancing Equipment Unit consisting of one Diametric Precision Wheel Balancer, one Diametric Wheel Spinner, LUCAS Diametric Wheel Weights, Weight Tools and Weight Box. Presented by SERVICE SALES COMPANY, INC., Dallas, Texas.



Bonneville National Speed Trials



Southern California Timing Association, Inc.

2380 South Atlantic Boulevard * Telephone ANgelus 9-1010 * Los Angeles 22, California



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BOSWELL WILLIS, Vice-Pres.
GEORGE RADNICH, Sec.-Treas.
WALLY PARKS, Gen. Manager

August 12, 1949

Directors

AKTON MILLER
DOUG HARTELT
FRED WOODWARD
ALEX XYDIAS

Mr. Reese Taylor, President
Union Oil Company
617 West 7th. Street
Los Angeles, California

Dear Sir:

Union Oil Company, in providing trophies and otherwise assisting us in preparation for our first annual Bonneville National Speed Trials, has lent this Association great encouragement in our program of better regulation of this sport and in furthering our crusade of safety on the streets and highways.

This national meet, where young automotive-minded Americans from all sections of the country will gather to match their skill, mechanical ingenuity and inventiveness in safely conducted time trials, is the culmination of years of effort by the Southern California Timing Association to teach the youth of the country how to indulge their fondness for speed under safe and sane conditions.

Union Oil Company's assistance in this connection is of invaluable aid to us in our efforts.

The officers and members of the S.C.T.A. join us in expressing our sincerest gratitude to you and other officials of your Corporation in this, our biggest undertaking.

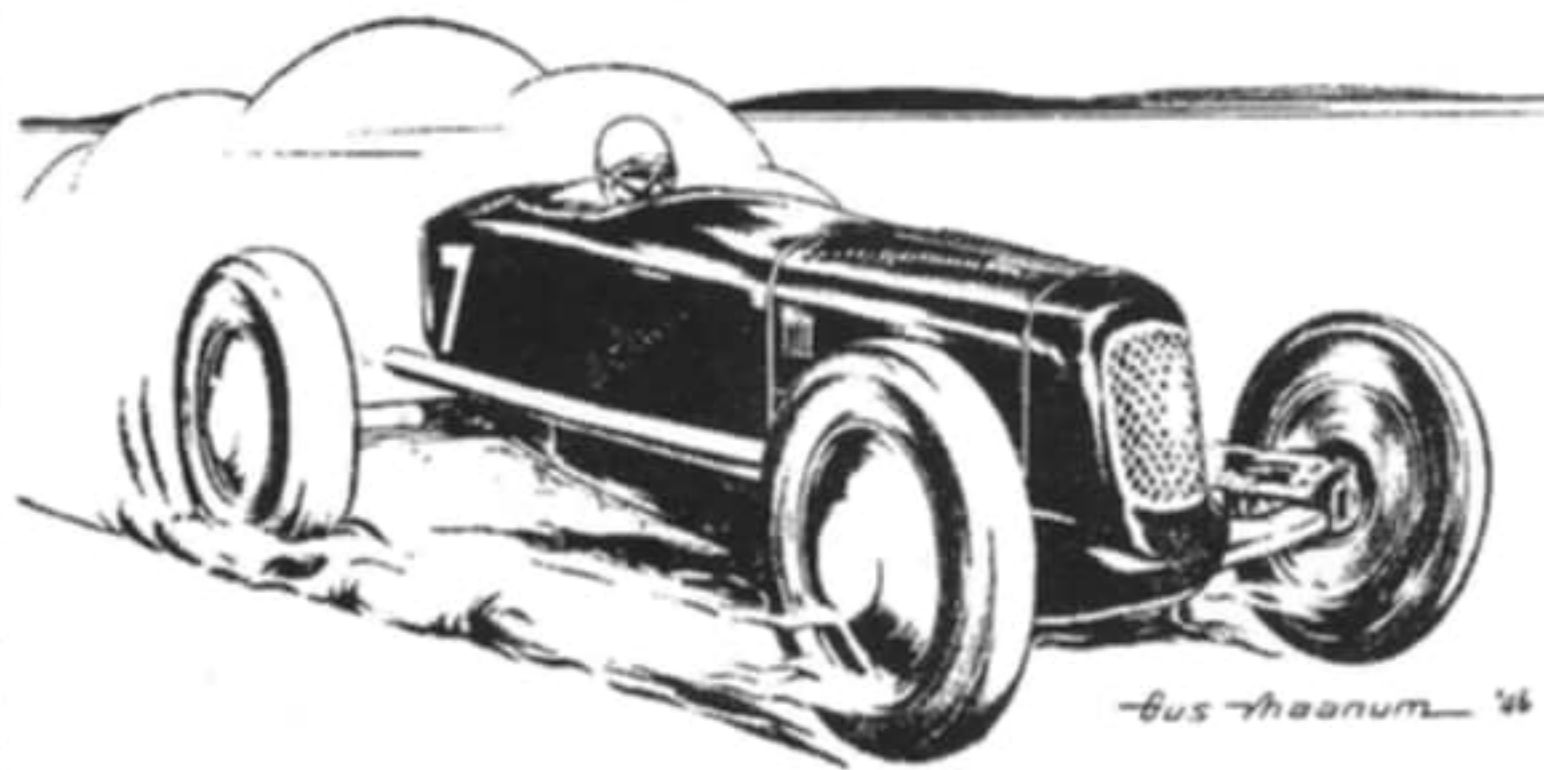
Very truly yours,

George O. Prussell
George O. Prussell, President

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SPEED

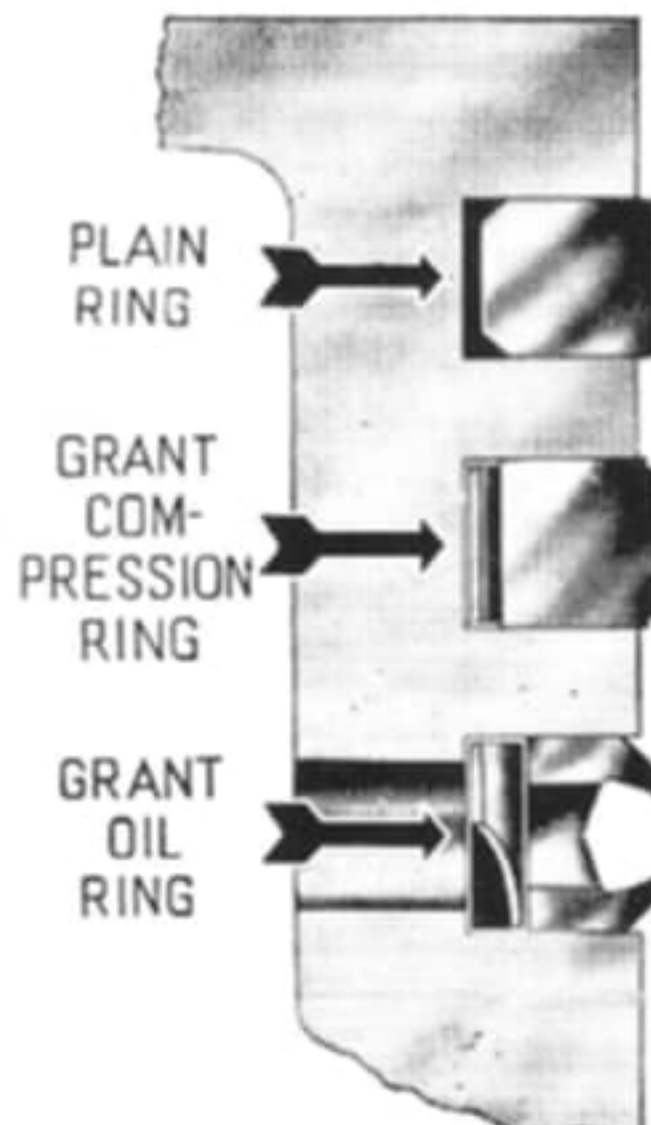


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S.C.T.A. is happy to announce they have selected DIAMETRIC Wheel Balancing Equipment and LUCAS Wheel Balancing Weights as the Official Bonneville National Speed Trials Wheel Balancing Equipment.

The World Famous DIAMETRIC Precision Wheel Balancer is manufactured in Dallas, Texas, by the Service Sales Company, Inc. LUCAS Wheel Balancing Weights are manufactured in Kokomo, Indiana, by the oldest Wheel Weight Manufacturer in the United States, Lucas Manufacturing Company.

DIAMETRIC Balancers are becoming very popular among the owners and drivers of Indianapolis Type Race Cars, since they are small and portable and may be carried with their regular equipment. They also like DIAMETRIC because like their cars DIAMETRIC is precision constructed to 3/10,000 of an inch tolerance.

LUCAS Weights are of the finest. They are all machine made die castings with spring steel "Austempered" clips, which do not loosen at high speeds and do not creep.

A complete set of Gold-Painted Diametric Equipment and Lucas Weights will be presented to the owner of the car setting the fastest two-way record speed at the Bonneville National Speed Trials. This will be the Grand Prize for which all the faster cars will be competing during the running of the event.

164 MPH. MERCURY



Poised at the starting line ready for a fast ride through the course, Bill Phy is given last minute instructions as he sits in the Burke-Francisco Streamliner. Sponsored by Grant Piston Rings, the car has already turned 164 miles per hour and is expected to better that mark before the season ends.

Fastest one-way speed to date in dry lakes competition was turned by this Mercury drop-tank Streamliner entered by the Burke and Francisco team of Alhambra, California. Driven by Bill Phy of Temple City, California, the car turned a top speed of 164.83 miles per hour at El Mirage dry lake on June 11, 1949. Later, at the July meet, the Burke-Francisco car raised its own Class "C" record of 149.40 mph. to 151.085 mph. average.

Using a 1942 Mercury engine, mounted in the rear of the chassis, equipped with Edelbrock heads and manifold, Harman-Collins cam and Potvin ignition, the car has remained at the top of its class during the past two years of competition.

Running a 2.72 to 1 gear ratio it has a direct drive with only a clutch for starting out. The car, which was featured in the August issue of Hot Rod Magazine, was constructed by Bill Burke from a 300 gallon P-38 auxiliary fuel tank. Don Francisco, Alhambra fireman, takes care of the details of keeping the engine in top running condition and has obtained surprising results with an engine which is comparatively smaller than many of their competitors'.

Bonneville National Speed Trials

Officials

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George Radnich, Wally Parks

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APPRECIATION

To the many persons, groups and organizations that have been so helpful to us in planning and presenting these Speed Trials we extend our sincerest thanks and best wishes. Without their co-operative aid the job would have been much more difficult to accomplish.

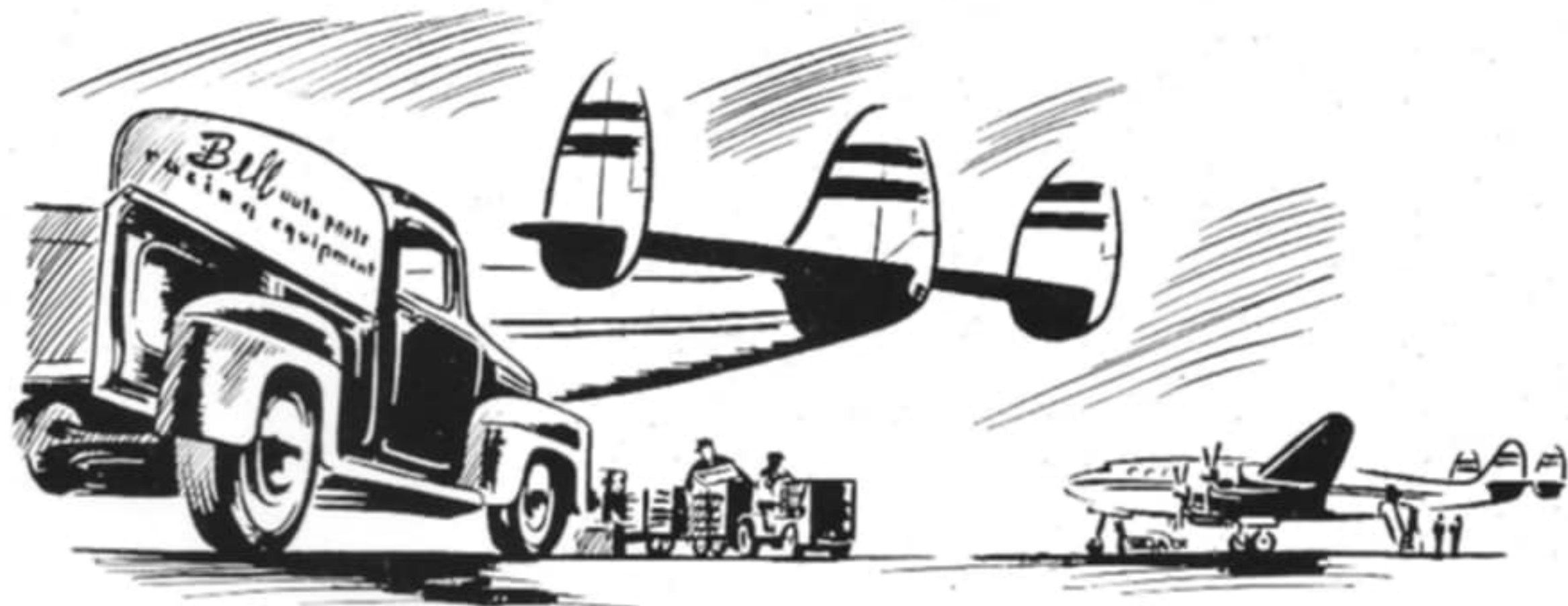
We wish to call attention to the advertisers and donors of awards whose names appear throughout this Program, and to recommend them as our loyal supporters who have always stood ready to lend a hand in the advancement of our amateur sport of Automotive Speed Timing.



Good Luck for a fast time at the first
annual nation-wide timing trials

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The BELL AUTO PARTS truck will be at the course during the entire week with a liberal stock of parts and equipment. Any items not on hand will be obtained from our main store on overnight service by Air Freight.

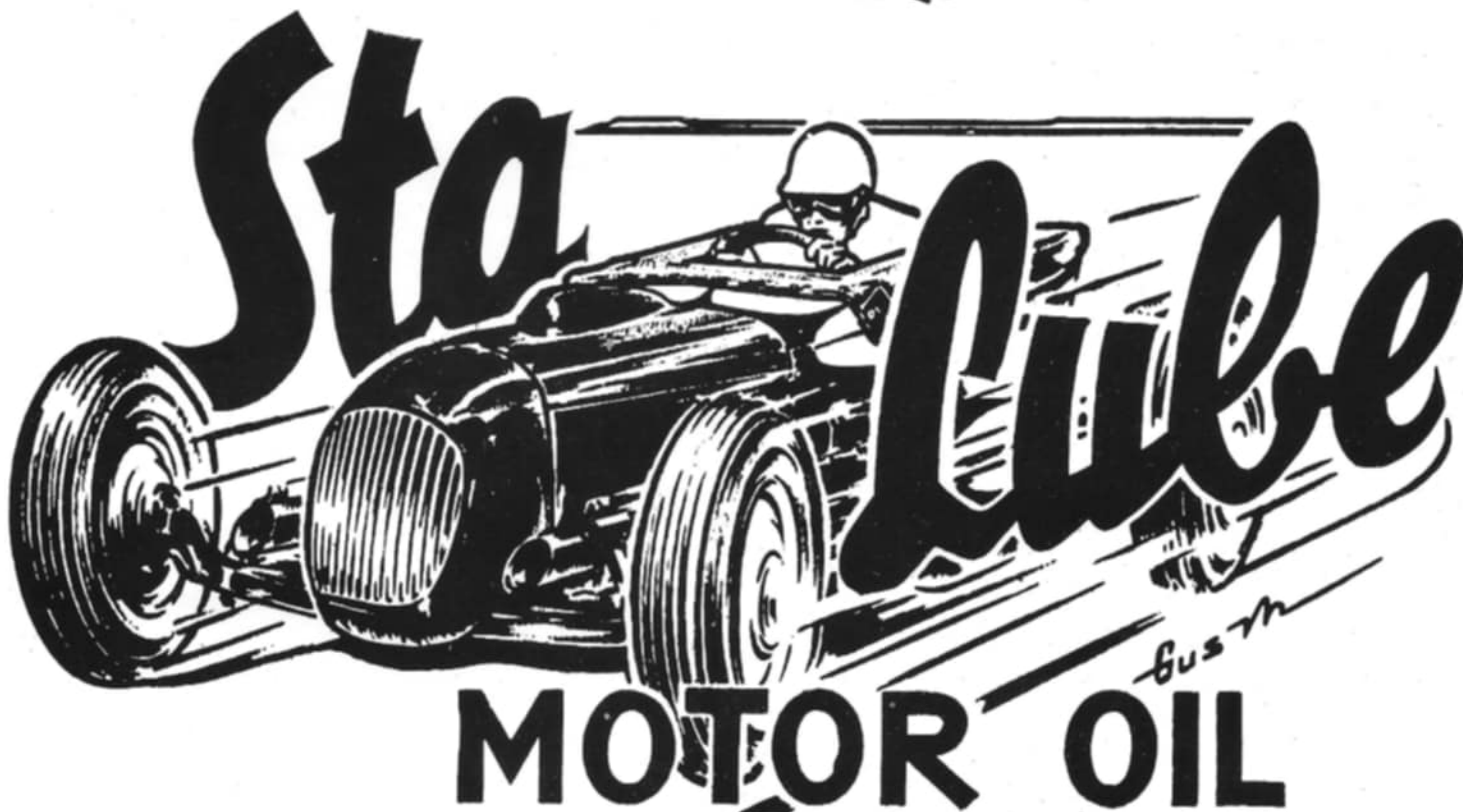
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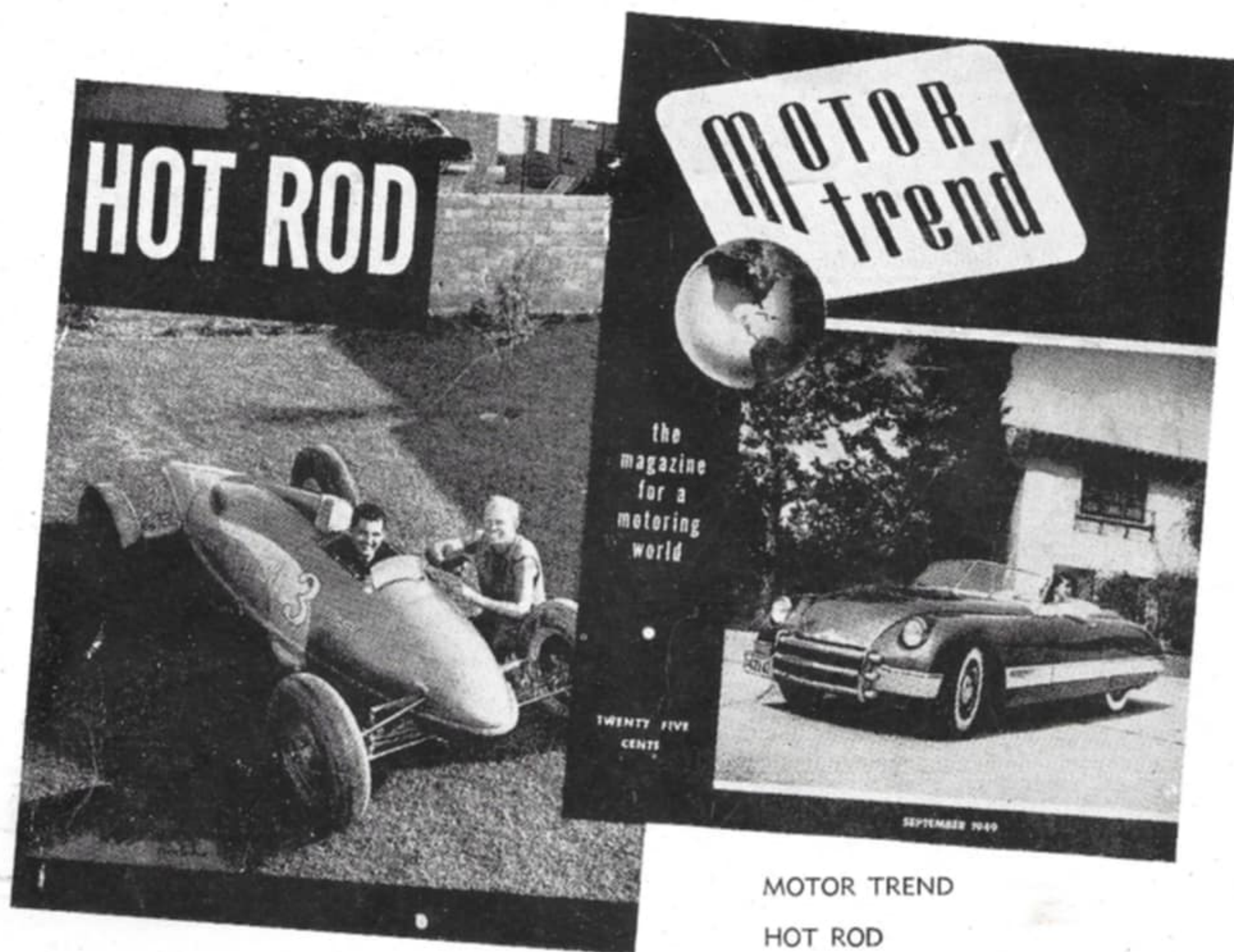
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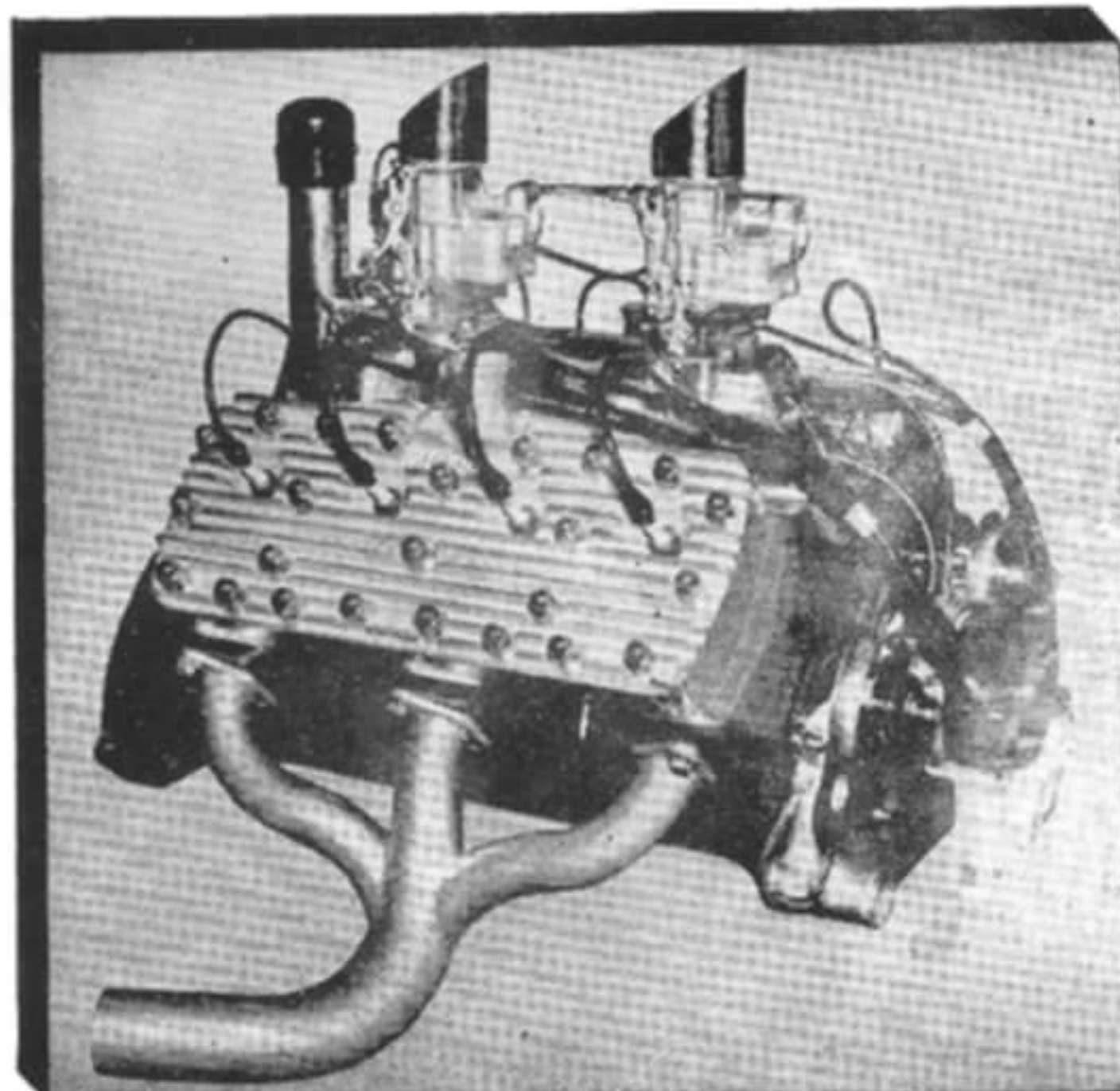
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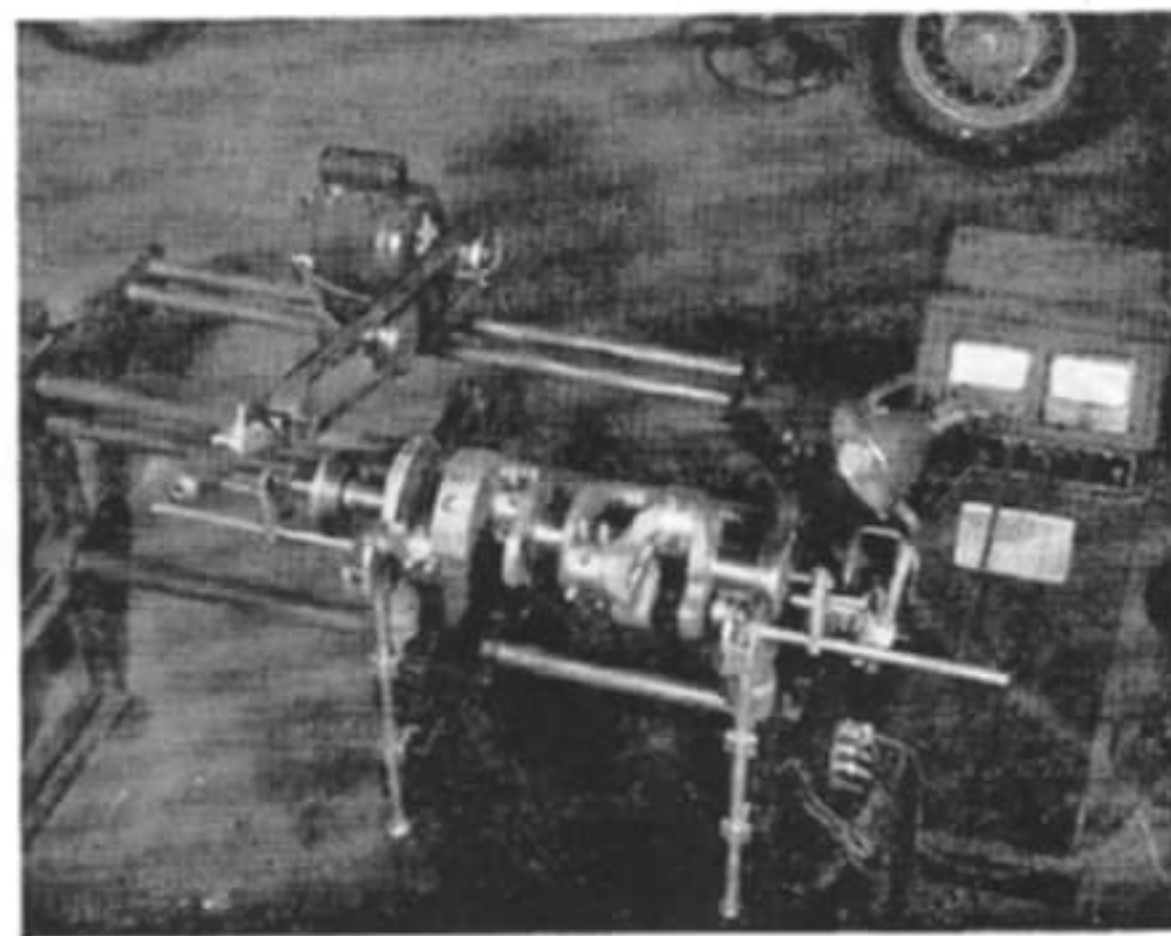
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