

The grandfather of modern auto exhibits, the Grand National Oakland Roadster Show at Oakland, California, lifted the curtain on its 14th annual rod and custom spectacular with due cause for pride; they had a corner on the market with such sensational displays as Jerry Woodward's radical new three-wheel roadster of the future, Bob Yoas' remarkable streamlined Corvette, Less Erben's immaculately restored and modified Model A pickup, *ad infinitum*.

Trademark of the huge event is the mammoth 9-foot perpetual sweepstakes trophy given each February to the builder of the roadster judged finest of show. For the past few years the honor has been divided equally between best roadster and best competition classes, each of the two winners getting to keep the cup for a six-month period. Dick Guasco scored high in 1961 with his beautifully detailed Model A roadster and bounced right back this year to share a hold on the giant cup with the Southland's George Barris; Guasco's new entry, a blown Chevy dragster, earning the award for best competition, and Barris sweeping the roadster field with his glittering Metalflake-painted Model T.

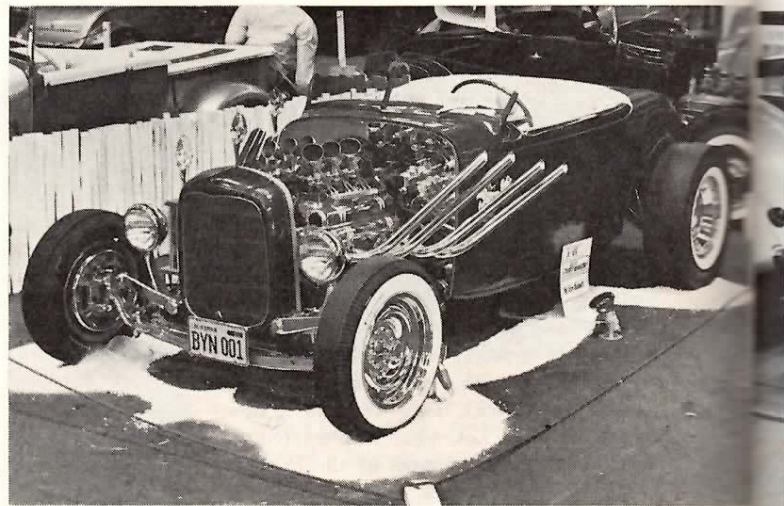
The variety of the show, from dragsters to karts, motorcycles to speedboats, and the calibre of its entries speaks volumes for show director Al Slonaker and the rod and custom builders of the West. So turn up the house lights, put on your dark glasses and come with us to the . . .

OAKLAND

ROADSTER SHOW

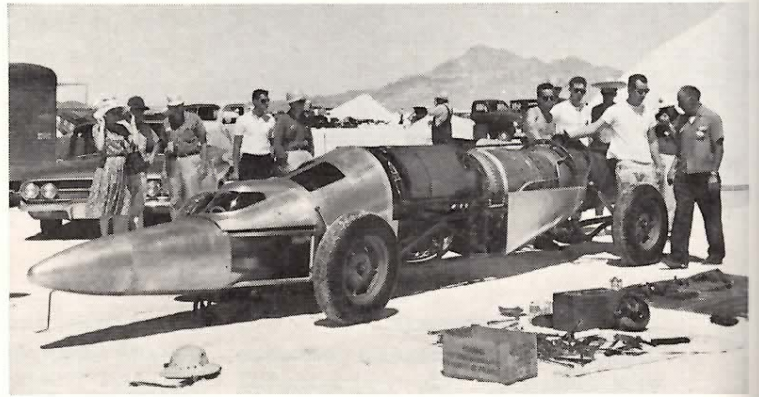
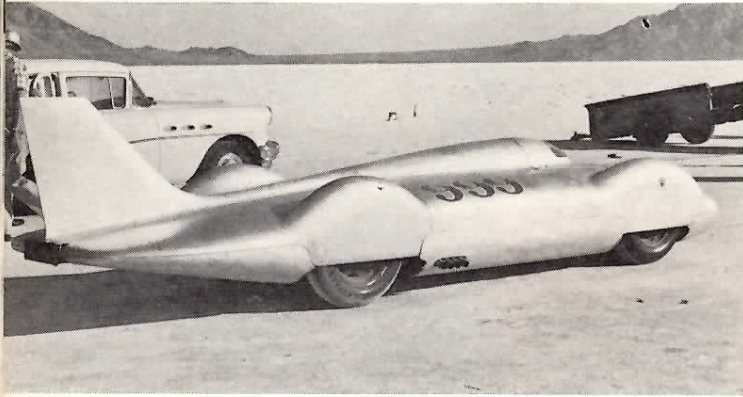
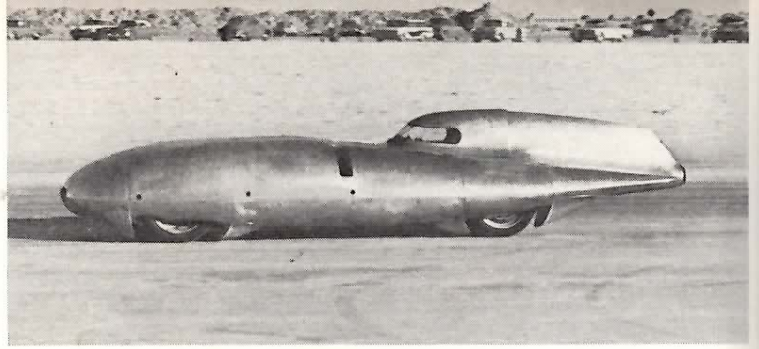
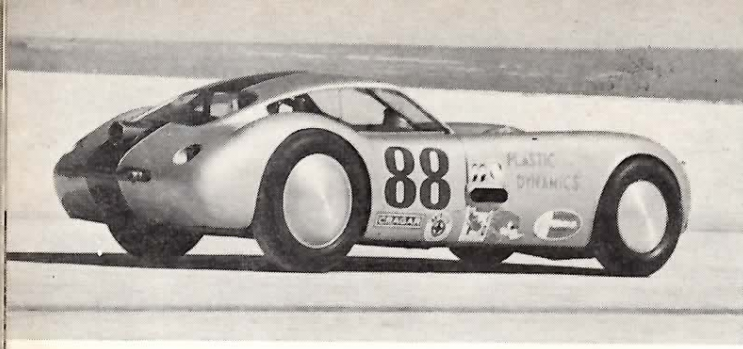


ABOVE—Beauty and the best! Leilani Michales, show queen, is flanked by the highly talented rod and custom builders who took home Oakland's treasured gold. ABOVE RIGHT—Gary Kidwell's Buick powered '32 Ford was beautifully proportioned, its sectioned grille enhancing channeled body. Note novel windshield.



RIGHT—About as slippery as they come is Bill Duncan's fiberglass-bodied coupe running modified Merc engine in custom frame. Wheelbase is 102; height, 50 in.





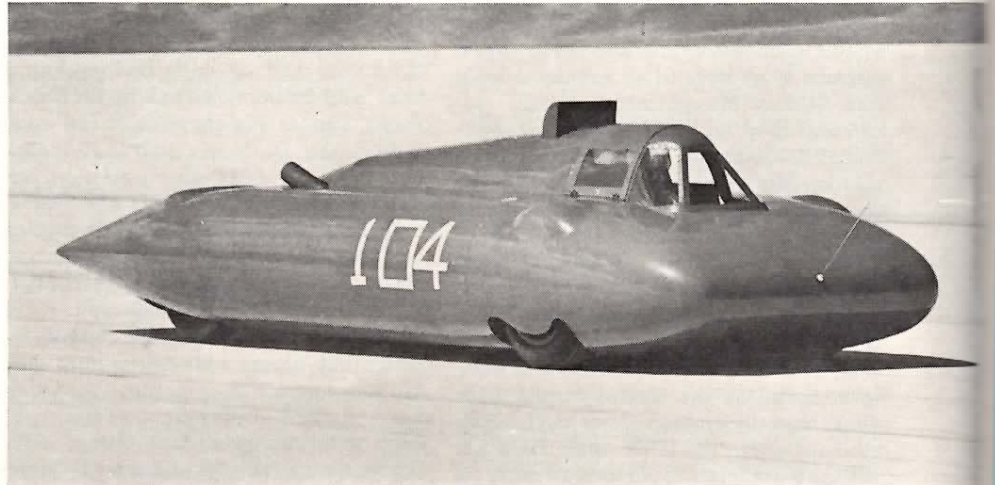
TOP — Bill Burke and Mel Chastain entered C Sports Racing plastic-bodied car. With a 371-inch GMC-blown Olds, it ran 214 mph but didn't set a record.

TOP RIGHT — Little streamliner was Mark Dees-Racer Brown entry. Tuning difficulties kept it from running right.

ABOVE — Another of new cars for this year was Herda-Hartelt streamliner. Beautiful inside and out, it ran 255 mph.

ABOVE RIGHT — Bill Frederick's jet is one of best-designed jets to roll on the salt but insurance kept it from running.

RIGHT — Back at Bonneville for the first time since it was wrecked was the Athol Graham Allison-engined streamline, driven by 20-year old Otto Anzjon.



THE LONG RUN continued

sponsored by Okie's Auto Parts, is any indication. Someone hit the nail on the head when he called this car "The world's ugliest Stude" but he had to bite his tongue when the car registered a qualifying speed of 238.410 mph and established a new record for its class at 232.784 mph. Under the car's primer-coated exterior was a well-built and finely-tuned GMC-blown 455 cubic inch hemispherical-chamber Chrysler and a chassis fully capable of handling the engine's tremendous torque output. The moral presented by this car seems to be that you can't judge a car by the cut of its top or the lack of gloss in its paint any more than you can judge a book by its cover.

LAKESTERS

Tom Beatty had big plans for this year. He was going to rebuild the lake-ster he has been running since 1950 to improve its handling and replace its fuel tank body with a longer tank but some of his plans went down the chute when he couldn't find a tank of the kind he wanted. This was something of a disappointment but rather than not run at all Tom made some of the chassis changes and lengthened the old body by splicing sections into it.

Tom was one of the first rodders to adapt a GMC blower to his Bonneville and dry lakes car. He ran one for several years on a flathead Ford. When he switched from the Ford to an Olds en-

gine, he designed and built parts that would adapt the blower to the Olds. The Olds in the car for this meet had 300 cubic inches and was fitted with a Hydra-Matic transmission. The Hydra-Matic wouldn't appear to belong in a rear-engined lakester but this one worked as if it did. Because of the transmission, push starts weren't practical. Tom fired the engine with a conventional starting motor that was actuated by the battery in his panel truck. Long cables from the truck were plugged into the lakester when the engine was to be started. Tom made a qualifying run of 247.930 mph and set a record in B lakester at 243.438 mph.

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