



With some personal 200 mph plus goals and with the help of the Mooneyes staff, Chico built one of the best engineered roadsters on the salt...



Two of America's most iconic streamliners - Larsen Cummins and Mickey Thompson side by side.
Chico and the Mooneyes crew.



By the time this Cruzin edition hits the shelves, most race teams will be loaded up and on their way to Lake Gairdner to take part in the 25th anniversary of DLRA Speedweek. Two weeks out from the event, DLRA have a few club members head out to inspect the lake to check the condition of the race surface. They make the big call, yay or nay, on the running of the event. We do this to try and avoid people coming from the far reaches of Australia, or overseas, to find at the end of their long journey that the event has been cancelled. Water is our main enemy and after rain, it takes time for the lake to settle and harden back into a perfect race surface.

Deciding if the lake will be dry enough in two weeks or not is a bloody hard call, I would not want that job. We have over 200 entries including a couple of internationals. It's shaping up to be a pretty exciting event. On top, Harley Davidson is unleashing a new secret weapon being ridden by Kory Buttigieg from Victoria, and that is all Kory was allowed to tell me or he would have had to kill me. The DLRA is looking forward to a great event and Cruzin will cover the event in full in an upcoming issue. This month I want to share a bit of hot rod history. 99.9% of Cruzin readers have heard of Mooneyes in California and Japan.

The company's association with salt lake racing goes way back. A legendary ex-navy guy, Fred Larsen, who was a much valued employee at both Moon and Mooneyes for 40 years, was well known for his clever engineering, mechanical skills and wicked sense of humour. He raced with the best at the dry lakes for nearly 50 years. Fred's first car was a 1925 T model roadster with a Winfield carby and a Ricardo head. The car ran 85mph in 1940. He then went on to build and race early Chevs and Fords, but the car he is best known for is the Larsen Cummins streamliner built in a two car garage in California and considered to be "the most beautiful home built race car ever

constructed" according to Greg Sharp, the curator of the NHRA museum in Pomona, California. The race team of Fred Larson and Don Cummins constantly smashed records. In 1970 Fred ran in the E/streamliner class with a 120 cubic inch small block, he shrunk the motor by only running every other piston making a V4 Chev. Fred took the record at 246mph - not bad for half a Chev. Fred still officially holds records in streamliner classes including the world's fastest 3 litre car with an FIA record at 310.26mph. In 1993, Fred drove the streamliner to a 307.227 mph F class record. Fred has since passed

away and nowadays the Larsen Cummins streamliner is on display at the NHRA museum in Pomona California. Chico Kodama, manager of Mooneyes California, was greatly influenced by Fred Larsen and his adventures. He decided to keep the tradition going, keep the Mooneyes flag flying at Bonneville and build a salt lake car of his own. With some personal 200 mph plus goals and with the help of the Mooneyes staff, Chico built one of the best engineered roadsters on the salt. Chico wanted to show respect for Fred and was very happy when the Larsen family gave him permission to paint his roadster

in the same colours as the famous Larsen Cummings streamliner. Pinstripe artist Hiro "Wildman" was flown out from Japan to do the honours. The car was finished and raced at the 60th anniversary of Bonneville in 2008. Chico's roadster is powered by a destroyed small block Chev, fed by a front mount Potvin blower. Chico has had the roadster at 220.397mph and holds the F/BFMR blown modified roadster record at 193.887mph. Chico is also a member of the SCTA hall of fame and always happy to show Aussies around Mooneyes when they visit. See you at the salt!

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