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# The Green Monster



One of the Museum's prized possessions, this aptly-named racing creation is the most highly publicized car ever built in America and in respect to the number of worldwide newspaper and magazine articles written about it, the Green Monster ranks second only to the Bluebird.

Built in Akron, Ohio, by Walter and Art Arfons and driven by the latter this car was named by Speed Age Magazine in 1957 as "Number One On Any List of the World's Ten Fastest Rods."

First to achieve 150 mph. in a quarter mile from a standing start, it was slow off the mark in order to prevent burning the tires so most of the speed was actually attained in about an eighth of a mile and the

engine was never opened to more than half-throttle on any run.

It is 20 feet long, weighs two tons and has a ground clearance of just two inches. The 1,450 horsepower V-12 Allison aircraft engine drives both front and dual rear wheels. It has no transmission but uses a 50-ton Army tank clutch. 14 gallons of water circulates through the engine and chassis frame tubes for cooling without a radiator.

This Green Monster was succeeded by a series of jet-powered creations. In one of these, Art Arfons set the world land speed record three times on the Utah Salt Flats and crashed in a fourth attempt on November 17, 1966, at a speed of 600 mph. The vehicle was demolished but Art was uninjured.

**New Exhibits . . .** Among the many new vehicles which have made necessary increased floor space at the Museum is the 150 mph Harley-Davidson KR road racing machine on which Cal Rayborn won the 1968 and 1969 Daytona 200 classics at the speedway and became the first ever to average over 100 mph in America's most important motorcycle race . . . Others are the Clyde Nesselrote micro midget which won numerous state championships and holds the measured mile record for that type racer, and young Ray Foster III's soap box derby winner . . . Other interesting and unusual exhibits include the Blendzall Special, world's fastest kart which exceeded 150 mph and the Yamaha motorcycle on which Don Vesco won the first Grand Prix of the United States at the speedway in 1963 . . . Sam Packard's 1947 Mercury which he raced on the historic Daytona Beach-Road course in the days when

cars were run strictly stock offers an interesting comparison with today's high powered stocks . . . American and foreign motorcycles span a period of sixty years and among the many engines is the Hedstrom (Indian) with which Cannonball Baker won the first race ever staged at Indianapolis Speedway in 1909 . . . In the broad realm of land, sea and air competition the Museum houses just about every type ever used from rockets and jets back through Allison, Packard and Rolls-Royce to Austro-Daimler, Maybach, Isotta-Fraschini and an early day Curtiss V-12 . . . In the Trophy Room is a collection of trophies, medals and personal mementos from around the world, including helmets, goggles, gloves and driving outfits worn by great competitors . . . Throughout the Museum is an extensive collection of racing photos that spans a period of almost seventy years of action in the Speed Capital of the World.

## HOT DOG . . .



ON AUGUST 28, 1961, ART MALONE DROVE THE FAMOUS OSIECKI MADDOG IV AT A SPEED OF 181.561 MPH. AROUND DAYTONA

## COOL BIKE . . .



ON MARCH 13, 1937, NATIONAL MOTORCYCLE CHAMPION JOE PETRALI RODE THIS STREAMLINED HARLEY-DAVIDSON THROUGH

# Bluebird... MOST FAMOUS CAR IN THE WORLD

As you look at the Bluebird it is hard to realize that its fabulous records were not made last month or last year but in 1935! In that year it set a two-way average on the Beach of 276.82 mph., and a top recorded speed of 300 mph. This record never was even approached and with changing beach conditions it is one speed mark which is destined to remain forever. In that year also, Bluebird made the first official 300 mph. run.

The Bluebird is 30 feet long and weighs five tons. It is powered with a special 2,500 horsepower Rolls-Royce supercharged V-12 engine, the most powerful ever installed in a car. It used three gallons of gas a minute. The engine alone cost the British government over \$75,000. Specially built tires with a life of just seven minutes cost \$1,800 each.

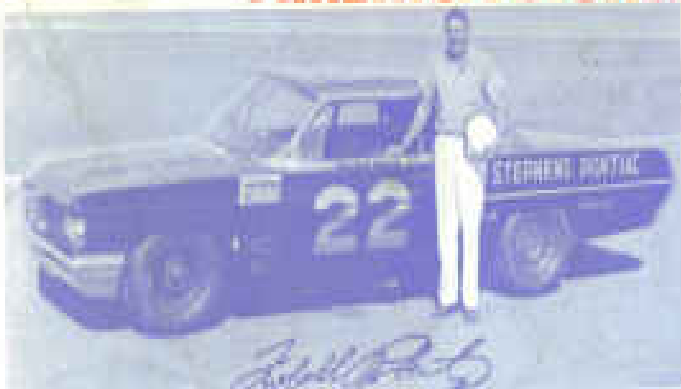
The Bluebird had three speeds and could run 175 mph. in low gear. It is only three feet high at the cockpit and the driver sat only 18 inches off the ground. Highest part of the car is at the top of the stabilizing tail fin which is five feet.

No car ever built anywhere in the world and powered by one engine driving through a conventional trans-



CAMPBELL STARTS INCREDIBLE 300 MPH. RUN ON THE BEACH  
... FEW AIRPLANES COULD FLY THIS FAST IN 1935!

## AMERICA'S GREATEST STOCK CAR



"THE UNBEATABLES"

Alongside the Bluebird and other fabulous racing creations in the Museum is the "Smokey" Yurick-prepared Pontiac with which the great "Fireball" Roberts established the most incredible record in auto racing history.

For the entire 1962 season at Daytona International Speedway Roberts made a clean sweep of every event in which he competed and topped it all by setting a new speed record every time out . . . six victories — extending from the time trials in February through the Firecracker 250 on July 4th.

In the Daytona 500, "Fireball" became the first man in auto racing history to win a 500-mile race at a speed of over 150 miles an hour —

Anywhere in the world  
On any kind of a track  
In any type of race car  
Daytona's only Grand Slam combination  
"Fireball" Roberts and the black and gold No. 22  
Truly — — THE UNBEATABLES

## ...KINGS ON WATER...



MISS AMERICA VIII

Of the many speedboats built and driven by Gar Wood, Miss America VIII was his favorite. . . . This is the boat which raced against Sir Henry Segrave in the first Miss England and later defeated Kaye Don in Miss England II in Detroit. . . . It twice won the Harmsworth Trophy. . . . Thirty-four feet in length, Miss America's engines each drove a propeller and at racing speed was turned by the throttle alone. . . . At slow speeds it was turned by means of a rudder located near the front of the boat. . . . The mahogany hull was hand-built at a cost of \$50,000 and the engines cost \$10,000 each. . . . Wood was father of the fabulous PT boats and a comparison of the two in the Museum shows the almost identical hull design.



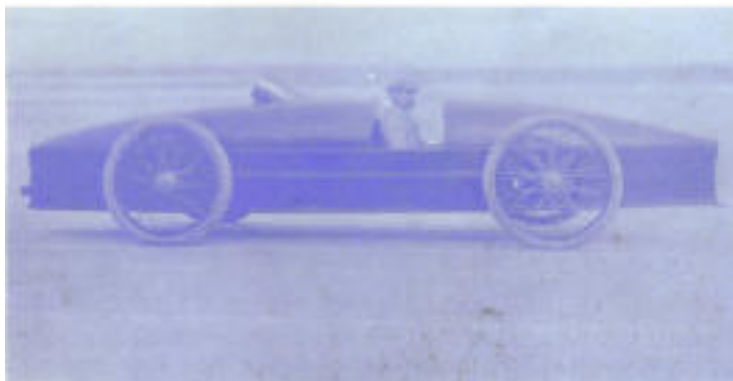
TEMPO VI

This famous speedboat, powered with a Van Blerck Allison engine, was the first 3-point hull ever built, which design revolutionized speedboat racing and made possible today's high speeds on the water. . . . It is 24 feet long. . . . Winner of the Gold Cup in 1946 and many other major events, it was raced through the 1953 season when it took the Red Bank Gold Cup. . . . Tempo V set a world record of over 118 mph. at the Salton Sea Calif., but has achieved 125 at times. . . . Guy Lombardo, as much at home behind the wheel of Tempo VI as in front of his famous orchestra, had a narrow escape in Detroit in 1948 when it wrecked and sank in avoiding another boat in the race. . . . Lombardo suffered a broken arm in the crash.

## WORLD'S FIRST HOT ROD... 197 MPH. IN 1907!

It may come as a shock to some of our present hot rod enthusiasts, but in 1907, the Stanley Steamer "Rocket," driven by Fred Marriott of Newton Mass., reached a speed of over 190 mph. on the Beach before being wrecked. . . . With a nine-mile run before hitting the measured mile, Marriott was clocked at 197 mph. when disaster struck. Hitting a rough spot, the car flew into the air and was completely demolished. By some miracle, Marriott survived. . . . A year previous almost to the day, Marriott and the little Rocket shocked the world when

they achieved an official speed of 127.66 mph., first ever to break the two-mile-a-minute barrier, and the fastest ever traveled by man up to that time. . . . Fred Marriott was proclaimed an Honorary Citizen of Daytona Beach on the 50th anniversary of this feat and died seven months later at the age of 84. . . . The engine is now enshrined in the Smithsonian Institution in Washington but the other remains of the Rocket are in the Museum of Speed.



WORLD'S FASTEST HUMAN BEING IN 1907



END OF THE WORLD'S FIRST HOT ROD

## MUSEUM FOUNDER

"This is the story of a man who preserves the history of speed in America. While still in high school he became interested in racing cars and with a friend bought a car that was the envy of the entire teen-age set. Tut broke both arms cranking the car and traded for a motorcycle and sidecar.

"More trades were made and he was soon riding in competition for the Crotona Motorcycle Club. Racing led to writing and in 1928 he had his first article published. In due time he became a weekly columnist for the New York Sun and eventually a contributor to practically every publication dealing with speed. One of his trips to Daytona Beach led to his first meeting with Sir Malcolm Campbell.

"From motorcycles Bill turned to midgets and handled publicity for a number of major tracks, continuing his writing and branching out into radio. After World War II, he entered the promotional field and ran hundreds of successful auto and motorcycle races in New England.

"Interest in stock car racing brought him together with Bill France and in 1947 they formed, and became owners of NASCAR. By 1953 it had become the largest racing organization in the world and early in 1954 Bill sold his interests and in less than a year the Museum of Speed was opened to the public."—*Speed Age Magazine*.



BILL GREET'S OLD FRIENDS DONALD CAMPBELL AND JOE PETROLINI. DON, WORLD SPEED BOAT KING, WAS KILLED IN A RECORD ATTEMPT ON JANUARY 4, 1967.

## MANY RACING FIRSTS

Bill Tuttle undoubtedly has more "firsts" to his credit than any man in the history of racing. Many were individual efforts, others as co-promoter or partner.

He organized the first stock car association in New England in 1946 and ran the first stock car race ever held on a short, paved track in 1947 . . . Established an auto racing drivers school same year and organized and founded NASCAR with Bill France. Together they also ran the first sports car race ever held on an airport circuit.

In 1949 helped organize Speed Weeks revival on Daytona Beach and set up specifications and ran first Sportsman Division stock car races and was instrumental in securing first insurance ever issued for race drivers.

Two years later became one of the organizers of Bahamas Auto Club and Nassau Speed Week.

Served on the Contest Board of United States Auto Club for two years and for four years on the Automobile Competition Committee for United States (ACCUS-FIA) international governing body for auto racing. He was a founder member of ACCUS.

Bill was also representative of the Federation Internationale Motorcycliste (FIM), world governing body for cycles, and helped organize and run the first international motorcycle races ever held in the United States in 1961 at the Speedway.

## DON GARLITS . . . KING OF THE DRAGSTERS

