

welcomed all styles of show cars & trucks at Goodguys events. Our founder Gary Meadors always used to say “bi-buck, low-buck, pro-built, home-built, fat-fendered, no-fendered...all car guys & gals are welcome here.” We stand by that credo and will always welcome bot rodders of all ilk. We’ll also include more pictures of patina. Patina is good! Thanks for your suggestions and request. - Editor

## RICH GET RICHER?

Dear Editor,

Why do you guys always give out the top awards to the rich guys? The February Gazette featured George Poteet’s ’34 Ford on the cover as Hot Rod of the Year. George Poteet could buy every car at Goodguys. It’s disgusting. You guys only pick the mega dollar cars – the little guy has no chance.

Bill Feiner via Facebook

**Bill! Wow – Where to start! A few things to point out regarding your inaccurate assumption. To answer your assumption point blank – the award selection committee that picks the Goodguys Terrific 12 awards uses a points system to select the BEST CAR or TRUCK. That’s it. No mystery, no politics, no back room deals. We can’t control who owns the BEST CAR or TRUCK. You think that because a man like George Poteet, who worked smart and worked hard to become wealthy is to blame? Get real! You’ll never meet a better an who gives back more than George. If a home-builder builds and shows a contender, he has every chance to win a big award just like someone with a high net worth. Take Greg Gilbertson’s ’33 Ford coupe that won this award in 2006 (first time we did a Hot Rod of the Year) for example. Greg’s coupe was perfect, and we’d never heard of him before. His car was best and it won. What about Cale Kearn’s deuce tudor winning Hot Rod of the Year in 2008, or what about Bill Steele’s Model A in 2009? Those weren’t owned by “rich” guys. The cars they showed were “rich” in their own right and won as a result of being the best car in that respective year’s field.**

**Year after year, show after show, we hear things like “Goodguys only pick the rich guys and their buddies for the big awards.” We also here things like “The award sponsor makes the picks.” When the late Boyd Coddington would come to Goodguys events and make the Boyd’s Pro’s Picks we always heard the old “You gotta have Boyd Wheels to win a Pro’s Pick.” To be blunt Ed – it’s the best car that wins (as voted on by the committee). That’s all there is to it. – Editor**

the Bonneville Salt Flats followed by animated conversations throughout the room.

There was an intentional delay to match the time it took the team to turn the car for its return run. Farnsworth then alerted the audience as he pushed the “play” button that it was the exact moment the car left on its historic speed run.

We heard Gabelich breathing, talking, getting amped up, we were right there with him in the seat hurtling, shaking, screeching headlong into history.

Sarah had a video camera focus locked on her dad. The tape showed a man frozen in time, completely transfixed; completing a journey he had started dozens of years ago.

If you would like learn about this reluctant rocketeer, you can get a copy for yourself through Amazon. Kasprowicz also worked a deal to make the book available on Kindle readers.

To order, go to: <http://www.greenbeancreativesolutions.com/>

Note: Louise Ann Noeth is authoress of the critically acclaimed, *Bonneville: The Fastest Place on Earth, a complete historical review from 1896 to 1997*. For more details go to: [www.landspeedproductions.biz](http://www.landspeedproductions.biz).

At least, that’s the way I remember it.

Roger

Now available on KINDLE, my latest book: Arsenal Code R.E.D. What happens when a 15 year-old is suspected by the FBI for causing an airliner crash? Is he involved in Domestic Terrorism? It’s an adventure of epic proportions. Also available on Kindle- my first and second books: “Bangin’ Gears & Bustin’ Heads” and “Fast Cars, 4-speeds & Fist-fights.” Don’t forget to check out my recently “overhauled” website: [www.RAJetter.com](http://www.RAJetter.com).

spring, put a new spring in a vise and wire it tight, stick it in the engine and cut the wire off. It’d be a forty-minute job versus six or seven hours. He’d tackle anything. One time one of the Pepsi trucks tore up the differential on Barbour Boulevard. It was fully loaded. Tex took a jack and some tools out there, put out flares, climbed under the truck and removed and replaced the rear end. On the busy highway!

Steve also offered a possible reason for Tex’s two-year absence. “Tex was the Chief Mechanic for A.J. Foyt the first

year Foyt raced at Indy. Raybestos, the brake people, took a bunch of movies at Indy and Tex was in the shots in the winner’s circle. So when they brought the movies to Portland and showed them in various shops, for advertising, Tex would go to every show and he’d stand up and shout, “That’s me, that’s me right there!”

Steve reminded me of the 1953 Oldsmobile tudor that Tex built for Jim Costanzo; it had a new style McCullough supercharger and the reason the car was built was to become a dealer for that set-up. The car was built when I worked there and I remember taking the moving parts to Bill Schnell’s shop to have them balanced. Steve said “Jim would place a hundred dollar bill on the dashboard and at 60 mph he’d floorboard the gas; if the passenger could reach it he could have it. But the acceleration held you back.” In a completely different vein, according to Steve, Tex was active in the Masons and became a 32nd degree Mason and the head guy in the Mason in Portland. About that time he owned a 1954 Cadillac convertible. He had it equipped with a microphone and twin speakers behind the grill and he liked to hail the young ladies with it.

When I knew Tex he was driving a 1951 Cadillac Coupe de Ville, a big car for a big guy. I must have coveted that car. It was dark green on top and light green on the bottom; the interior was green on top and light green on the bottom. The interior was green and white rolled and pleated Naugahyde. One day in 1954 I took my camera to work and took three photos of it. I can’t imagine what that punk 19 year old kid was thinking when he took his camera to work, took photos, then kept those photos for nearly 60 years and then the old man wrote this column about Tex and his car.

*Jacket and Plaque: Portland Rod & Custom Clubs of the 1950s.* 272 pages, 350 photos and illustrations. Perfect bound. Signed. \$24.95 (plus \$3.00 postage). Al Drake, P.O. Box 66874. Portland, OR 97290. See [www.flatoutpress.com](http://www.flatoutpress.com)

Grant steering wheel.

Gary says the Zwygart went above and beyond with his Chevy, giving him the unique car he wanted and then exceeding his expectations. They worked round the clock to finish the car in time for the Heartland Nationals in Des Moines, often sleeping at the shop and working in shifts. He thanks them deeply, and also his wife Cheryl who was very supportive the whole way. Once the car finishes the show rounds Gary and Cher-

yl plan on driving and enjoying it as much as possible. If you see it out anywhere be sure and check it out!

Tech Specs:

Body: 1965 Chevy Nova. Cowl induction hood, smoothed cowl area, custom spoiler, stretched rear wheel wells, smoothed engine compartment and firewall, satin-painted trim.

Chassis: Custom-built back-half with full roll cage, four-link rear suspension, Dana 60 rear, modified stock front suspension, 2” dropped spindles, CPP big brake kit, manula quick ratio steering.

Power: GM ZZ4 crate engine. GM dual plane intake, Holley 750, Fastburn heads, MSD ignition, Hooker headers, TH350 trans.

Wheels & Tires: 18x5 and 20x15 Billet Specialties wheels, BFG G-Force 215/35/ZR18 front tires, Mickey Thompson Sportsman rears.

Interior: Custom dash, Grant steering wheel, Hurst shifter, AutoMeter gauges, Scat seats, black Ultra-leather upholstery by Zwygart’s Hot Rods.

added big Wilwood disc brakes to bring the Charger to a safe halt.

A new turnkey 6.1-liter Hemi package from Bouchillon Performance was the perfect solution to bring new power to the old engine bay. It’s coupled with a matching five-speed automatic and an 8 3/4” rear axle. The engine bay has been smoothed and the firewall has been shaved clean. Anyone who knows Mopars knows that the factory hung everything but the kitchen sink on the firewall.

A nice shade of burgundy leather was selected for the interior. Other than the billet steering wheel, the cabin retains the stock components. It was taken to R.P. Interiors for the custom leather that covers the dash, door panels, console armrests, and original bucket seats. They even whipped up a matching baby seat for family cruising. The electroluminescence gauges were fully restored and converted to work with the updated power train while speakers for the sound system were added to the rear panel in the very back.

The 1966 Dodge Charger was a visually exciting design that Dodge placed between the pony cars and personal luxury cars like the Ford T-bird. The fastback roof and “electric shaver” grille combined with a four bucket seat interior with a full console, exclusive features like courtesy lights, and the back-lit gauges to make a car that is very difficult to modify and improve upon. Korek’s keen eye for color and restraint in exterior modifications blend well with the leather