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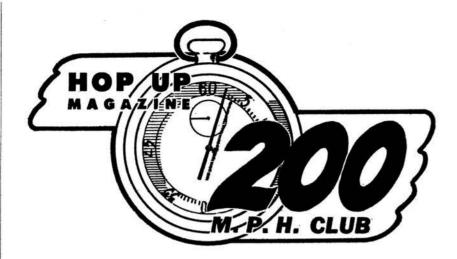
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1953 EDITION JUST OUT!

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M EMBERS of the 200 MPH Club do not limit their activities to straightaway runs on the Bonneville Salt Flats. Art Chrisman, driver of the Chet Herbert streamliner in 1952, has been successfully active in drag racing for the last two years. Art has quite a reputation as a record holder at numerous drag strips in California, When Hop Up gave the Fastest Time of Day Trophy at a local drag meet with George Hill presenting the award, it seemed only fitting then that Art qualify as fastest driver of the day.

Competition was strong but Art flew down the quarter mile asphalt strip to set a new record at 136.99 miles per hour.

Trophy presentation that evening was a noteworthy occasion with one member the day prize to another member. The odds against re-occurrence of this scene

find members of this club competing you will usually find one of them near the top.

The first Firestone Bonneville Racing Tire was taken from the mold Friday. August the 17th and on the following Monday actual production was begun. An expected output of ten tires per day should prove to be more than enough to supply the demand at Bonneville this year. The extremely narrow tread surface designed to keep rolling friction at a minimum has a shallow herringbone design at either side to assist acceleration by affording better traction than the smooth, round, slick design.

The special racing tubes have steel valve stems that are threaded from the base. The stem is locked into position by of the 200 Club awarding fastest time of a hex nut and insulated by a leather washer. The leather washer prevents chafing between the rim and the locking nut. might as first seem high, yet, where you The stem must be securely anchored to

AWARDING fastest time of the day trophy at Santa Ana Drag Strip, George Hill congratulates Art Chrisman who set a new record at 136.99 mph in quarter mile.



the rim to prevent the valve being drawn through the rim by centrifugal force at high speed. The tube is designed with a heavy base gauge to reduce heat transfer from the brake and wheel to the tire.

Our column in the last issue told of plans to prepare a separate press release at Bonneville covering the activities of all 200 MPH Club members. Since that time we have been assured by the Southern Calif. Timing Assn. that a systematic process is in the development stages whereby official press releases will be issued each night to all members of the press and that it will be complete down to the qualifying speeds of every participant. Extra press releases might tend to create confusion among the press so we withdrew with the understanding that attention would be given the 200 Club members and their outstanding accomplishments.

REINFORCED metal stem is used for safety in special Bonneville Racing Tube



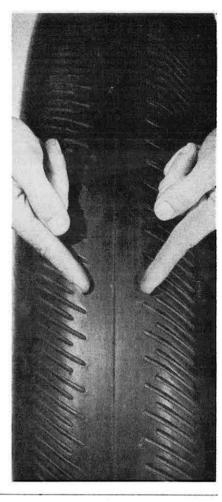


INSPECTOR checks special vulcanizing mold upon delivery to curing room.

RIGHT: Special tire has very low contact area for minimum rolling resistance.

FIRESTONE development engineer is checking first Bonneville tire from mold.





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HOP UP, October, 1953



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