

HOT ROD

Bonneville Speed Week - V=D/T

Velocity Is Distance Over Time.

Bonneville Speed Week Is Velocity Over History.

By David Freiburger Photography by David Freiburger

The Top Time Trophy

Every year that Speed Week has been contested since 1949, HOT ROD magazine has issued the Top Time Trophy, the award for the single fastest pass of the meet, regardless of if the pass is a record or not. To many, this is the ultimate prize for Speed Week. In 2009, we saw the first hard-core race for the trophy in many years, as three cars in attendance had the potential.

On the very first pass of the week Saturday morning, the Poteet & Main Speed Demon set the standard at 369.462, then 369.814 on Sunday. The same day, the Spirit of Rett showed a real threat at 366.689 and on Monday morning ran 369.584, just 0.230 slower than Poteet & Main. The race was on.

Spirit of Rett ran again Tuesday but did not improve. Meanwhile, Poteet & Main got serious with a 387.453, but then on Wednesday, Nish ran 371.281, then 385.262-just 2.191 behind. The Nish Royal Purple car had what it took to go faster, minus one connecting rod. It had been a very close run, with the 720ci naturally aspirated Nish car running neck and neck with the 299ci turbo car.

Then on Thursday, Poteet & Main decided to run again, even though it appeared that the team had the Top Time locked up, because they wanted a 400-mph number engraved on that trophy. It was a heroic effort, with a flying-mile time of 394.346 mph. The exit speed was 401.285 mph, but exit speed, while interesting, has no merit in this game. The final number was the Poteet & Main 394.346.

George Poteet was new to the Salt just 10 years ago. He got involved first with three roadsters and a '61 Ford, then with the Blowfish 'Cuda, and with Ron Main's Ecofire, which got George into the 300 MPH Chapter in 2006. These days he's thrilled to be in the Speed Demon.



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On the way to that number, the Poteet & Main team fragged five quick-change rearends, as the pinion shafts and spur gears kept breaking. They were fixed with spares, loaner parts from Nish, and an emergency set driven in overnight from California. Charles Nearburg in Spirit of Rett even offered to fly in spare parts. What's more, the Liberty trans had a broken Fifth gear slider, so all the top speed runs were made in Fourth, screaming the engine to as much as 9,350 rpm. "With it all fixed," Ron told us, "we think it has 450 in it."



Here's the Poteet & Main Speed Demon with the HOT ROD Top Time Trophy and the crew, from left to right: George Poteet, Ron Main, Mark Mcaw, Roland Russ, Kenny Duttweiler, Rudy Martinez, Dave Daviak, Gary Thomas, A.J. Smith, Ian Mann, David Main, Bill Guzenski, Paul Green, and John Aitken. We also spotted Chris Rachke of ARP and David Farwell of Goodyear lending a hand (the latter being the engineer for new 450-mph tires). Ron claims this is the smallest cubic-inch engine and first turbocharged [car](#) to be clocked over 400 mph. See more at www.speeddemon.us. [View Related Article](#)