

Fairmount Cemetery hosts its 3rd Annual car show

July 15th was a cool and blustery day at the Fairmount Cemetery but that didn't stop hundreds of collector car owners from attending a very unique event.

Founded in 1890, the 280-acre Fairmount cemetery is one of the oldest burial grounds in Denver. It is also host to a number of community events, including summer movie nights and historical tours.

"The Fairmount is about celebrating life, so we want to bring people here for other reasons than to pay their last respects," said Michael Long, director of business development. "It's a unique location for a car show."

"I've been a car guy all my life and I go to (car shows) all the time," he said. "I figured this is a good way to give back to the community and let them come into the cemetery and have a family-oriented day."

Many thanks to the organizers of the event for their hard work and dedication. If you haven't attended this car show, you owe it to yourself to come out next year.



More Photos from the Fairmount Show



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Colorado Auto Racing: A Brief History

by Brian K. Trembath on January 19, 2016

Winter driving isn't what most people would think of as a good time. In fact, between side streets that resemble polar ice caps and a populace that has to relearn the basics of winter driving after every fresh snowfall, it's easy to forget that driving in Colorado is something that can actually be enjoyable.

In the summer months, however, Colorado driving can be pure heaven. If you like driving faster than the law permits, the Centennial State has long offered dirt track speedways where gearheads can put pedal to metal at their leisure.

These speedways, many of which have long since passed into memory, are the subject of an enjoyable book by Dan Radbruch titled, *Dirt Track Auto Racing 1919-1941, a Pictorial History*.



Radbruch's book, which covers race tracks across the country, but mainly in the Trans-Mississippi West, gives us occasion to look back at some of the sites that hosted fast cars on sultry summer nights right here in Colorado.

In the years between 1907-1931, Overland Park was the place to prove your mettle as a Colorado race driver. Located at the intersection of S. Delaware and Jewell, Overland Park was a one-mile track that hosted both fast cars and fast horses. In its heyday, Overland saw plenty of big names grace its dirt oval and was often the site of crowd-pleasing event such as a 100-mile race that featured just seven entrants...of which only two actually finished.

(Continued on page 6)

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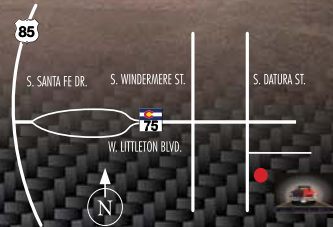
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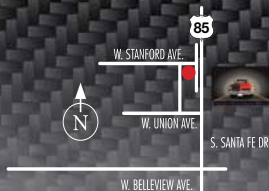


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Colorado Auto Racing: A Brief History (cont.)



One of the most unique motor sports events in the world takes place every summer on the road leading up to one of Colorado's most iconic sites, Pikes Peak. Beginning in 1916, the Pikes Peak International Hill Climb was originally intended to stimulate tourism in the Pikes Peak region and was sponsored by Colorado Springs gadfly, Spencer Penrose.

Though there have been many memorable moments in the PPHC's venerable history, the race that was run in 1922 was particularly remarkable. That was the year a kid from Ord, Nebraska, named Noel Bollock shook the well-heeled racing establishment by grabbing the crown (and setting a new course record) in a Model T that he'd built up from stock.

While Bollock was a fan favorite, his DIY ethos was not appreciated by Penrose and his rich racing buddies. Penrose made a point of changing the race's rules so that Bollock's car could not compete the next year. Though Bollock adapted his car to meet the new rules, he was banned from competition for competing in an unsanctioned race earlier that year. (Penrose and his buddies didn't want Bollock to compete!)

Of course no discussion of Colorado motor sports would be complete without a mention of John C. Bandimere and his iconic Bandimere Speedway. Nestled in the foothills west of Denver, Bandimere has been a mile-high institution practically from the day it opened in 1958.

Originally built to help promote his auto parts store, Bandimere Speedway has morphed into one of the most challenging stops on the NHRA circuit.



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Lakeside Speedway

Used to Be: Lakeside Speedway, a one-fifth-mile oval that operated on the grounds of the Lakeside Amusement Park from the late 1930s through 1988, when a deadly accident involving some of my best friends closed the speedway for good. A popular destination to watch stock, limited-modified and fully modified races. But on one tragic summer night in 1988, a driver lost control of his car and hit a light tree that flew into the grandstand, killing one, maiming a young girl and injuring several others. Before it was a Speedway, it was the Lakeside baseball diamond.

Is Now: A constant, decaying reminder of that terrible night in 1988. The Speedway has gone virtually untouched - and untended - since. It's an eyesore overrun by weeds and chipped paint. Word of the Speedway's impending demolition has been consistent over the past three years, but owner Rhoda Krasner has yet to go through with it.

My personal experience with the Lakeside Speedway goes back 50 years or so. Like many of you, my Dad took me to the speedway on many occasions. I remember the roar of the engines reverberating around the grand stands making the sound seem even louder. There were stock car races, demolition derby's and figure eight racing. Some of the fondest memories I have of my Dad revolve around those hot summer nights I spent at the race track with him. Those were special times indeed.



Lakeside Speedway today.

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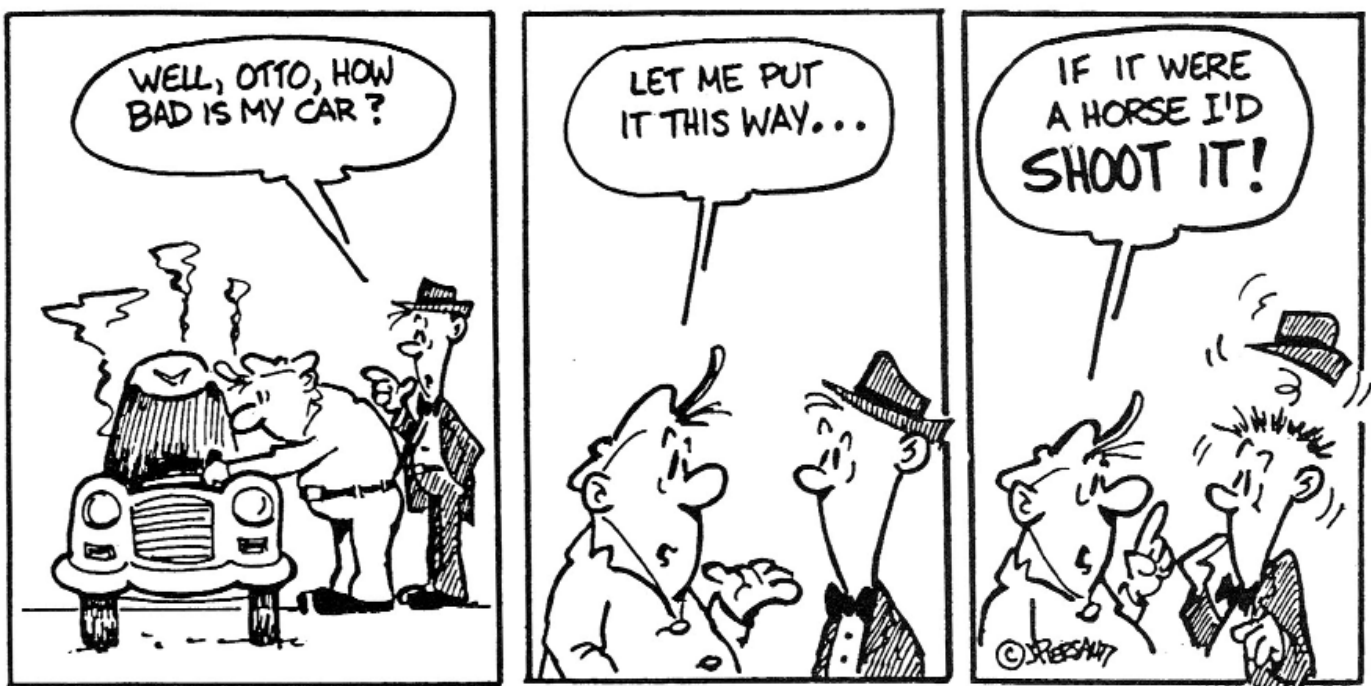
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Greg Akiyama / Publisher / 303-680-8298

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This is a monthly publication dedicated to the enjoyment of the collector car hobby in Colorado.

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ED: I am looking for other Cars of the Month. These cars do not have to be concours award winners, just cars that have owners who are proud to own them. (Don't we all feel that way?) To nominate a car and owner, please contact me at gakiyama@earthlink.net. Thanks.

ED: I am always looking for more subscribers. If you know someone who you think would enjoy getting my newsletter, please have them send me an e-mail complete with their name, club affiliation and phone number. I ask for a phone number because when (not if) an e-mail stops working, I can contact that person for an updated e-mail address rather than just stop sending them the newsletter. My e-mail address is: gakiyama@earthlink.net. Thanks.

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