



Illinois. The event was sponsored by the Automobile Timing Association of America. The Midwest-based ATAA, which merged with the National Hot Rod Association later in the Fifties, created the sport's first super stock class in '56 to match the hot new specials starting to come out of Detroit. On the final day of the four-day event, Lyons, then of Grayville, Illinois, turned in a 102.389 blast down the quarter on his way to the super stock championship. (Texan Dave Ryan says he topped 100 in June '56 and

consistently was in the 14.2- to 14.3-second range while running in NHRA events, but there's no record of it in racing publications of the time, and NHRA records from 1956 don't exist.)

Lyons went unbeaten in the '56 competition season, and kept going until March 1957, when he finally was tripped up by a new four-speed fuel-injected Chevrolet at Sturgis, Kentucky. Still, Lyons was able to turn in a 106-mph run at the Sturgis meet. Another Illinoisan, Arnie "Farmer" Beswick, was regularly over the century

Chrysler had its 300B, DeSoto its Adventurer, and Plymouth its Fury in '56, each one a specially trimmed two-door hardtop. *Collectible Automobile*® editors let their imaginations conjure up what a similar D-500 with no other series connections might have looked like. The result (above) was Fury-like, with gold anodized side panels to accent the white paint. Wire wheels, D-500 fender tags, bright trim atop the fins, and a gold hood vee complete the look. D-500s like this hardtop (below, left column) and D-500-1 sedan (below, right column) are rare finds today. (Owners: hardtop, Dave Donley; sedan, Gary Richards)

