



mark in his D-500-1, and could dip below 14 seconds for ETs. "Both of them were consistently turning times in the very low 14s at 100 to 101 mph, and yes, every now and then dropping into the high 13s," recalled Jim Lamona, who was president of the ATAA in 1956.

These performances came despite the relatively skinny tires of the era and a gearbox in which the first- and second-gear ratios were too close. To compensate, they ran numerically high final-drive gears and "hogged" their cars off the line in second gear. But hole shots were of little help to the competition once the Dodge Hemi was finally able to muster all its torque. "Ed and Arnie were so dominant that we were literally tearing them down every week looking for non-

stock components, and I don't recall that either of them was ever disqualified," according to Lamona.

The D-500 had given Dodge a busy and eventful year in 1956, but there would be no repeat for '57. The creation of the Special version had already pointed the way to the future; Dodge would continue to show a D-500 label through 1961, but it only signified an optional high-powered engine.

There was a limited-production "factory racer" offered in '57 [see sidebar], but the winningest teams were nowhere around to race it (or push for further development). Lee Petty jumped to Oldsmobile for a few years. And then there was Carl Kiekhaefer, an apparent victim of his own success. He was

