

NATIONAL SPRINT CAR HALL of FAME & MUSEUM

DON EDMUNDS

Don Edmunds has the distinction of having built more Midgets and other race cars than anyone in history except Frank Kurtis. From 1964 to 1980, in his AUTORESEARCH shop in Anaheim, California, he built some 400 Midgets, 200 Sprint cars and Modifieds, 10 Indy cars and assorted Super Vees.

During his career, Edmunds was responsible for popularizing such developments as Quin Epperly's half-bar Midget suspension system and the coil-over suspension system found on Midgets and Sprint cars today.

Before starting to build cars, Don raced them. He started driving Midgets in 1948 on a Huntington Beach quarter-miler, using the name Bob Bodi so his family wouldn't find out about it. During the next few years, in between Midget races, Don acquired much of his design and fabrication skills working in Ed Kuzma's shop, and then he moved on to Indy cars. He was Rookie of the Year at Indy in '57.



Don Edmunds

Bruce Craig Collection

Don's sprint cars were raced to many wins and championships, including Mel Moffitt's cars at Knoxville with drivers Tom Bigelow, Lee Kunzman and Jerry Blundy. While the Edmunds chassis name was synonymous with quality and workmanship, it was also synonymous with safety. Edmunds was an adamant roll cage advocate in the days of the great debate over the use of the extra plumbing. "A sprint car is a mean, vicious animal," Edmunds insisted. "Tame the animal with a roll cage."

After selling the Edmunds AUTORESEARCH shop in which he built his full-size race cars, Don set up a new shop at his home near Los Angeles, complete with all the equipment necessary to recreate in miniature the beautiful racing cars of the Twenties. Since he was a collector of models of all types for many years, it was only natural that he would later turn his talents to the creation of fine miniatures.

Don currently resides in Pistol River, Oregon.