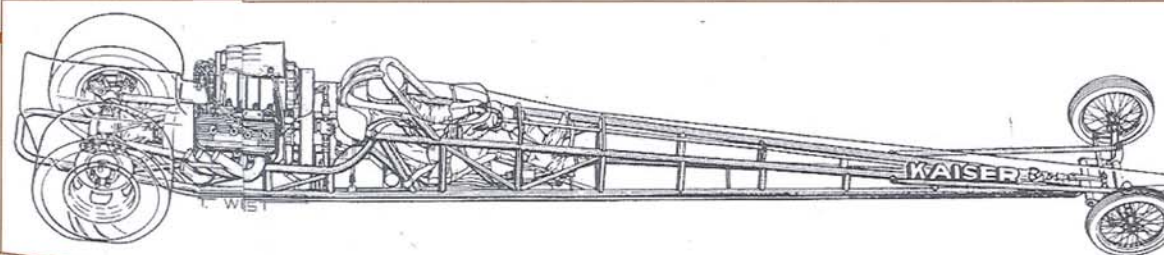


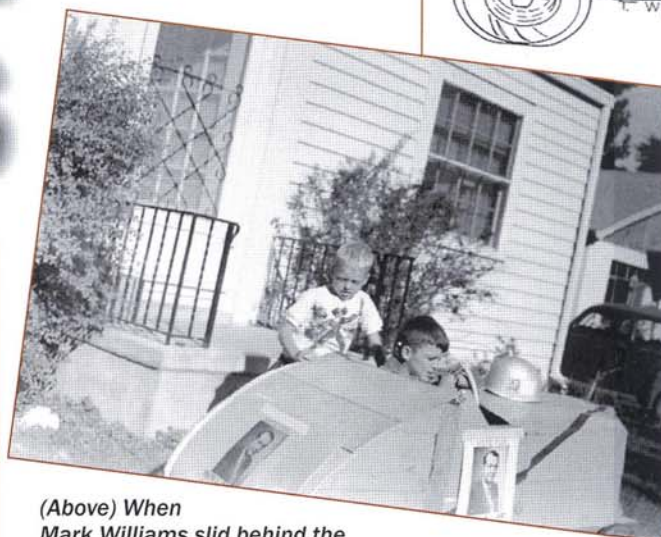
# Mark WILLIAMS



In 1969, Williams built this rear-engine fuel dragster campaigned by the Kaiser Brothers. Williams' theory, shown in this cutaway drawing by Tom West, was that the driver should be in the same relative position to the front axle as he was in a slingshot. Many historians regard this car, built almost two years before Don Garlits' Swamp Rat 14, as the prototype for today's Top Fuel dragsters.

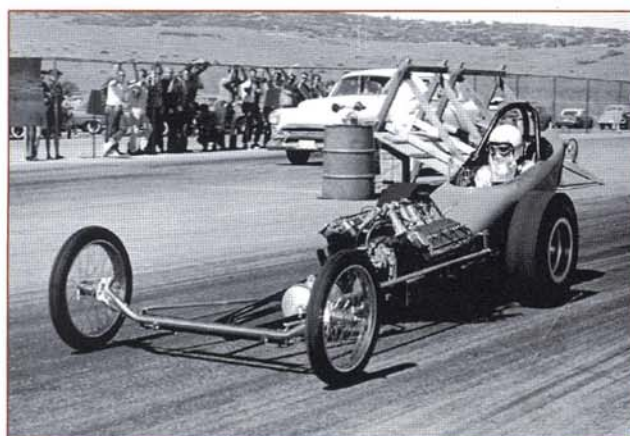
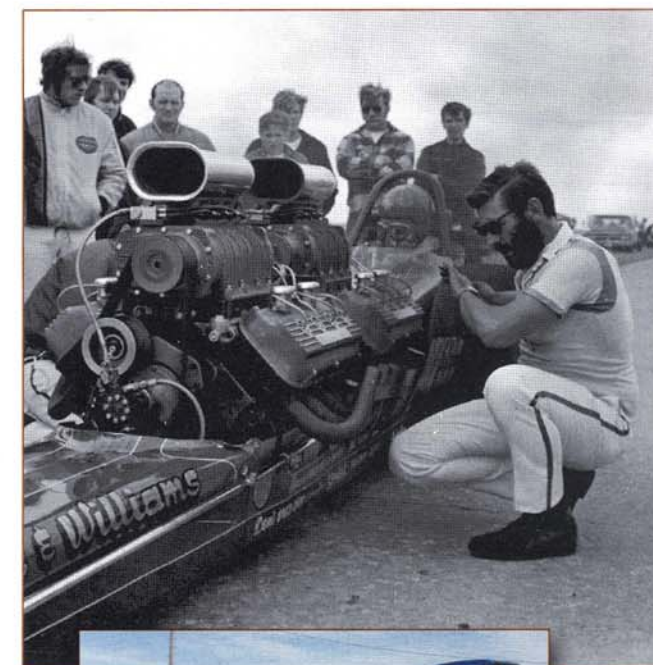


By 1960, Williams had built his first dragster. Based on an article in an East Coast rodding magazine, it was built from old driveshafts and powered by an injected Oldsmobile. He says, "At the time, I didn't really know how to weld, but that didn't stop me."



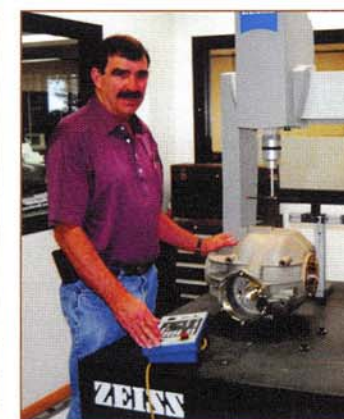
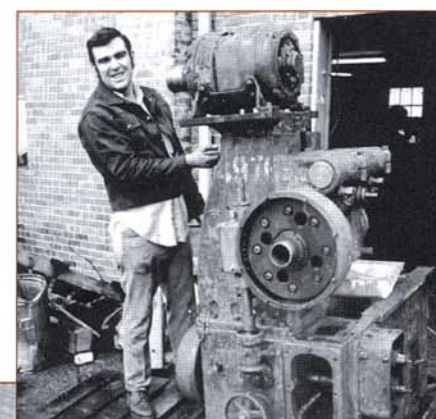
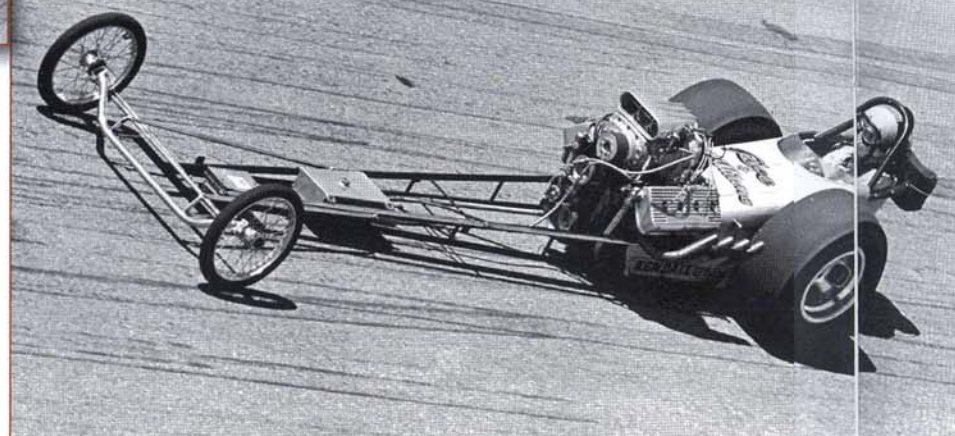
(Above) When Mark Williams slid behind the wheel of the first "race car" he built as a boy in 1950, it was pretty obvious where he was headed. The helmet proved he wanted to drive, too. (Below) This 2,500-square-foot shop at 919 Decatur Street served as MW Enterprises headquarters from 1964-69. Williams' children, Dianna and Mark, look on as Dad takes a photo of the car he and the late Bill Rice raced successfully in the Denver area. It's been recreated for Cacklefest duty.

(Right) In 1970, business dictated that Williams move to this much-larger facility at 4200 Madison. It was in this facility that MW Enterprises began turning out machine shop products.

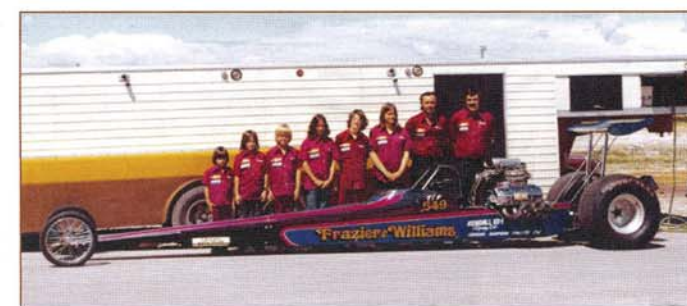


(Above) Built after hours at John Bandimere Sr.'s speed shop, Williams and Ron Bement built his second dragster. Finished in his home garage, it was sold to Colorado Hall of Famer Roy Golightly for exactly \$924. Williams remembers the figure well because it's what he used to start his own race car shop.

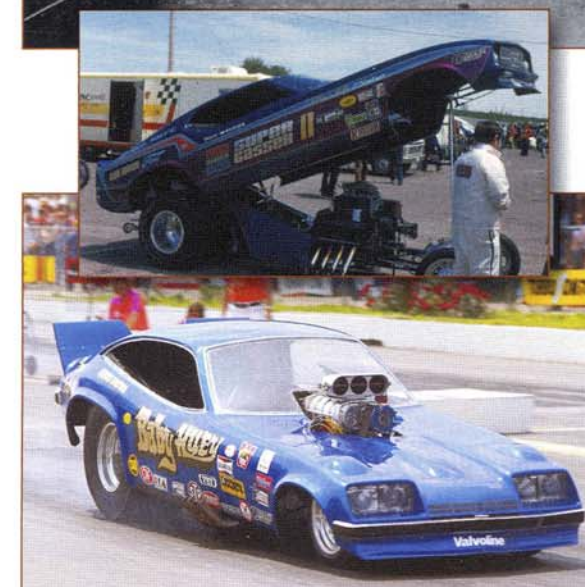
(Right) In 1968, Rice and Williams went on a tear. Williams won 90 percent of his races, and, like the mighty Greer-Black-Prudhomme car in Southern California a few years earlier, it too was painted yellow.



Williams looks pretty happy with this used hobbing machine that had seen better days. In the early '70s the business had to make do with what they could afford. By contrast, Mark now manufactures his modular rear end housings in this clean environment using computer numerically controlled machinery. His modern 32,000 sq.ft. facility is in the Colorado Technical Center in suburban Louisville.



Williams teamed with Larry Frazier to win the 1974 Division 5 Top Fuel championship. Williams retired from the cockpit soon after, and this became the Jet-X car with Johnny Abbott driving.



Some of the more recognizable of the nearly 150 race cars built by MW Enterprises are the 1970 Top Gas world championship twin-engine dragster of Ray Motes and R.C. Williams, "Ohio George" Montgomery's SOHC Ford Funny Car, and Jerry Gwynn's Baby Huey Alcohol Funny Car, which graced the cover of the first NHRR program in 2003.