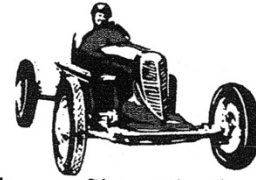


GOLDEN WHEELS

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Auto Racing Pathfinders



Museum Pieces In Action

Issue #2 - 2009

With fingers crossed, I declare that spring is finally here and that “Mother Nature” will once again cooperate for our **Annual Car Inspection / Auction / Benefit / Show, Sunday, April 26, 2009.** Sponsored by Warren Kindle’s “**Sandblasters, Inc.**”, the Inspection / Show will run from **10:00 AM to 4:00 PM** with the auction at Noon.

Because of location and scheduling problems with the city of Marysville, we are once again moving the location. The new location is “**The Plant Farm**”, which we hope will become the permanent site for our inspections. Located near Arlington at Exit 206 off of I-5, “The Plant Farm” has easy access and lots of room. And, they have a huge selection of plants should you be interested.

The address is 16622 Twin Lakes Ave., Arlington, WA. Exit I-5 at the Lakewood / Smokey Point Exit #206. Go west two blocks on 172nd St (Hwy 531) and turn left on 27th Ave. NE. This will take you to the new shopping center, Target, Costco and many others. 27th Ave. NE is a two lane road, the inside lane turning left on to Twin Lakes Ave and the outside lane continuing on to 169th St. NE. A left turn on 169th will take you to Twin Lakes Ave., which will lead to The Plant Farm. Plans are to have some direction signs in the area.

Donations for the auction are still needed, with all proceeds going to local charities. Contact Sandblasters at 360-658-9372 if you have items you could donate.

This is always a fun day with several different types of cars on display, ranging from the Golden Wheels Vintage Race Cars through Rods, Customs, Modern Race Cars and more. Come join us for a Great Day!

Our first event of the year falls on the same weekend, with cars putting rubber to the track at Post Falls, ID’s Stateline Speedway. Always a popular destination, turnout should be good. I know some will have to attend either the Stateline or the Sandblaster’s show, but if you can, try to take in both. George Todd made it happen last year.

Turnout at the Tuesday dinners seems to be on the increase as better weather returns. Good to see snow bird John Moser back in town. And he didn’t have to spend more time in the barrel his first dinner back.

A note also that the Sunday Breakfast on May 10th will be the last one until October as we take our yearly summer break. Yes, it’s Mother’s Day and a good reason to take the wife to both breakfast and a fine dinner later in the day.

The Prez's Column

It is with much anticipation that I begin this month's letter. So much is going on in the Golden Wheels family that I almost don't know where to begin.

I'll start with the obvious, that the static show and on track exhibition season is right around the corner. Plans are well under way for our biggest static show of the year, Sunday April 26th, the annual car inspections put on every year by Warren Kindle of Sandblaster's Inc. Held this year at a new location, The Plant Farm in Arlington, WA, which is right off the freeway at the Smokey Point exit. This show, with it's growing race car, custom car, and street rod attendance, just gets bigger every year. There's food, music, and an auction that benefit's a local charity. The new venue, with it's beautiful nursery, and close proximity to the Tulalip Casino, and outlet mall, offers something for everybody. So bring your race car, or your project car and share in all the fun. And if you have any items for the auction, they would be welcome. Remember that your car must pass Golden Wheels inspection before it can be allowed on the track.

If you can't wait to get your car on the track for the first time this year, our first exhibition is at Stateline Speedway, Post Falls, ID on April 24th and 25th. The same weekend as Sandblaster's you say? Not a problem. You go to Post Falls, run Friday and Saturday, and drive part way home Saturday night. Get up very early Sunday morning, and drive the rest of the way to Arlington by show time. It was proven last year that this is the perfect solution. And, since Stateline happens the two days prior to our annual inspections, remember that you are still running on last year's inspection.

There is so much activity going on in the club that it might take an entire newsletter to report it all. I have been privileged to observe much of it, and I am as excited about our future as my doctor will allow me to be. This month's featured car is that of Clark and Sherrie Geffe. I recently got to see their beautiful V8/60 powered Hillegass that Clark has been restoring. It's much prettier than what you are seeing in the newsletter, and for that I apologize. I wish we could afford color for our new car feature but right now, it's not in the cards. And, when Clarks' not working on his car, he's rebuilding Dan Blair's V8/60. From Spokane I have been getting almost daily updates on the progress of Joe Davitt's new Edmunds midget. While not quite ready to be featured in the newsletter, Joe expects to have it ready for Stateline. Folks, you won't believe this one, and that's all I'll say about Joe's car which will be towed to events behind his beautiful '32 Ford. Also from Spokane are rumors of a new RAM car joining our ranks. While we're quoting the rumor mill, I've heard that Bud Melby may join us this year on track with his new Solar acquired this winter. Another midget rumored to see some track time this year is that of Carl Larson which has also been recently restored. I've also recently viewed a V8/60 Kurtis, purchased by Mike Long, (son of long time local midget jockey Denny Long), that Mike found in the Indianapolis area. The car is being restored by Glen Seidelman, and will join the Golden Wheels ranks when finished. Jerry Day is putting the finishing touches on repairs on Brian McMurtry's 110 Offy, and Brian's car should be back together soon.

In keeping with the midget news, Mel and Dennis Anthony are going through everything on their newly acquired Shilala, which was featured in the last newsletter, and it should be back together soon.

I have just received a report that Loren Day's Sky Valley modified project is moving right along, and my source tells me that the car is beautiful. And I can vouch for partner Gary Berg's track roadster project progressing nicely.

And the mention of Jerry Day brings up very big news, as Jerry has sold his incredible RAM #76 car to Daryl Hedman. Daryl will be having Dave Craver drive the #76 this year, and tells me he will retire the #2 Bardhal champ car to the static show circuit this year. Meanwhile, Jerry is thrashing on his newest project, the sprint car he and Jan Opperman designed together back in 1976. It's an interesting story of how Jerry found the car, and discovered that it was the first space frame car he built. New Chevy power is being built for the car, and Jerry hopes to have it ready for Shasta Raceway Park in May. If you get a chance, ask Jerry to tell you about the car.

In closing, having mentioned Daryl Hedman and Jerry Day, I want to tell you about the great honor these two gentleman have bestowed on me in the last two months. As many of you know, Daryl and Jerry recently purchased four rare cars from an estate in the Northeast. They were the Shilala 110 Offy midget now owned by Mel and Dennis Anthony. A Trevis midget (one of four built), the Engle Stanko sprint car, which was one of only three sprinters built by Frank Kurtis. This car is a cut down Kurtis 2000, and has a very rare 220 Offy for power, and is a very famous car with a ton of history. And last, but certainly not least, was "The Wolf Special". This Kurtis 2000 (one of only 11 built) placed 5th in both the '49 and '50 Indy 500's with Joiey Chitwood at the wheel. It is the car featured in the movie "To Please A Lady" starring Clark Gable, and I'm pretty sure I saw it flash by in the real Indy footage used in the movie "The Big Wheel". To say that this car, with its 270 Offy is a famous car would be an understatement. We have spent the last couple months checking out and repairing these cars, which will all eventually go to new owners. In doing so, the final check was to get them started and running, as all had been

sitting for about 10 years. As the small guy, it fell to me to do the starting and driving. Damn!!! As they say, it's a dirty job but somebody's got to do it. The first car was the Shilala midget. With the help of Dan Blair's truck with the push bar, we got it started on an asphalt driveway of about 150 feet. At the end of the driveway, you cross about 20 feet of loose gravel, go through a gate, and hit what can best be described as a pasture. Turn 1, at the back corner of Daryl's building is very narrow and has some pretty big craters. Turn 2 is narrower. If you make turn 2, there's a narrow straightaway between the building, a line of trees and a fence. This is dirt and gravel, but you can get on it pretty good---but not for long, as you hit turn 3 and 100 feet of grass. Trying to turn left into turn 4 is interesting as you again hit the gravel patch sideways, and hope you can make it thru the gate again. This brings you out to the pasture, where you can briefly get on it again. I made enough laps in the Shilala to be able to tell Mel that the car was a real beast when he was contemplating its purchase. On another trip down to Daryl's, it was time to try out the Trevis. This car, with its roadster like tail is beyond beautiful, and I would own it in a minute if I could afford it. The same procedure as the Shilala. More challenging laps, and I survived again. Great Car! A couple weeks later, we have the Engle-Stanko 220 Offy sprinter ready for it's test drive. Once again, I was the sacrificial lamb. This is when I found out how much tighter, turns that are too tight for midgets get with the longer wheelbase car. But again, I persevered, made the laps, survived, felt like AJ, and loved every minute of it. Now comes the final honor. Yesterday, April 7th. 2009, was sunny and dry. So Jerry and I again traveled to Daryl's to finally start the champ car. We'd actually gotten it started two weeks ago, but it died before I got my laps in. Oh, did I tell you we had to pull start it both times as there was no push truck? Interesting, starting a 270 Offy for your first time, behind a pull truck. Not a clue as to whether the throttle will stick, or how much it will jump when you let the clutch out. And those 18 inch, rock hard, 6 inch wide Indy tires are interesting , especially in the pasture. But start it did, and drive it I did, and what an honor and treat to be able to get some seat time in this famous car. This is an experience I will cherish for the rest of my life, and if you ask me about it, be prepared for even a more long winded story than this column.

Can't wait for the season to start-----Hal

"People & Cars" This issue we feature The Geffe's and their 1948 Hillegass midget.....

Clark and Sherrie Geffe are 1-year members of Golden Wheels with their 1948 Hillegass midget. The car has a long history in Pennsylvania and the midwest. Earl Beal bought the midget in 1948 with a V8-60 engine. Bill Schindler was the driver. Soon the V8-60 came out and an Offey went in, thus the car became the Beal Offey. 1949 saw Johnny Thompson win the New England championship. In about 1951 the midget went to Whimpy Vobler in Ohio. It was last run in 1959 and then it was off to St. Louis, Missouri. In 1959 it was purchased and went to Portland, Oregon, where it sat in the back of a shop until we purchased it in 2008. Now it is back to its original 1948 V8-60 and original paint colors and number.



Red and white paint with gold numbers sets off this beautiful car.

I had a lot of help with research from Earl Beal, Jr., Stan Lobitz and Len Paxton. These guys are Hillegass guys in Pennsylvania. We plan to do some static and on-track events this summer.

We started and ran Auburn Auto Machine for 16 years before selling the business to our #1 employee, Mike McCandless. Our other "toys" include a 1932 Ford Hiboy Roadster that I built from the ground up. Sherrie has a 1957 Chevy Nomad that I restored and we also have a 1940 Chris-Craft mahogany boat that I build from the floor up with plans I purchased. One of my favorite toys, besides the midget, is a 1967 Triumph motorcycle. I have also restored a 1939 Ford Phaeton, a 1956 Ford pro-street truck and numerous other cars in the past.

We have been in Washington from San Diego, California since 1980. We are looking forward to a cruise in April down through the Panama Canal. We are starting in Florida, so a trip to the Don Garlits Museum of Drag Racing is in store. I'll be sure to let you all know all about that! Clark and Sherrie Geffe

A very nice looking machine. I'm sure many others along with me look forward to seeing it out and about this summer season.

My apologies the Delgarno's for misspelling their name in the last issue. It seems that the older I get there are more mistakes. I'd like to blame my computer, but it has spell check available to use.

"What's New At Golden Wheels" ??? More new members, that's what.

Welcome to Brenda and Bob Jarrett of Spanaway, WA. Brenda took the 2008 Sportsman Midget Championship honors at Port Angeles Speedway. She has a 1978 Edmunds midget and intends to take to the track with Golden Wheels at times this year. She says her Sponsor Rick Lonborg also intends to run with us.

Our other new member is Steve Parish of Coeur d'Alene, ID. Steve's been racing since 1971 beginning at Saugus Speedway. He was the 1972 and 1973 USRC Champion (Stock Car) at San Gabriel V. S., raced Late Models & Open Comp Stocks & Enduros 1974-2009 and Late Models 2006-2009. Steve owns a '32 Ford Super Modified (CJA) w/348 Chev power. Driver was Johnny Fogg. Probably built in late 1950's and raced at Ascot, Western and Gardenia until 1965.

Welcome Brenda, Bob and Steve, and we hope your ride with Golden Wheels is a great one.

Birthdays - Birthdays - Birthdays

Celebrating in March were: Marileen Moser, Ralph Hunt. Ed Williams, Don Menard, Richard Nelson, Donald Kane, Jr. and Bud Melby.

Taking to the cake, candles and ice cream in April are: Kay Schlegel, Sue Wood, Joe McIntosh, Richard Aduddell, Les Stark, Tom Hanna, and Bob Pike.

May there be many more and a Happy Birthday to All!!!

Passings - I am saddened to report that Patricia McLeod, the wife of Golden Wheels Hall of Fame member Don McLeod, passed away April 2nd. Our sympathy and condolences go out to Don, daughters Tammi and Sheri and the extended family. Remembrances in her name may be made to the Pulmonary Hypertension Association (phassociation.com). Rest In Peace, Patricia.

Reminders – The Post Falls, ID's Stateline Speedway show on April 24th -25th. The annual Sandblaster's Car Inspection / Auction / Benefit / Show, Sunday, April 26th. The Sunday Breakfast on May 10th. Tuesday dinners all year long.

And, if you are taking in one, some or all, remember the smartest and safest way to do it is to.....

.....Keep Your Wheels Down!!

Biggies Roar Again

TWELVE WEEKS by the calendar is three months—and that's how long it has been since the big cars last went through their paces on this track.

May 18 was the last appearance of the Indianapolis-type speed chariots here, and on that occasion mishap dogged the drivers even before the races got underway.

Race fans will recall that Wade Althouse of Tacoma, wheeling a Dreyer special, hit the south turn too fast, rolled over and crashed through the guard rail, the machine finally catching fire. Althouse miraculously escaped.

More chills came in the 35-lap Class A feature. Machines driven by Gordy Youngstrom and Marvin Cox collided, and again, good fortune was with the pilots. Cox required hospital examination, but no serious complications developed.

Len Lowe of Oakland, Cal., that day also set a new one-lap mark on the 1/4-mile circuit, turning the distance in 25.63 second, .15 seconds faster than the mark set up by Les Anderson last year.

Honors in the first big-car race this year, Easter Sunday, April 6, were well divided. Zeke Ziegler copped the helmet dash and also walked off with the first heat. Other victors during the day were Cox, second heat; Digger Caldwell, third heat; and Howard Osborne, the Class A Main 20 laps.

Trouble gain plagued the gunners, Allen Heath cracking up during the first heat, and Caldwell stirring up a lot of excitement when he went off the track in the third heat.

Lloyd Blair of Seattle also experienced some woe when a spinout cracked his left rear wheel and he was forced to discontinue the chase in the feature.

April 20 was date of the second big-car program, and that was a blue ribbon afternoon for Les Anderson, who was making a farewell appearance before shoving off for Indianapolis, Ind., and the 500-mile Memorial Day gallop.

Anderson took the helmet dash and first heat, then came back to drive off with top award in the Class A 20-lap main event, barely nosing Youngstrom, who was gaining on the veteran speed merchant as the checkered flag fell.

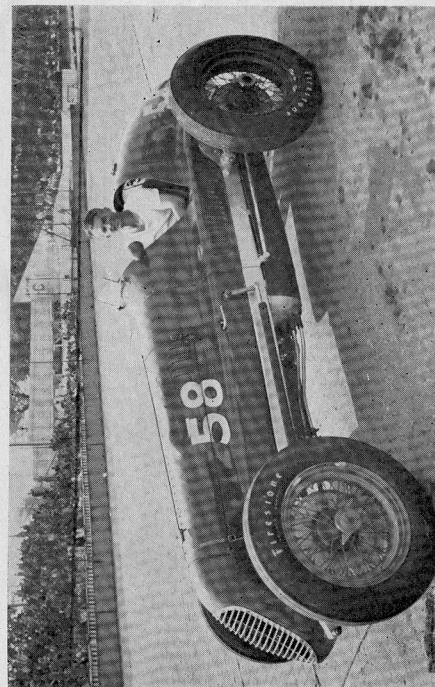
It was the best of the three big car programs to date, and kept the large crowd on edge throughout. * * *

THE INDIANAPOLIS Motor Speedway is indeed a "big-pay" proposition.

Additional cash awards in the 1947 500-mile chase Memorial Day boosted the grand total to \$135,225, largest payoff for any auto race anywhere in the world. Even then, \$1,650 went begging the last three places in the field of 33 going by the boards because only 30 machines qualified for the race.

In addition to the \$98,350 actually paid by the Speedway, the record total of included lap prize money of \$20,000 and accessory awards of \$16,875 in addition to such extras as trophies, watches and the Nash pace car.

Mauri Rose, the winner, took home a total of \$33,425, of which \$25,000 was for first place, \$300 qualifying award, \$3,400 in lap money, and \$4,000 from a tire concern, and many lesser awards.



Les Anderson

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For Sale - Midget Race Car - 1930's vintage. Looks like a Solar.
Lots of LA Calif. history. No Engine or gear box.

Jack Corley, 1790 SE Regner Rd., Gresham, OR 97080 Phone: 503-667-1725

For Sale: '74 Edmunds-Kane Midget. 6 sets gears, 12 wheels, Chevy II, Halibrand & spare parts.
\$16,000 w / open trailer or \$20,000 w / 2008 14' enclosed trailer Call: 360-387-4696

For Sale: 1971 Bob Trostle midget. Very rare as only three (3) were built. Has new Chevy II engine, new tail & nose and chrome plating. Torsion rear, leaf spring front suspension.
Car was in process of restoration. Death in family forces sale. \$11,000.
Contact: Sam at 480-830-8883.

For Sale: Midget offset Bennett quick change housing w / side plate & rear covers. 4.44 to 1 Ford ring & pinion. Used Franklin 10 spline gear sets #7-8-9-23 special-35-41. Contact: Jack Corley: 1790 SE Regner Rd., Gresham, OR 97080 Phone: 503-667-1725

Wanted: Information on D.O. Hal engine recently purchased in Portland, OR area.

We are told the engine came from up north 30 years ago. (Possibly Bremerton or Bellingham, WA) It originally came with a rocker arm Crager. Both on 'B' blocks and painted silver. The HAL is gold under the silver. A & W BRG 10/3/61 is stamped on the pan rail. Any information is appreciated. Contact: Gordy 360-694-7853 or Mark 360-798-2166.

Smoke, Sand and Rubber - 'Methanol' Mel Anthony, Golden Wheels' in house story teller's long awaited Midget & Big Car History in the Northwest. Soft Cover, 288 pages, 7"x10", 250 B&W Photos. ISBN:0-9787721-0-5. Priced @ \$29.95 + \$4.00 domestic shipping. \$8.00 foreign. Order from: Sylvester Publishing #133, 18405 Aurora Ave. N. Suite H, Shoreline, WA 98133-4412

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Museum Pieces In Action*

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The Object of Golden Wheels Fraternity
Encourage the preservation of vintage auto racing.
Promote and advance the interest of said Fraternity.
Honor those auto racers who are no longer with us.
Join in fellowship and camaraderie.
Collectively render such financial assistance as possible
to worthy distressed auto racers, ex-racers, their widows,
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