

GOLDEN WHEELS

FRATERNITY
Auto Racing Pathfinders



Issue #5 – 2010

Happy Fall to All!! I'm not sure where our summer disappeared to but I hope everyone enjoyed it to the fullest.

President's Column:

It is with deep sorrow that I begin this month's column with the news that Gary Berg's wife Shelly has lost her battle with cancer. Most of you know that Gary and I share a shop, and he is also Golden Wheels treasurer and a board member, so I have admired the courage with which Gary and Shelly faced the inevitable. I know that each of you will support Gary during this difficult time. RIP Shelly.

On a happier note, this is a reminder that with the on track exhibition season coming to a close (more on that later), our monthly breakfast meetings are starting again, with the first coming this Sunday, Oct. 10th at Shay's Restaurant. As in the past, early birds begin arriving about 8am, with the meeting starting around 9:30. Now here's the "later" part. In the last week or so, I've learned that our on track exhibition event scheduled for the coming weekend (Oct. 9th & 10th) at Lebanon, OR had been cancelled. Then I learned that it had been re-scheduled for Cottage Grove, OR. At 6pm last night, I learned that it was back on at Lebanon. Also competing with our 1st Sunday breakfast of the year, the annual fall Monroe swap meet is this weekend. Some of you will be going to Lebanon, some to Monroe, but for those intrepid breakfast warriors that remain in town, it will be breakfast as usual.

Many of us finished our exhibition season at the recently concluded all open wheel event at Ephrata Raceway Park, myself included. You all know that my car has been in the rebuilding process all year, but again, as in our spring visit to Ephrata, Tom Hanna honored me by giving me the ride in the beautiful Hanna/Price 8Ball sprinter. What a great ride! What a great year! Read Nita Volz's wonderful recap of the Ephrata event later in this newsletter. New cars, new people and great promise for the future of our exhibition events.

Next, and very important is a reminder that our annual banquet is a little less than two weeks away. At this writing, your registrations have been a bit slow coming in. As with all banquets, we need to have both a count of people attending and their dinner selections in to the restaurant soon so that they can set up, and order the food. If you haven't registered yet, and plan to attend, please phone or email me with your dinner choice so that I can inform the restaurant. Also we have, what I believe will be a very exciting entertainment bonus this year, as movie maker Greg Brotherton has agreed to preview his upcoming film; *Smoke, Sand and Rubber* at the banquet. You know that is the title of Methanol Mel Anthony's book. The film, which follows Mel's exhibition season, interspersed with the historical Heroux film record of racing the Northwest is well on it's way to completion, and we are privileged to get this advance look. A reminder that the social hour starts at 6pm, with dinner at 7pm. A registration form is again included at the end of this newsletter. Hope to see you there.

It is traditional to have the annual election of officers and board members completed in time to announce the results at the banquet. Unfortunately, that could not be completed in time, so the ballots will be sent out in a special mailing, and results will be reported before the end of the calendar year. *Hal*

From all reports the Ephrata Labor Day weekend was again a great time. So, let's tune in for the 'at the track' report from Nita volz.....

Ephrata Raceway Park - Ephrata WA September 3-4, 2010 Story and pictures by Nita Volz

Once again Golden Wheels and West Coast Vintage Racers joined all open wheel classes for the annual "Topless Weekend" (cars that is - NO wings!). By returning to this venue on an annual basis, the pits becomes one big family as all join together for a barbeque on race day.

The only problem in that regard was that everything had a fine or not so fine coating of sand. It was hard to hang onto your plate with one hand and add food with the other but we managed it with only a few flips. Food was awesome, as usual, and I can't even begin to name all that contributed. Thank you all. Our compliments to all the chefs. The warm, now famous Backwoods Brownies were a hit. Don't know if it would be possible to duplicate the timing on that!

It's hard to believe but we are still getting new game players and they're bringing cars with them! We have been waiting for the premiere of the #15 San Jose Slider by Paul and Janis Day, Plains MT. It was worth waiting for. Using paint left from "back then", Butch Duren did a beautiful job of finishing off this beauty. The car was built by Dave and Mike Ehlers, Edmonds WA in 1978-79. The car ran with Washington Open Wheel and other organizations. At the end of the 1987 season, the car was parked outside, where it sat for 20 years until adopted by the Days in 2006. Dave and Mike couldn't attend the show as they were in Elma WA being inducted into Elma's Auto Racing Hall of Fame. The car was fast then and it's still fast. Dixon Helgeson, Otis Orchards, WA did the driving honors for this weekend. Paul better look out because Janis took it for a spin or two and she just might want to park her Solar midget. She liked their new car.

Another beauty out for the real first time was the #76 of Jerry "RAM" Day, Renton WA. There was a difference though. Not only was it not orange, but the driver was not Jerry but rather his buddy Frankie Volz Sr. The car ran great on Friday hot laps. It was shaping up to be a real fun weekend where Sr would get to run with his son Frankie Volz Jr who was to drive the #96, but it wasn't to be. The car ran real fast, just before the engine blew! Seems the engine didn't like the break- in it got at StateLine in May. This car, built in 1976 was the first of the 4-bar sprints by RAM Racecars. The car is fondly called the Opperam. Jerry designed this car along with his friend Jan Opperman. The car runs in memory of Jan who still ranks in the top 10 in best drivers in Open Wheel racing past or present.

Not often does one have an opportunity to purchase a car restored by the original builder, but the #76 is just that car. Although Jerry's heart is still in racing, his body is objecting, so he must stay on the wrong side of the fence. I had to take a photo of Jerry in the car. If anyone has a doubt about how Jerry's doing, they need only to look at the grin on his face. Wife Sylvia doesn't have to worry about Jerry taking it out for a spin. His buddies won't let him on the track! Jerry retires from driving racecars a champion.

New in the midget field is the #14, a 1963 Richenbach/Chevy II now owned by Jack Choate, Sultan WA. This car had originally been owned and driven by Johnny Troy of Milwaukee WI. It was parked in 1973 after a 50 lap feature win at Winchester IN. Tom Petersen had heard about the car and found it in spring, 2002. It was still owned by Troy. Petersen did the restoration. This car had a bolt-on cage when it was built originally, ahead of its time for sure. Jack had been running with the Intermountain Sprint Cars and found the midget in Meridian ID.

Another "new" car with history is the #81 roadster owned by Mel Eayrs, Burbank WA and driven by Rhody Hayes. This car was built in 1963 by Grant King out of Bill Crow's shop in Meridian ID. The car ran with CAMRA and was known as the Tomato Car. Rhody, Pasco WA, drove in a variety of classes in the '70's but this is his first run with an open wheel car. He must have liked it as he won his trophy dash and finished well in other events.

On Friday, newcomers received advise from a couple of real veterans of the sport, Jerry Day and Ralph Monhay, who now calls Spokane WA home. Their knowledge made all the difference in the world for many.

Out for only the 2nd time was the 35th Anniversary Special of Jerry & Linda Wortman, Big Sky MT. This time Jerry took the wheel for the first time, coming in 3rd in his trophy dash.

The first sprint dash was made up of drivers who rarely get the opportunity. They had a great time.

Bud Smola took the checkered first, followed by the #1A of Alan Frame, The #35 of Wortman and #00, driven by owner Bob Pike, Spokane WA.

The midget dash saw Brian McMurtry doing driving honors in the #11 car owned by Lenora McMurtry. Dixon Helgeson jumped in the #32 of Joe Davitt, Spokane WA. Mel Anthony in the #12 Scio Midget had to settle for third place following McMurtry and Helgeson. Helgeson then returned to the #15 San Jose Slider of the Days. Two roadsters and two San Jose modifieds did battle for the second sprint dash. Rhody Hayes took the checkered first followed by Helgeson, Monhay and Butch Duren.

When the smoke had cleared after the midget heat, it was #57 Bob Scott followed by McMurtry in #11, #98 of Jim Calhoun and #12 Mel Anthony. The competition gets tougher in this class.

Arriving just in time for Saturday's action was Dave Craver, driving the Daryl Hedman owned RAM sprinter.

In the first sprint heat, Helgeson was followed to the checkered by Butch Duren #45, Rhody Hayes #81, Bud Smola #94, Ralph Monhay #33 and Wortman in the #35. In the second heat, Frankie Volz Sr, in the #28 of Dick Nelson, took the checkered first followed closely by Jr in the #96, Mark Seidleman in the #21 of Price/Hanna, Dave Craver in #76, Dan Robinson in #49 and Hal Schlegel driving the 8 Ball of Hanna/Price. Just a little mix up of drivers in that one.

Three veterans led the field to the checkered in the sprint main event. Helgeson again prevailed for first in the #15 followed closely by Mark Seidleman in the #21 and Frankie Volz Jr in the #96. Rhody Hayes came in fourth followed by Dan Robinson, Dick Nelson, Hal Schlegel in the 8 Ball and Alan Frame in the #1A. Bud Smola in #94 had the lead but had to exit the event early.

At the request of the promoter, Frankie Volz Sr started at the back of the main event for the current sprinters. Everything was going well there until way too many cars tried to go through #2. They didn't all fit in the space! Volz came to a stop on the backstretch, AFTER being the launching pad for another car. Great tire scuff on the hood of the #96! Someone lost a part too. Volz found it in his cockpit when cleaning the car. It worked out okay as the part didn't hit anyone. Although Volz has started at the back of the current before, I don't know if he'll try it again. This one was a little too close for comfort. He finished either 6th or 7th in the event.

Once again we say a BIG thank you to the Witte's. Mike was off making a living so Bob and Rita had to carry the load for the weekend. It was a crazy one for them but wonderful for us, as usual. We're proud to include them in our racing family.

The next event will be at Lebanon OR the 2nd weekend in October. That will be the season end for Golden Wheels and West Coast Vintage Racers. Some of our members will travel to Havasu AZ in November to support the Southwest Chapter of WCVR.

Additional #15 info from Paul Day - The car was built in 1978-79 By Dave Ehler's and his son Mike of Edmonds WA. The car has a 32 steel ford body. In it's day the car ran with some of the fastest cars in the NW and Canada with Mike Ehler's at the wheel. They won many races from Evergreen, Spanaway, Portland, Victoria, Roseberg, Stateline, Meridian ID and Ephrata Raceway Park. The car in 1987, which was towards the end of the season got a bent axel and diamond the frame. The car sat for 20 year's outside. Paul and Janis Day of Plains MT. bought the car in June 2006. They completed the restortaion of the car in Aug. 2010. On Sept. 4th, 2010 they took the car for it's first outing at Epharta Raceway Park to see if the old car still had it. With a fresh paint job by Butch Duran and some tweaking here and there by Dixon Helgeson, Joe Davitt and Paul the 20 some year old 355 came alive. With Dixon at the wheel she showed that she could still run with the best. With coming in 2nd in the trophy dash, 1st in the Heat and 1st in the A-main against some stiff competition. A Big thanks to Dixon from Paul and Jains. The ironic twist of events on the night of Sept. 4th, 2010, when Dave's old #15 was winning races again,

Dave with his son Mike at his side, was being inducted into Elma's Auto Racing Hall of Fame in Elma WA. Way to go to Dave and Mike.



Here's a shot of Jack Choate's new #14 ride, a 1963 Richenbach/Chevy.



Here's Mel Eayrs', #81 Grant king built roadster driven by Rhody Hayes.



Another shot from Ephrata showing Jerry Day sitting in the New Opperman #76.



A view of the hood on the Opperman #76.



Birthday Celebrations - September & October !!!

Our September Birthday Wishes went to the following; Ruth Hesse, Joanne Edwards, Virginia Curulla, Janis Day, Beth Samuelson, Rolla Vollstedt , Allan Fulmer and Donald Kearney

Members celebrating October Birthdays are; John Moser, Bob Scott, Brian Pratt, Paul Day, Neil McLeod, Bob Jarrett, Chuck Rude, Steve Parrish and Richard Phillips.

Best Wishes to all!!! Don't go "Falling" over anyone in the rush for the Ice Cream 'n' Cake!!!!

Reminders.....

**Breakfast – Oct 10th – Shays
160th & Aurora Ave N**

**Banquet – Oct 16th – 125th St Grill
12255 Aurora Avenue N.
Seattle, WA
Social Hour 6:00PM - Dinner 7:00**

No date available for this copy

Yesterday's Wheels

by
Pike Green

Seattle, Wash... For some remote reason, auto racing has always attracted a group of indispensable individuals who are overworked, underpaid (if at all), and seldom in the limelight. Mechanics, car crews and assorted pit helpers collectively comprise the bulk of the auto racing community and always have, yet in no other professional sport can a more devoted and unselfish bunch be found. Those who are connected with the NASCAR Grand National West may have noticed a relatively new member of their technical committee poking around in the innards of their machines lately. His name is Johnny Dalby, and he has been one of the unsung squad since 1935. Through the intervening years, Johnny has faithfully served motor sports in every capacity imaginable. The Dalby mark of excellence has been etched in the framework and engines of hundreds of racing machines, from sprints and midgets to stock and sport cars, including at one time, a 266 class hydroplane. (Hydroplaning's equivalent to the sprint car category.)

For a short period during the 1940's, he successfully campaigned one of his own sprint car creations, a 205 cu. in. two port Riley. The car was a late arrival in the 1947 season, making its debut about the mid-way mark, but in a late season drive, it gathered a bucketful of points and proudly carried big number "5" in 1948.

In his early years, internationally known car builder/owner Grant King studied much of Johnny's work, testified to by the unmistakable likeness of the first King car to that of the Dalby sprinter. At the time, the Dalby Special was a radical departure from the conventional in that it was designed specifically for paved track use and presented a much lower profile than the contemporary dual purpose machines. With a notebook in one hand and a tape measure in the other, the congenial young Grant could often be found hovering over the Dalby entry.

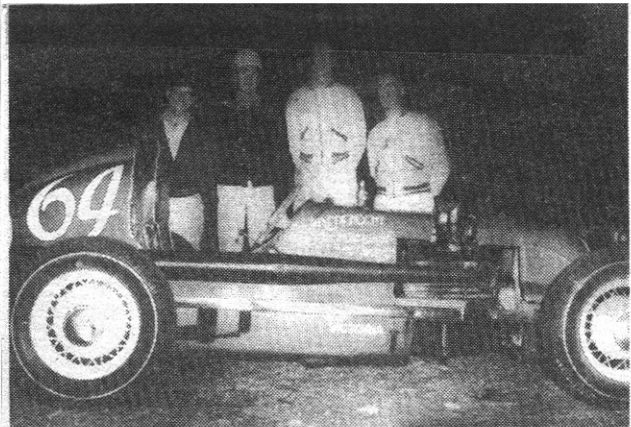
Fourteen years later, in 1962, the former driver of Johnny's sprint car, Paul Boomer, called upon him for the help needed to turn Paul's very rapid but cranky Chevrolet hydroplane into a championship contender. Johnny rose to the occasion and the balky Chevy soon became a low flying screamer that won the class trophy in Seattle's Seafair Championships of 1964, and also earned a membership in the coveted 100 MPH Club for Paul.

Always a good organizer, Johnny has been instrumental in the formation of several racing associations, working tirelessly and voluntarily within the frameworks throughout their growing years. In 1970, Johnny joined his two sons, Steve and Jan, who were driving stocks and began driving himself, thus becoming one of a very few members of the auto racing fraternity to complete a full circle of activities within the sport. Johnny now has two nephews driving stock cars and three grandchildren who are active in quarter midget racing. One might envision the day when the Dalby family could put on an entire program by itself.

By having the ability to recognize the multi-faceted talents of people like Johnny Dalby, it is little wonder that NASCAR has become such a great organization.

It's been awhile since any of Pike's writings have been included in the newsletter. We have a very good selection to choose from and hopefully this has not been used in a previous issue.

With the off season upon us the lack of event reports will allow more space for articles such as this.



The low profile Dalby sprinter with its crew in 1947. Left to right are Harry Greenwood, driver Paul Boomer, Don Reid, and owner Johnny Dalby. (Chuck Hobson Photo)



Bud Green gets out of a sprint following a main event in September, 1938. Johnny Dalby (cap) and Chick Barbo (extreme right), who was killed in a racing accident July 25, 1949 at Bedford, Ill., look on.

Oh, even if it's your broomstick, don't forget*Keep Your Wheels Down!!*

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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. **Also:** Midget Race Car - 1930's vintage. Looks like a Solar. Lots of LA Calif. history. No Engine or gear box. Contact: **Jack Corley** 360 NE 20th Dr., Gresham, OR 97030 Phone: 503-667-1725

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: '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

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

Available Again - **Harry Stryker Offy Engine Rebuild Manual**. Price is \$85.00 Shipping included! - **Again Available** Mike Stryker, 15574 Space Murals Lane, Las Cruces, NM 88011 575-571-1390 Email - mstryker58@gmail.com.

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Put your ad here.

- It worked for Eric Lieder, Jim Edwards and Dick Fredell! -

It could work for you!

Try it. You might Like it!

2010 Banquet Reservation

Golden Wheels - 2010 Annual Banquet - Golden Wheels

Saturday, October 16, 2010

125th St. Grill - 12255 Aurora Ave. No. (Hwy.99) Seattle, WA

Prime Rib of Beef or Grilled Alaska Halibut

Classic Caesar Salad - Seasonal Fruit pie with Vanilla ice cream

Price of each meal is \$31.00

18% gratuity included.

Name (Please Print) _____

Grilled Halibut ()

Prime Rib ()

x\$31 = \$ _____

Social Hour 6:00 PM - Dinner 7:00 PM

Please complete and return to Golden Wheels as soon as possible so that we may inform the 125th Street Grill of the expected attendance in a timely manner.

Thank you.

Mail to: Golden Wheels, P.O. Box 33487, Seattle, WA 98133