

# GOLDEN WHEELS

FRATERNITY  
*Auto Racing Pathfinders*



Issue #5 – 2011

Brrrrrrrrrr. Looks like winter has arrived in the Great Northwest. Cold and frosty as I write this but, with a beautiful sun in the sky. Then again, it does go well with the season. Enjoy!

**President's Column:** This month's column will be shorter than usual as this is a yearend wrap-up with little news to report.

First, a reminder that annual dues are due, and you will find a renewal form later in the newsletter.

Second, for those of you who are used to voting for officers and board members this time of the year, a short explanation is owed. Last year, the current officers; president, vice president and secretary were reelected. Also, all the board members at the time of last year's ballot were reelected too. Since all terms are for two years, it was not necessary to hold elections this year. That means that next year, all positions will be up for grabs, and you can throw the bums out, and get some people you can work with.

Another reminder that Sunday, Dec. 11th, will be our final monthly breakfast meeting for the year at Shay's restaurant. I hope to see a good turnout. And here's a bonus: Vicki Styles, executive director of the Shoreline Historical Museum has agreed to open the museum for Golden Wheels member following the meeting, and give a tour and status report on plans for the new museum. Remember that the museum is a full partner of Golden Wheels, and we will be well represented in the new building. I hope you can find a few minutes time to run up to the museum, just a few blocks north of Shay's. I recognize how busy most of you are this time of the year.

Now, I want to thank each and every member of Golden Wheels for your membership and support. You are the greatest group of people in vintage racing and I am very proud to be friends with all of you.

To each of you, and your families, I want to wish you a very Merry Christmas and Happy and Prosperous New Year. *Hal*

**BIRTHDAYS!!** ----- Celebrating birthdays in that 'Big Present Month' of December are Deanna Williams, Hershel McGriff, Art Day, Erick Lieder, Ron Dunn, Jack Kuehn, John Wood, Jr., John Nelson and Jim Edwards. May your special days be Jolly! **Happy Birthday & Best Wishes!!**

Best wishes to Golden Wheels Treasurer Gary Berg for a speedy and complete recovery after his recent surgery. Gary does a lot for the club and we can't afford to have the "Keeper of the Cash Box" out of circulation.

Condolences to member Marty Munce and his family on the recent passing of his father Ron. Ron was involved in racing for several years. Rest in Peace, Ron

If you are like me, these long dreary winter nights might find you sitting in front of the computer perusing vintage racing sites. Jack Kuehn provided me with the following link and thought other Golden Wheels members would be interested also. Some great shots to bring back the memories can be seen at <http://www.jalopyjournal.com/forum/showthread.php?t=236178>.

Along with Jack's link, some great stuff at these sites: <http://www.langleyspeedway.ca/>, <http://mvrcp.return.to/>, <http://alblitracinghistory.typepad.com/>, <http://www.emmr.org/>, <http://www.vintagespeedway.com/index.html>, <http://www.daararacing.com/>, <http://www.westernracing.com/>, <http://www.antiqueautoracing.com/>, <http://www.westcoastvintageracers.com/>. Racing from around the country and even Australia.

While checking the vintage posts on the NWRaceChat web site I came across a photo posted by Rick Leighty of the Elma Auto Racing Hall of Fame. Among those in the photo was Golden Wheels member Dick Aduddell #37x. Also in the shot are #66 - Neil Honka, 23 - Bill Skaggs and #7 - Herman Burns. This was on the old Elma 1/2 mile dirt track.



Thanks to Rich Leighty for providing the shot & info. Check out the Elma Auto Racing Hall of Fame web site at: <http://elmaautoracinghalloffame.webs.com/index.htm>.

At the November Sunday Breakfast, I brought up the possibility of having the newsletter sent by email in a Portable Document Format (pdf) format to those that so wished, instead of the current printed / mailed method we now use. Benefits would be: postage & printing savings for the club, earlier receipt of the newsletter, photos could be in color, an easier storage method for those that saved their newsletters and the ability to print out a newsletter if one so wished. Feedback by those in attendance was positive enough that we will be looking into the possibility of making this an alternate method of receiving the newsletter.

I would like a larger input than just the breakfast group so if you would, or wouldn't, be interested in getting your newsletter by email I'd appreciate a yes or no indication. You can reach me with your input at - [fristurn@comcast.net](mailto:fristurn@comcast.net).

I personally receive other newsletters in pdf format and like it very much. Especially the ability to get high quality color photographs. For anyone not familiar with the pdf format, free pdf readers are available on line for downloading to your computer.

Just received a note from Mr. Prez. to remind everyone of our annual food drive. Food and/or dollars will be accepted Sunday at breakfast. If you are unable to attend we encourage everyone to support a food bank in your neighborhood. There are many people and families in our country that would appreciate your help greatly.

As Hal said, there is not much in the way of current information so I will fill the rest of the newsletter with photos and clippings from the Golden Wheels archives.

Best Wishes to All for the upcoming Holiday Season. May you have the Merriest of Merry Christmas and the Happiest of Happy New Year!!!! And as you spread your Season's Greetings .....

.....*Keep Your Wheels Down!!!*

LARGELY FORGOTTEN NOW AMONG EARLY DAY PROMOTERS, JACK TAYLOR WAS SINGLE-HANDEDLY RESPONSIBLE FOR BRINGING INTERNATIONAL SPRINT CAR RACING TO CANADA ON A REGULAR BASIS. HIS EFFORTS ON BEHALF OF SPRINT RACING RESULTED IN HIS CITY OF VICTORIA BECOMING WIDELY KNOWN AS "CANADA'S AUTO RACING CAPITAL" FOR DECADES. AS A "BIG CAR" OWNER IN THE EARLY 30S, JACK CAMPAIGNED A FORD SPRINTER IN MEETS SANCTIONED BY THE BRITISH COLUMBIA AUTOMOTIVE SPORTS ASSOCIATION AT TWO LOCAL HORSE TRACKS; THE WILLOWS 1/2 MILE AND THE COLWOOD MILE, WHERE PERIODIC RACE MEETS ALWAYS DREW CAPACITY CROWDS. THIS ENTHUSIASTIC FAN SUPPORT DIDN'T ESCAPE JACK'S ATTENTION WHEN HE WAS APPROACHED TO BUILD A SPEEDWAY ON A SIZEABLE PATCH OF REAL ESTATE HE OWNED IN THE LANGFORD LAKE AREA. HOWEVER, THE RISK OF A PROFITABLE ENTERPRISE WAS ENORMOUS, SINCE THE GREAT DEPRESSION WAS THEN IN FULL SWING AND VICTORIA'S LOCATION ON THE SOUTHERN TIP OF VANCOUVER ISLAND WAS AN UNLIKELY PLACE TO ATTRACT ANYTHING MORE THAN LOCAL PARTICIPATION. IN ANY EVENT, JACK WAS WILLING TO GAMBLE, PROVIDED THAT THE B.C.A.S.A. MEMBERSHIP WOULD VOLUNTEER MOST OF THE LABOR TO BUILD THE TRACK. THE MEMBERS TURNED OUT IN FULL FORCE AND CONSTRUCTION OF LANGFORD SPEEDWAY WAS BEGUN IN 1935 IN ANTICIPATION OF THE 1936 OPENER. THE LITTLE 3/8 MILE TRACK PROVED TO BE SUCCESSFUL BEYOND ANYONE'S IMAGINATION, DUE TO JACK'S ENERGETIC PROMOTION. HE WAS EVERYWHERE AS HIS OWN PROMOTER, PUBLICIST, ANNOUNCER, CAR OWNER AND TRACK MANAGER. IN THE BEGINNING, TO AUGMENT A

END LAP 1 OF 3

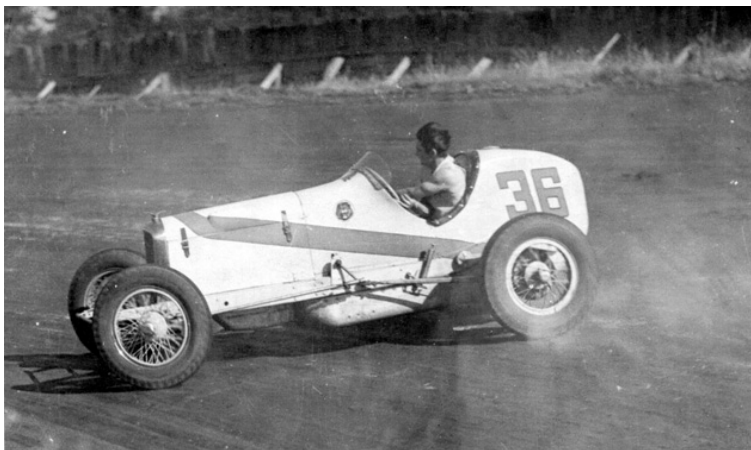
MEAGER LOCAL FIELD OF ABOUT A DOZEN SPRINTS, HE OFFERED A GENEROUS<sup>GUARANTEE</sup> (AT THE TIME) OF \$25 TO ANY VISITING SPRINTER FROM THE U.S. AND THEY CAME FLOCKING IN FROM SEATTLE, PORTLAND, CALIFORNIA'S BAY AREA AND EVEN AS FAR AWAY AS LOS ANGELES. IN A SHORT WHILE HIS LOCAL CONTINGENT HAD SWELLED IN NUMBER TO THE NEIGHBORHOOD OF 25 SPRINTS, YET HE CONTINUED TO PAY THE APPEARANCE BOUNTY, THUS KEEPING THE INTERNATIONAL FLAVOR. DURING THE PRE-WAR YEARS, LANGFORD PLAYED HOST TO SUCH DRIVERS AS THE LEGENDARY JIMMY WILBURN, RAJO JACK FROM LOS ANGELES, SANTA ROSA'S WALLY SCHOCK, EINAR "SWEDE" LINDSKOG, JOHNNY McDOWELL, ALLEN HEATH, CHICK BARBO, TOMMY LEGGE, ADOLPH DANS, "CACTUS" JACK TURNER, SHORTY SCOVELL AND A PLETHORA OF OTHER OUTSTANDING STARS. SPRINT RACING WAS HIS MAINSTAY, SO JACK TURNED DOWN MOST OTHER ASSOCIATIONS' REQUESTS TO APPEAR AT LANGFORD. HIS WEEKLY SATURDAY NIGHT PROGRAMS WERE ATTRACTING NEAR-CAPACITY CROWDS, SO WHY FIX IT IF IT AIN'T BROKE? (HOWEVER, THE 1940 SEASON CLOSED WITH A SPLIT MIDGET/SPRINTER RACE IN OCTOBER.) OTHER CAR CLASSES OCCASIONALLY APPEARED AS ADDED ATTRACTIONS ON THE SPRINT PROGRAMS, BUT SPRINT CARS WERE ALWAYS FEATURED. LANGFORD CEASED OPERATION FOR THE DURATION OF "WW-II" AFTER THE 1941 SEASON. IT WAS BOUGHT BY BRUCE PASSMORE, ANOTHER EXCELLENT PROMOTER IN 1945, AND FOR SEVERAL MORE YEARS IT DREW CAPACITY CROWDS TO THE WEEKLY SPRINT PROGRAMS. IN 1950, AN EXPANDING SCHOOL DISTRICT TOOK OVER THE PROPERTY FOR USE AS A PLAYGROUND AND WESTERN SPEEDWAY (STILL IN THE LANGFORD AREA) TOOK ROOT SOON AFTER.

END LAP 2 OF 3

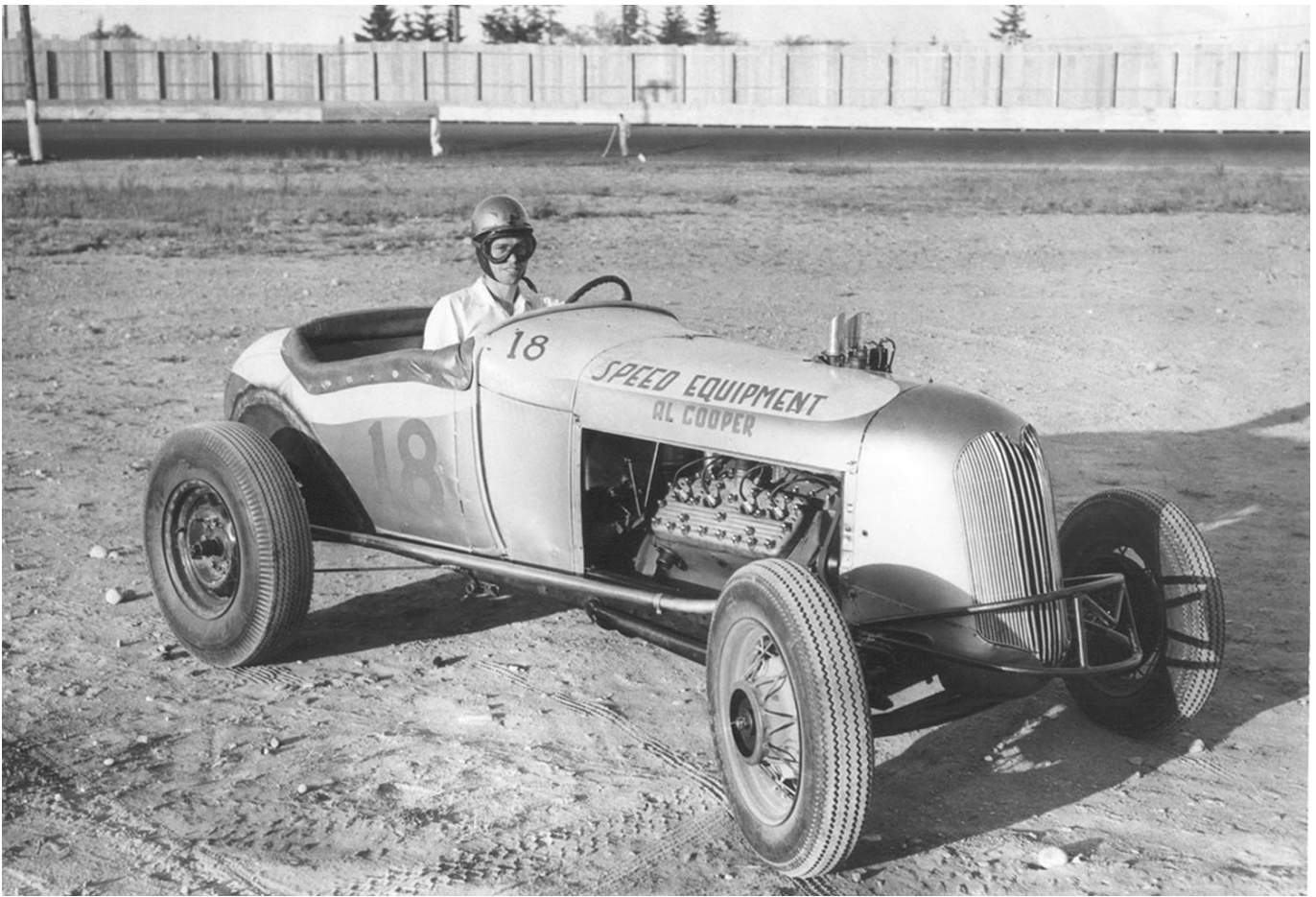
A SIZEABLE PORTION OF VICTORIANS HAVE GROWN UP AS AUTO RACE FANS, PASSING THEIR INTEREST<sup>ON</sup> TO THE NEXT GENERATION, WHERE TODAY THE GREAT GRANDCHILDREN OF THOSE WHO ATTENDED JACK TAYLOR'S OPENER ON JUNE 6, 1936, HELP FILL THE STANDS AT WESTERN SPEEDWAY'S FIRST CLASS FACILITY. THE VICTORIA AUTO RACING HALL OF FAME HAS ITS EXCELLENT MUSEUM ON THE WESTERN SPEEDWAY GROUNDS, WHERE MANY ARTIFACTS FROM JACK TAYLOR'S OLD LANGFORD SPEEDWAY CAN STILL BE FOUND.

CHECKER

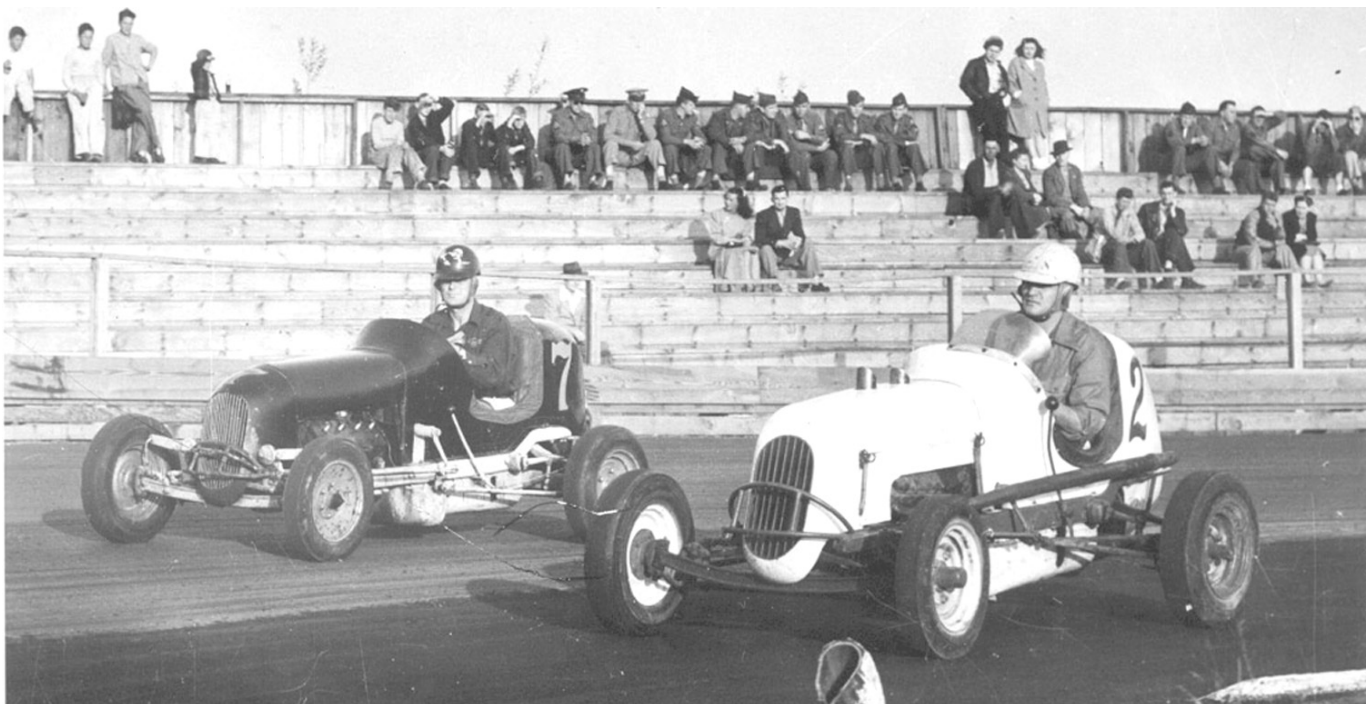
This draft of a story for Racing Wheels is part of the Pike Green collection of that was given to Golden Wheels after his passing. It is just one of the many interesting articles of racing history that Golden Wheels has because of Pike.



Art Scoville gets slideways. Check that helmet. What helmet !!



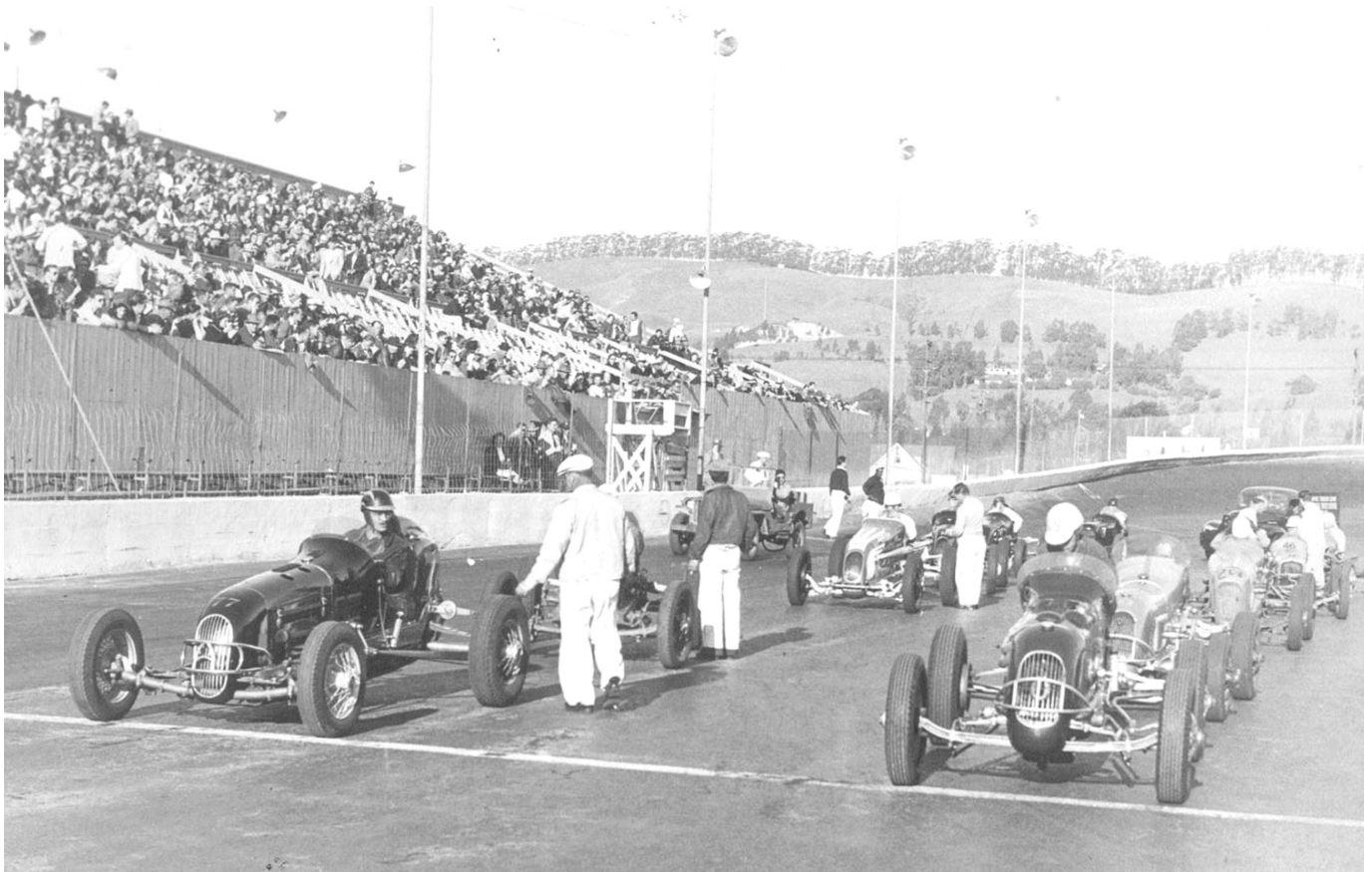
#18 Johnny Gorman in the Al Cooper Speed Equip. car



No.7 Sherman No.2 Barbo



Aurora Speed Bowl, Edmonds WA. 1936



Oakland starting line up, pre WW2

◆◆◆◆◆ == BUY=SELL=FIND=TRADE == ◆◆◆◆◆

**FOR SALE** - 1960 style Sprint Car #16. Runs GW and WCVR. 350 Chev engine, Quick change rear, disc brakes on front axel.

**NEW AD**

Also unfinished 1950's Sprint Car & Trailer. \$14,000 takes all.

**NEW AD**

**Howard White** Email: [blackoak@wildmail.com](mailto:blackoak@wildmail.com).

**Wanted:** Wing to fit Mid-60's super modified, just like those shown in the photos in issue #3. Any help appreciated! Thanks.  
Ralph - (604) 733-4955 (Vancouver BC) email: [zedeng@shaw.ca](mailto:zedeng@shaw.ca)

**For Sale:** 1953 Kurtis Copy Midget. Powered by New "Drake" Water-cooled Harley, Spring front, cross-torsion rear. New HD orange paint, lots of chrome. 4- New pavement 12" tires. 1- 5.50X12 on 6" wide wheel. 1- 5.00X12 on 5" wide wheel. 3- 4.50X4 1/2 wide wheels. 2 wheel rear Halibrand Brakes. \$25,000.00

**For Sale:** New Bell Helmet - K1 2010 Never worn - Black Size SMALL = \$350.00

**For Sale:** 2002 Chev Silverado Extend-cab Pick-up w/Canopy. 2 wheel-drive. 348 V-8 eng. Removable Push-board. \$10,000.00  
For more info on car, helmet & truck call **John @ 360 668 9785 or 206-499-1986**

**For Sale:** Rail Frame Midget. Early 97c.i. Offy #213. Franklin Steering, Hilborn Injection, Halibrand rear end,  
**New Price** 12" Halibrand Wheels. \$22,500 **Brian McMurtry** 425 350-0999 **New Price**

**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 20<sup>th</sup> 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** – Still a few copies left of 'Methanol' Mel Anthony's Midget & Big Car History in the Northwest. Soft Cover, 288 pages, 7"x10", 250 B&W Photos. Priced @ \$29.95 + \$4.00 domestic shipping. \$8.00 foreign.  
**Order from Mel at: 206-363-3583**

**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](mailto:mstryker58@gmail.com).

NOTE: If your ad is no longer current please notify us. Email – [fristurn@comcast.net](mailto:fristurn@comcast.net) or PO Box3347, Seattle, WA 98113

**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! --- Free to Member**

## ***“Pike” Green Takes 50-Lap Event In Closing Meet of Local Season***

Driving the finest race of his short but colorful racing career and keeping the glory in the family, ace Victoria throttle-pusher “Pike” Green rambled to victory in the thrilling 50-lap main event at Langford Speedway last night.

Taking the lead in the second lap after a mix-up on the turn, Green battled it out with Digger Caldwell for nearly eight laps, but finally took a substantial lead which he held till the end.

Finishing several lengths ahead of Caldwell, Green appeared too tired to keep his car on the track any longer and piled through the wall. Neither Green nor his car was hurt. Green lost a wheel while warming up before the races began

and some fast work put his car in shape again.

Victoria's Digger Caldwell, making his last appearance locally prior to his departure for the United States, placed second in the 50-lapper and threatened to squeeze Green out several times. Lou McMurtry, Seattle, placed third.

A crowd pleaser from start to finish, the final race of the local season was highlighted by several spin-outs and one accident. Going into a turn in the fourth lap, local driver Spence Matthews went into a spin and had his car badly smashed when hit broadside. Both front wheels were knocked off Matthews' car and considerable damage was caused.

Buddy Green, always a threat

in the main event, had an off-night during the 50-lap show, and having trouble on the turns, didn't place.

In the Class “B” 15-lap event Lloyd Blair took top honors, with Harold Brown and Al Snelder placing second and third, respectively.

Caldwell was presented with the Bert Sutton Trophy by Mrs. Sutton for gaining the most number points for the season. Jerry Vantreight and Pike Green tied for second place on points score.

Caldwell and Buddy Green battled it out throughout the Helmet Dash with Caldwell barely nosing Green out. Zeke Zeigler placed third.

By far the best meet of the season, raving fans crowded the Langford oval to capacity to witness the final local event of the current successful season.