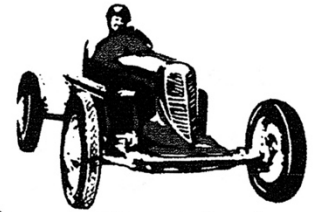


GOLDEN WHEELS

FRATERNITY

Auto Racing Pathfinders

P.O. Box 33487, Seattle, WA 98133



Museum Pieces In Action

Issue #1 – 2012

President's Column: This month's column will be a first for Golden Wheels in my memory; a guest column, reprinted from the "Message of the President" by Marv Price, for the January West Coast vintage Racers newsletter. Written with the permission of the author.

Several changes are taking place for the upcoming on track exhibition season, and I felt Marv explained them so well that I couldn't improve on it. So here goes----and as Red Green says; "We're all in this together----keep your stick on the ice". *Hal*

Message of the President

The safety rules printed elsewhere in this letter are the current rules for both Golden Wheels and WCVR. The major changes are few. One of the significant changes is Sectio:2, #7: "Cars running with Vintage Division must have roll cages. Cars without roll cages will run in the Antique Division." We have recognized for several years that the sprint cars were running too fast to not have roll cages and the recent accident of Kenny VanBlargen at Lake Havasu and his resulting injuries convinced all voting members to support the new rule. Fortunately nearly all of the cars currently running already have cages and those currently under construction are all caged. The situation with the midgets is moving in the same direction. Most of the newer midgets are caged and some of the faster existing cars have added cages. If the midget car count continues to increase we should soon be able to run a Vintage Midget Division made up of the Caged VW's, Pontiacs, Chev II's, etc. and an Antique Division with V8-60's, Offies, and other older engine types. Non-caged "Big Cars", "Flat Tails", and other older types of cars can run with the Antique Midget Division.

Another joint decision was to institute a "Racing Fund" which would be based on \$25 per car/per event. The Fund will be jointly administered by Rich Gentes and Hal Schlegel, and it will be used to cover "Racing Costs" such as EMT payments, Push Truck fuel, ATV fuel, and maintenance, etc. Our regular budget, funded by dues and contributions will be used for permits, fees, publications, web site costs, trailer & equipment, etc. It was also decided to keep the dues at \$35. We realize that many of our members do not actually race but wish to support the activities of the club and this dues structure helps them do so.

We have recognized for some time that the scattered responsibility for collection and organization of our Forms was not working. Fortunately we have Meg Gentes offering to take on this job. She will be collecting: (1) Medical Emergency Forms, (2) Liability Waiver Forms. (3) Signed Rule Sheets. (4) Collecting the \$25/car/event Racing Fund. When you arrive at the track you will be able to take care of all of this with one person, Meg.

Most of the comments I get on the Web Site are very favorable but a few people are still having access problems. If you are having problems, sit down at your computer and call Tom Hanna (503-750-2457) and he will walk you through the process. Even I could make it work and I really enjoyed the racing videos. We have invested a lot of money in the Web Site and we all need to use it.

A number of members took their cars to Gary Peterson' services. I want to thank them on the behalf of all the members and want them to know that Lynn Peterson called to express her appreciation for their efforts.

We have always believed that the longer the Vintage Program operated the more new people would come and join the party. Knowing that their time and money invested in their car would be put to use on a frequent and reliable schedule. When I looked at the cars in our pits at Roseberg last year there were 7 new cars with 7 new drivers. I think we will see at least 3 or 4 new cars/drivers this year and it seems that the Washington State people are gaining numbers rapidly.

We are not broke!! We had a long list of special donations from members which we used to replace our stolen trailer and equipment. We still need a few things but we are fully operational and we can seat, cover, and feed all comers. The income from the banquet auction helped us begin the year with \$1,800 which in conjunction with the dues and the racing fund should carry us through the 2012 season. Remember, we ask all members to come to the races and join us in the pits for meals and other activities – you do not need to be connected with a race car to be in the party.

We have scheduled **Eight Primary Two Day Events** for 2012. Fuel costs and the down economy led us to shorten the schedule and some long standing venues. We will miss the Meridian show. We were always treated well there. But it is a \$1,000 trip for most of us and this made it the most sensible reduction. Tom Hanna has prepared a fuel cost analysis for travel to the Primary events and the average cost for Spokane, Seattle and Portland are similar. We have also adopted a policy of allowing these three geographic areas to run Saturday night events on off weekends at local tracks with local cars as a way of increasing the number of racing events without much added fuel cost and with out the expenses of two-day Primary Events. We accept on good faith that these local programs will not reduce car count at the primary events. We must keep in mind that we all have a responsibility to one another to travel and it seems that this year the existing non-vintage traveling open wheel series, both midget and sprints, will not be running Region Wide. We may be the only group doing so.

Let's Go Racing!! Marvin Price

Now that we are up to date thanks to Hal and Marvin, the next most important piece of news is..... **MEMBERSHIP DUES!!**

While many, many of you have returned your Membership Renewal Form and paid your 2012 dues, there are still a few that we haven't heard from. Can't remember if you renewed? Check the mailing label on your newsletter as it will have a nice PINK mark over your membership number. Example (11) XXXX. Also, this will be your last newsletter if we don't hear from you and we really don't want to lose you.

Treasury Report - Gary Berg reported a January General Fund balance of \$7396.07. The bond interest fund we use for donations is \$2061. Gary reported that our annual \$750 contribution to Sunshine Acres had been sent. We also donated \$200 to the food bank.

BIRTHDAYS!! ----- Starting the Year 2012 off with a January Birthday are Laura Churchill, Ruby Shervey, Warren Kindle, Hal Schlegel, Bill Blackwell, Rayford Hiatt, Ted Mason, Howard E. Welch, Fred Honeycutt, Dave Craver, Don 'Pete' Samuelson, Allen Follett, Harold Braff and Gary Berg, who celebrates on January 1st.

February celebrants, who we hope didn't overdose on Valentine chocolates, are Delores Randall, Gerry McLees, Daniel Robinson, James Read, Richard Norton, and Sam Rodriguez.

Best wishes for many, many more!!

New Members – We have several new members to welcome to Golden Wheels already this year. Making their introductory parade lap are Ted Mason of Lebanon, OR; Vicki Stiles of Shoreline, WA; Alan and Barbara Frame from Tygh Valley, OR; Laura (Frame) Churchill of Seside, OR; Bill and Kathy Gustafson from The Dalles, OR and Richard Leighty of Pacific Beach, OR.

Tim has raced quarter midgets, go-karts, sprints, drag boats and midgets. Vicki is the Executive Director of the Shoreline Historical Museum. Alan has motorcycle & road racing in his past and will be running, along with wife Barbara, his '72 caged sprint w/ 327 Chev engine. Laura will be fielding a VW powered midget. Bill owns an Edmunds copy midget that I understand Kathy will be driving. Rich is a long time NW driver and champion of modifieds and sprints. He was, and still is, a driving force in the creation and future of the Elma Auto Racing Hall of Fame.

Welcome All!! We hope to see you at as many Golden Wheels functions as possible.

Speaking of Golden Wheels functions, a call from Frank Volz included some on track Schedule. Changes were: Moving Yakima up one week and replacing Monroe, WA with Hermiston, OR in September. Corrected Schedule Below....

2012 SCHEDULE

April 29 th .	Arlington, WA (The Plant Farm)	Annual Car Inspection
May 18 th . & 19 th .	Stateline, ID	Asphalt
June 8 th . & 9 th .	Ephrata Raceway Park, WA	Asphalt
June 28 th . & 29 th .	Coos Bay, OR	Dirt
July 6 th . & 7 th .	Cottage Grove, OR	Dirt
July 20 th . & 21 st .	Roseburg, OR (Art Pollard Memorial)	Asphalt
Aug 3 rd . & 4 th .	Yakima, WA (part of Open Wheel Extravaganza)	Asphalt
Aug 24 th . & 25 th .	Wenatchee Valley Super Oval, WA	Asphalt
Sept 7 th . & 8 th .	Hermiston, OR	Asphalt

Frank also said that the Sprint Tire Width Rule was changed to read Manufacture Listed Size, not size stamped on tire due to variations. If you have questions contact Frank or Marvin Price of WCVR.

Sick Call – Or as Hal called it at the February Breakfast, it's 'Ambulance Report' time. – After spending some time in the hospital the first week of the month, Kay Schlegel is out 'n' about and was in attendance at the breakfast.

Art Day is improving after some major ticker problems. While not out 'n' about, it was reported Art is well enough to state his displeasure on not being out 'n' about.

Word from Dan Blair is his wife Carolyn had major surgery with everything going as planned and is on the way back to good health.

While talking to Frankie Volz he mentioned he had fallen off a ladder and bumped his head. He told me that after a complete checkup and a run through that 'head checking machine' they had at the hospital he was declared essentially okay. They just weren't sure how to describe 'Essentially' in his case.

Our best wishes for speedy recoveries and good health to Kay, Carolyn and Art. Looks like Frankie is already back to 'normal'.

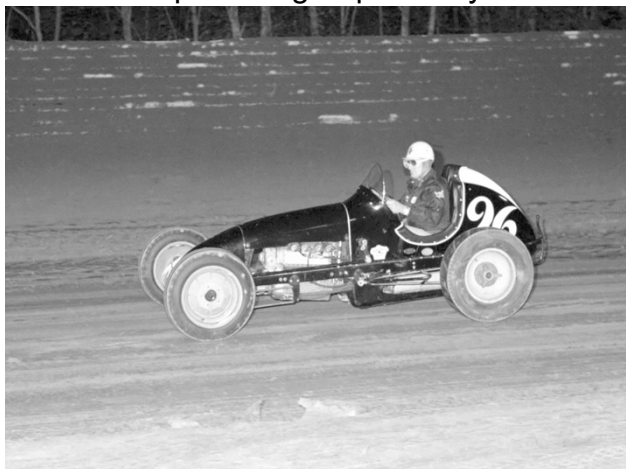
Thanks to sharp eyed Art Waller the "Oakland starting line up, pre WW2" photo in the last newsletter should be re-named "post WW2" as there is a Jeep in front of the starters stand. I'd bet there weren't many Jeeps at the races prior to WW2.

If anyone else notices errors in photos or articles, on the web site or in the newsletter, please let us know so changes can be made.

Condolences - Ronald Dalgarno, brother of member Don Dalgarno passed away in January. Our condolences go out to Don, his wife Dee and his family on the loss of his brother. Ron also enjoyed and owned vintage racecars. May he Rest In Peace

Received word that Robert Keslin a new Golden Wheels member in 2011, passed away recently. Robert was resided and in Gilbert, AZ. Our condolences to his wife Marge and his family and friends. Rest in Peace, Robert.

Bob Scott brought up at the last breakfast that Pike Green's Li'l Stinker was on the market, minus the engine. Here are a couple of shots of the car. The first I took when Pike had it at the 1981 Dirt Cup at Skagit Speedway. The second is as the car sits now, for sale.



Additional info and photos can be seen on the Buy – Sell – Trade page. It would be nice if someone brought it back to the northwest. Right, Bob?

Jim Read mentioned at the February breakfast the Jack Turner would have turned 92 on that date. I thought perhaps a shot of an 18 year old Jack, at Yakima in 1938, might be a nice tribute to his memory.



Feedback on my mention of the an email version of the newsletter has been light. Of those that did reply, over 90% were yes. Since there is interest, I will see if I have the ability to do it from my computer with out having to purchase Adobe programs.

HOT PINK Reminderif your newsletter mail label has Hot Pink on it we have not yet received your 2012 Membership Dues. Please use the renewal slip on Page 7 to get up to date to stay on board. Thank You!

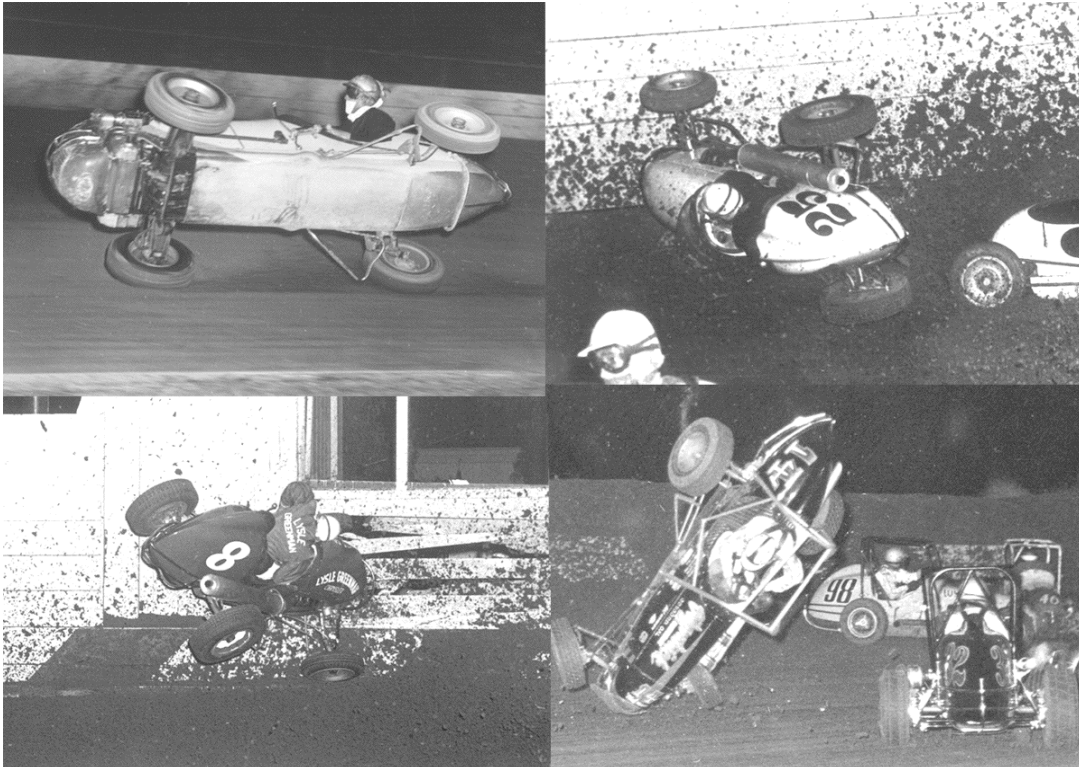
WINNING



TRUCKING OFFY

1963

OR NOT WINNING



As Chuck Lawlor in the #98 would say.....

You have to.....*Keep Your Wheels Down!!!*

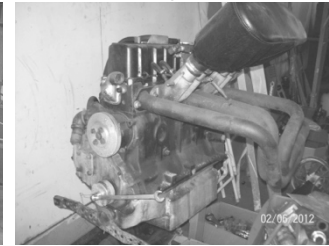
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NEW For Sale – Pike Green's Li'L Stinker! I have original "stinker" jacket and hats and quite a bit of history. **NEW**
Car is a roller, brakes work, halibrand 201 V-8 QC rear, radiator, Upholstery, ect. \$6,500



Contact: Gordon Menzie wgmenzie@gmail.com phone 1-619-468-3565 Thank You

NEW - - Ron Dalgarno passed away last month. His brother Don is helping with the sale of Ron's two cars and parts. - - **NEW**
1 - This is the No. 11 car that was driven by Kelly Conner in the 1980s. It's the one he wrecked at Cottage Grove where it was necessary to remove the cage. It is an Edmunds chassis with a Chevy 2/Mercury motor. \$5500 including the trailer.



#2 - This is the #66 car that was driven by Ron Dalgarno in the 1980s. It is a Kurtis copy, Chevy 2 powered (engine is out of the car). Has a bolt-on cage. No trailer. asking \$5500. For additional info on equipment available and photos, contact:

Don Dalgarno at 360-423-1561 (home), 360-355-2354 (cell) or email - dedalgarno@comcast.net

REDUCED PRICE

FOR SALE - 1960 style Sprint Car #16. Runs GW and WCVR. 350 Chev engine, Quick change rear, disc brakes on front axel. Also unfinished 1950's Sprint Car & Trailer. Now - \$11,500 takes all. **Howard White** Email: blackoak@wildmail.com.

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**

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

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: 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 – 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.

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