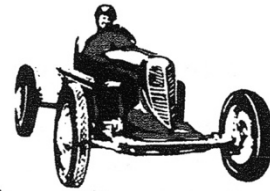


GOLDEN WHEELS

FRATERNITY
Auto Racing Pathfinders



Museum Pieces In Action

Issue #2 – 2019

President's Column: End of May, and time to bring us up to date on where we've been, and where we're going.

After a delay of several months the club decided that they still wanted to have an annual banquet. So on Sunday, April 14th., 42 intrepid members met at a new venue, Spiro's. Famous for their pizza and pasta dishes, everybody loved the food, and the fact that you could order off the menu rather be restricted by a banquet menu. This event was put together on short notice, and we recognize that the room was very tight, making it difficult to move around and visit. We plan to address this slight inconvenience in the future. Many items were donated to our annual auction, and all were purchased. I can't thank everyone that donated, but special thanks goes out to Steve Beitler of Skagit Speedway for his generous donation of tickets to Skagit and Elma for the biggest events of the year including Dirt Cup, and the Outlaw shows. I know that one very happy couple (Hal and Kay Schlegel) will be attending the Outlaw show at Elma thanks to Steve's generosity. And while I'm on the subject of Steve, I want everyone to know that in February Steve joined Golden Wheels!!! It is certainly a feather in our cap to be joined by the owner of Skagit Speedway, the promoter of Grays Harbor Raceway, and the dirt track at Yakima, a former driver in the World of Outlaws, Promoter of the Year, and I could go on, but you get the picture. And, there's a way to pay Steve back in a small way. The club has again been invited to do a static show at Dirt Cup. We did this a couple years ago, and it was one of the most enjoyable events we've ever done. So, I want to invite all members with vintage cars to join us at one of the most prestigious sprint car events in the country for a day of all out fun!

That is part of the "were we've been" in my opening. A little later in the body of this message will be a schedule of what we know about the rest of the year. Now on what I call a down note; the club had been invited again this year to participate in The Sneva Memorial at Stateline Speedway, Stateline Idaho. Last year we were invited, and with seven cars we put on a show that was well received and got us invited back. Unfortunately, I had to cancel our participation this year due to a lack of cars.

Here is the schedule as we know it:

1. Skagit Speedway Dirt Cup: Saturday, June 22nd. Display 1 PM – 4 PM - Possible On Track Exhibition
2. Deming Speedway: On Track Exhibition July 12th. 5 PM – Race Program Completion
3. The LaConner Classic Boat and Car Show: Saturday, August 3rd. 10 AM – 3 PM
4. Everett Burgermaster Car Show: Wednesday, August 14th. 3 PM - 6 PM
5. Celebrate Shoreline: Saturday, August 17th. 12 – 9 PM
6. Deming Speedway: On Track Exhibition Aug. 23rd. 5 PM – Race Program Completion
7. Arlington Drag Strip Reunion and Car Show: Saturday, September 7th. 8 AM – 4 PM
8. Edmonds Car Show: Sunday, Sept. 8th. 10 AM – 4 PM

Our last meeting of the year was held at Shay's on Sunday, May 4th. That being Mother's Day, we had fewer participants than normal, but not unexpected. As you know, we take the summer off to pursue our racing and static show schedule. I hope you all have a wonderful summer, and if your pleasure is playing with your race car or joining us at those events where we show ours, I look forward to seeing you there. If not, our meetings start up again on Sunday, September 8th. at Shay's. See you there. And always available are our every Tuesday night dinners, also at Shay's.

Hal

2018 Annual Award Dinner

Here are a few shots from the 2018 Annual Award Dinner held April 14th at Spiro's in Shoreline, WA. Featured in the center photo is Dan Blair receiving the 2018 Man of the Year award from GW President Hal Schlegel.

As you can see in the additional photos, we filled Spiro's event room from wall to wall.



A few more photos of the 42 members that filled the room at Spiro's and the silent auction table goodies.



Everything on the silent auction tables went home with a member.



+++++

Here are your 2019 – 2020 Officers; Pres: Hal Schlegel - Vice-Pres: Brian McMurtry - Treasurer: Gary Berg. Board Members are: Frank Volz - Jerry Day - Dave Craver- Warren Kindle - Gary Berg - Bob Scott - Gerald Robertson (Alternate) - George Hesse - (President Appointment).

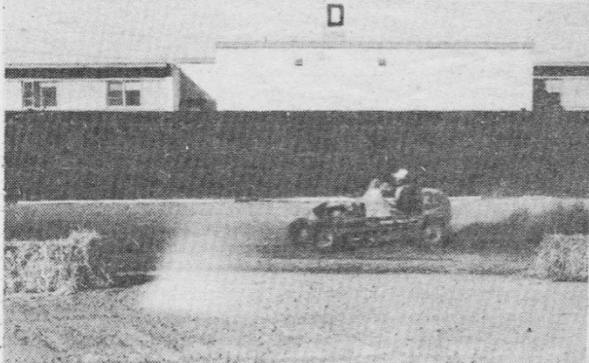
Yesterday's Wheels

by
Pike Green

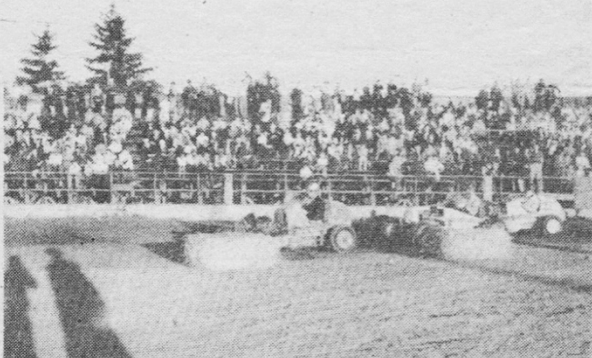
Seattle, Wash... A great deal of conjecture has been offered on why bush league midget racing suffered such a drastic decline in popularity beginning around 1950, after having been extremely successful since its dawning days in the early 30's. Perhaps a look into those early years may provide at least a partial answer.

In the beginning, a relatively good midget could be constructed for very little money and a lot of spare-time effort on the part of its owner. Sturdy four cylinder engines were plentiful and cheap, and many makes were used, including the cantankerous 2 cycle outboards, but the engines salvaged from the discontinued Star automobiles became the favorite. Running gear usually consisted of a small transmission, stripped so as to leave only the necessary in-and-out drive, a cut down Model A front axle and differential with the spider gears locked in place. (The going price for a whole model A Ford was \$25.) "Speed Secrets" were kept in the minds of each individual mechanic, who, rather than merely assembling a whole bunch of parts, rebuilt his engine from the ground up, adding his personal refinements along the way, resulting in very few engines having identical components. The initial cost of these little machines was well within the budget of the average racing buff and within a short time, hordes of them began racing in every corner of the nation.

Their public appeal was instantaneous, largely due to the fact that they needed no specially built speedway to put on a good show. Any football or baseball park became the local speedway too, in most of the country's smaller towns; a luxury heretofore reserved for the urban centers. Another added benefit was that a goodly portion of the



Bud Green negotiates a turn at the Bremerton, Wash., ball park in September of 1945.



Heat race action for Bud Green (38), Jack Turner (33) and Bob Greg (21).

Continued on page 14

Time for a short trip to the past with
Pike's Yesterday's Wheels in the
May 2, 1973 issue of
Racing Wheels.

Yesterday's Wheels

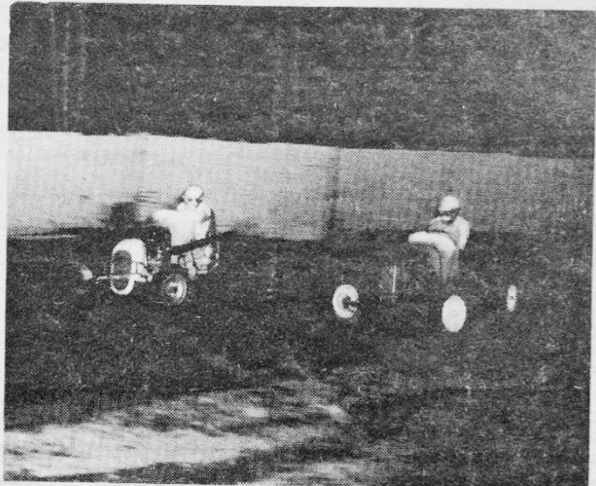
Continued from page 13

ball parks were equipped with lighting systems which provided the first large scale night racing. With large numbers of inexpensive, evenly matched cars, racing at floodlit tracks near the city centers—How could they miss? Naturally, these temporary locations had some built-in hazards; few were more than 1/5-mile, and straightaways were practically non-existent; they were narrow, with hay bales marking the infield perimeter, and those damn ball player dugouts were often a booby trap for the unwary driver. Of course the driving rule book was somewhat lax at the time too, thus adding a great deal of zest for the drivers, car owners and cash paying public. The elite major leagues soon got into the act as well, running the expensive Offenhausers which were outlawed in most of the local areas. The first track to be constructed specifically for midget racing was built for the major league in Hollywood, California: Gilmore Stadium.

The bushleague midgeteers soon followed suit and began moving out of the ball parks. Among the first northwest 1/4-miles were Portland's Jantzen Beach and Pete Petersen's Seattle track. Seattle's Playland Stadium was converted to a midget racing plant when Greyhound dog racing was outlawed in this state, and became one of the finest midget facilities in the nation.

Ford chose the year of 1937 to produce the V8-60, timing it perfectly to coincide with the fast diminishing supply of Stars. The 60's became the main source of power for midgets during their Golden Years, from 1945 through 1950, give or take a year. Rules were then opened in most of the Ford leagues to permit Offies to compete, resulting in the less well-heeled owners leaving their cars at home. The reduction in car population, combined with the rising popularity of the slam-bang, inexpensive sport of hardtop racing, took its toll at the midget gates.

Today, the midgets seem to be recovering with the aid of Detroit's small bore engines, and I for one applaud the resurgence of this great sport, yet occasionally I cast a wistful glance at an old ball park while passing.



Ronnie Odne leads Allan Heath through a turn at Portland's Jantzen Beach oval in 1945.

(C. H. Davies Photo)

BIRTHDAYS!! ---- BIRTHDAYS!! ---- April was a month for the ladies, and I'll bet they weren't fooling when birthday celebrants Terry Robertson, Sue Wood and Kay Schlegel were celebrating. In May we have Ed Williams, Loren Day, Don McKeehan, Gordon Rivenburg, Leslie Randall, Kenneth Wood and George Hespe puffing at the candles on the cake. Looking at June, I see that Anita Volz, Margie Kane, Naomi Cruikshank, H.E. 'Fuzz' Graham, Ramon Cruikshank, Jerry Robertson, E. Jarvis Erickson, Michael Allan and Frankie Volz will be celebrating their special day. Happy Birthday to All and Best Wishes for the coming year!

New Members: Welcome new members Steve Beitler, Donelle Kossow and Mike McTaggart. Hal told you about Steve Beitler but left out one item. Steve is also a member of the National Sprint Car Hall of Fame. Donelle Kossow, brought into the club by Brian McMurtry, is a big fan of racing and Golden Wheels. Mike McTaggart owns a vintage midget and a Dixon Helgeson built sprint car. Also, check out his facebook page; Gary McTaggart Visual Storyteller.

Welcome Steve, Donelle and Mike. We hope you enjoy the ride.

Please add to your roster - Steve Beitler, PO Box 911, Burlington, WA 98233, Ph: 360-724-3567 Office / 360-661-3917-C Email: skagitspeedway7@hotmail.com

Donelle Kossow, PO Box 784, Fall City, WA 98024

Mike McTaggart, 5026 80th Ave. Ct. E, Fife, WA, 98424

Also, please make a correction to the Fuzz Graham info in last newsletter. The email was incorrect.

H.E. Graham, 3203 40th Ave. Ct. E., Tacoma, WA 98443 Ph:253-459-3719 Email fuzzgraham@gmail.com

Passings: We are very sad to hear that Donna McLees, wife of Gerry McLees, passed away on March 25th. Gerry and Donna operated McLees Distributing, serving the racing community for decades. Our sympathy and prayers go out to Gerry, his family and friends. Rest In Peace, Donna

I talked to Gerry and he is in the process of liquidating his business. I have posted a notice on page 6 in the BY/SELL/FIND/TRADE ads.

Get Well: Heard a while back that Jack Corley was having some health problems. We hope he is back up, running and if not on the track, he will be soon. **Get Well, Jack!**

Sunday Morning Breakfasts!!! As Hal mentioned in his column, Sunday Morning Breakfasts are on Summer Break. Hope to see you all again Bright & Early (8:00 AM or there about) on **Sunday, September 8th** for the new 2019 'Official Items', Tall Tales, Big Stories & etc. gatherings. **Tuesday Dinners:** Yup, Tuesday Dinners at Shay's still on also. Around 4:00PM till ??? . Come and join in the fun.

Newsletters: Just another reminder that the On Line Color version of the Newsletter is being well received. If you haven't checked it out, just send your email address to firsturn@comcast.net or dirtnsprints@hotmail.com. Either address will reach me. Please be assured that if you prefer the USPS delivered printed issue, we will be happy to continue doing that. We want you to enjoy the newsletter in the version you prefer, and we also realize that not everyone may have internet access.

2019 Membership Dues: Because of a few bumps 'n' ruts in the track, we moved the deadline for renewals back. Thanks to all that have renewed. We really don't like sending out 'Pink Slips' when members fail to renew, but if you have not already paid your 2019 Membership Dues, your newsletter address label will have your name highlighted. Yup, 'In Pink'. The form is on page 6. Please renew now, as we really don't want to lose you.

As noted in the schedule there will be two on track exhibitions at Deming Speedway thanks to Paul Lemley. I can now add that if at all possible, Skagit Speedway wants to include some on track laps with Golden Wheels vintage cars at Dirt Cup on June 22nd. So, here's another chance to see and hear the past. Thanks, Steve.

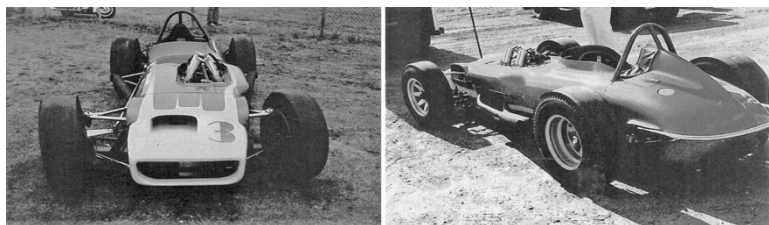
It's that time to hit the road to the next car show, race, exhibition, vacation or just a scenic drive. But where ever your destination is, on the way please be sure to**Keep Your Wheels Down!!**

◆◆◆◆◆ == BUY=SELL=FIND=TRADE == ◆◆◆◆◆

Email - fristurn@comcast.net Mail - PO Box33487, Seattle, WA 98133 Ph. - 425-334-5763
ADS ARE FREE TO ALL MEMBERS – PLEASE NOTIFY EDITOR OF ANY CHANGES – ADS ARE
SUBJECT TO REMOVAL AFTER THREE ISSUES IF SPACE IS NEEDED FOR NEWER ADS – THANK YOU

Gerry McLees is in the process of liquidating his inventory and retiring. If you are having a hard time finding a part or there is just something you need, give **McLees Distributing** a call at **360-456-1445**. Your wanted item might be hiding out at Gerry's place and he'd be happy to sell it, or the entire inventory, to you.

****FOR SALE:** 1935 SAMCO Ford. Model B Ford Block; 0.030 overbore in very nice block; std.bearing crankshaft fully counterweighted & drilled for pressure oil; new babbit main & rod bearings by Dave Johnson, Wilkerson, WA; Rebuilt Bendix magneto; Barns oil pump driven off front of cam; rocker arm head by Shaw & Mercill Machine, Seattle, WA one of only two remaining example. Has run two events since rebuild, runs very well. Frame & body special built; 1932 Ford heavy front axle; Model B Ford transmission; Model A Ford rear axle (Halibrand center section); Full floating rear axles w/28 spline late axles; Early Ford hydraulic brakes (rear only); 1935 Ford wheels. 4 dirt wheels & tires; 6 pavement wheels & tires; 2 unmounted wheels. One ugly but good towing trailer, with 3 new tires & Pro Tec tool box. One spare model B block; one spare crankshaft; one spare set model B rods; one stock model A head. Contact: **Jim Edwards – 425-277-0481**



*******FOR SALE*******

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FOR SALE: Edmonds Grill Shell – Fiberglass NOS – Never been altered. 16.5" wide x 20.5" tall
Call Dan for more info. 206-878-7242

YOUR BY/SELL/FIND/TRADE AD COULD BE HERE

NOTE: Additions, Deletions, Corrections - Email – fristurn@comcast.com or PO Box33487, Seattle, WA 98133

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Golden Wheels Fraternity

*Preserving The
 Golden Age of Motorsports*

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 Vice-Pres: Brian McMurtry
 Treasurer: Gary Berg

Board Members
 Frank Volz - Jerry Day
 Dave Craver - Warren kindle
 Gary Berg - Bob Scott
 Gerald Robertson (Alternate)
 George Hespe - (President Appointment)

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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,
 orphans and accepted humanitarian associations.

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**In Memory
 of
 Jan Opperman
 and
 Silent Members
 of Golden Wheels
 Fraternity**

anonymous