

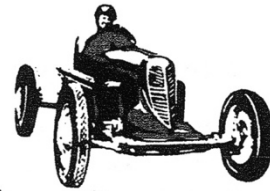
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GOLDEN WHEELS

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Museum Pieces In Action

Issue #4 – 2019

President's Column: As this year nears an end, it's unlikely that this newsletter will reach you before Christmas, but if it does, Kay and I want to wish you the Merriest Christmas and a very Happy New Year. If later, I hope you all had a great Holiday season.

Remember that we are again having our monthly breakfast meetings, with the next one, and the first of the New Year scheduled for January 12th., at Shay's. Hope to see you there.

I have received many reports of cars either under construction, or being rebuilt, and it promises to be a very good season for Golden Wheels. On that note, the first event of the new season, and one that will prove to be one of the most important, is an invitation I received from Rick Leighty for GW to be the featured cars at the Elma Auto Racing Hall of Fame inductions on March 14th. We will be the featured cars, and they have asked for all the cars we can bring. After I accepted their invitation, they expanded the field to include 2 each sprints, modifieds, stock cars, tuners, NW Focus Midgets, Dwarf cars, and the I-5 Quarter Midgets. This to represent all classes that race at Grays Harbor Raceway. Each organization is invited to have an information/display table. They have reserved the Pavilion Exhibition area so all will be indoors. A bonus is that the new promoter for the racetrack, Bert Johnson will be attending, and it's my hope that we can arrange a similar situation to what we do at Skagit for Dirt Cup, and the Outlaw show.

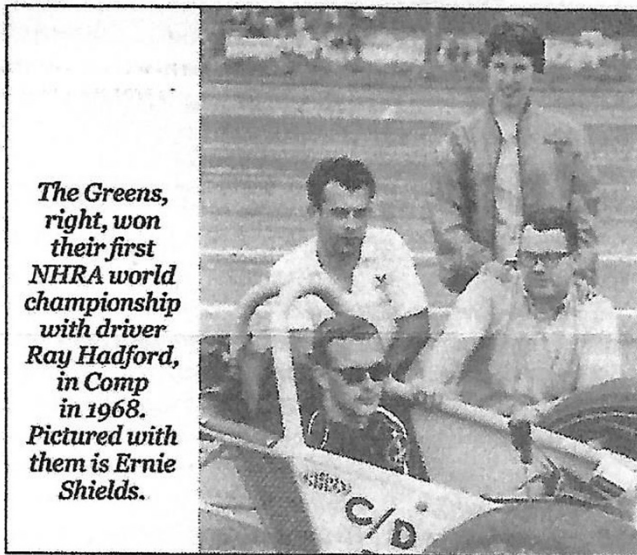
I have been following the progress at the Shoreline Historical Museum closely, actually watching the installation of the elevator just yesterday, and can report that all is going well. This means that I'm hopeful that the Golden Wheels/Warren Kindle Annual Race Car and Inspection show will be back in June after a year's absence. This also looks good for beginning our project to log in all the local historical collections that we have received. A new Web Site will be built around this material.

Now, let me go off track a bit, and acknowledge something I should have reported some time ago. Suppose for a moment that you have hooked up the open midget trailer to your trusty F150 and headed south, to Dan Blair's garage/shop, to pick up the No. 14 Hal powered Solar midget. It's been at Dan's for a while so Dan and Dave Craver can very generously fix a few things that need fixing. And suppose that you travel south on I-5 and get just south of the stadium when the trailer decides to unhook itself from the hitch, and drag on the ground at around 60 MPH. Well, fortunately, there is a freeway exit about 1000 feet ahead, so you drag the trailer to the exit, hoping that the safety chains hold up. Off the exit, to the first right turn alley, and stop to inspect the damage. It ain't good! Jack wrecked, lights torn out, you get the picture. Look for a place to put the trailer up the alley and stumble upon a business; Thermal Supply Inc. They seem to have a parking area available. Go inside and meet Mike Fry. Mike turns out to be the Second Coming. He generously gives me a place to back the trailer up to the building and says "leave it there" where it will be taken care of. He helps me lift the trailer off of the hitch, (remember the jack is no good), but several days later when I had figured out how to get it home, he and his staff help me hook it back up to the truck. So, friends; if you are ever in need of Refrigeration, Heating, Air Conditioning Equipment, Parts & Supplies **Wholesale Only**, I'm here to tell you that Mike Fry is the man!

In closing, please read the excellent Bio written about Jim Green later in this newsletter. I know most, if not all in the club had purchased racing equipment from Jim at some point. This article was discovered by member Dave Laster. Thanks Dave.

Enough of my ramblings. Merry Christmas and Happy New Year. *Hal*

Thanks Hal, looks like 2020 will be getting off to a great start. I will add one important item for 2020. DUES!! Yup, it's that time of the year and with a very promising new year coming up, we don't want anyone missing out on what's happening. So..... get your dues in ASAP. The form is on page 6. Thank You!!



The Greens, right, won their first NHRA world championship with driver Ray Hadford, in Comp in 1968. Pictured with them is Ernie Shields.

Jim Green's Bio (written by his spouse Betty); sadly Jim has passed on June 11, 2019. "The good old days of drag racing go back to 1957 and running his '39 Chev, the B-Boys Special B-Dragester and others. In 1956, Jim started working for B-Boys Auto Parts and in 1966 he started his own speed shop, Jim Green's Speed Center, later known as Jim Green's Performance Center. 42 years in Lynnwood and 7 years in Monroe. Jim and Betty ran the Jiminy Cricket Dragster for several years, accumulating many National Records, the Division 6 Championship and winning the NHRA World Championship in Comp Eliminator in 1968 with Ray Hadford driving.

"Jim stepped out of the seat after determining that his true calling was tuning. Our first Funny Car was a Joe Pisano car in early 1972 and we had a new Don Long car built in 1973. We won the 1973 Division 6 Funny Car Championship and the 1973 NHRA Funny Car World Championship with Frank Hall driving. From 1979 to 1982 Jim built his dream street rod: a '34 Ford Phaeton with tilt body. The car was powered by a '67 Ford SOHC motor and was featured in several 1982 car magazines. The Cammer motor became Jim's passion over the years. We have Cammers in many of our hot rods. We went Truck and Tractor Pulling in the '80s and '90s. Jim's pride and joy, the triple motor tractor we call Shotgun, was powered by three 604 cubic inch Ford Boss 429 motors.

HAL -

I FOUND THIS ITEM IN MY LINCOLN HIGH ALUMNI ASSOCIATION PUBLICATION "THE TOTEM" (FALL 2019) AND THOUGHT YOU'D LIKE TO SHARE IT. HE WAS IN THE LINCOLN (SEATTLE) CLASS OF '56. I GRADUATED A YEAR EARLIER IN '55.

Dave

"Later on, Jim loved to start up the motors at events in our museum. After watching the wonderful old race cars at the 2001 California Hot Rod Reunion, Jim decided to find a Top Fuel car that had run a Cammer motor. Then we realized that Jim Crooke had a Top Fuel car with a Cammer, a Northwest car, even better. Jim Crooke had recently found where his old car, the Assassin Top Fuel Dragster was, spread out all over British Columbia. With parts and pieces of the car coming out of garages up and down the province, we found that it was nearly a complete car. Jim Green and Jim Crooke worked together to restore it. It was restored to its May 1968 configuration. And now our daughter Laurie, granddaughter Nicky, and nephew Ted, and his son Tyler are all passionate for exhibitions at racing events and car shows. They promised Jim that they would participate in events he had chosen for this year. They hope to participate in future events in the years ahead. 'The good old days of Drag Racing'. I am so glad I was part of it and now it's passing on to the next generations."

With a little photoshop copy and paste work, I put together the following page. It came from the April 1934 issue of the Exhaust Magazine. I picked it out because it contains a story mentioning Northwest driver Art Scovell. An interesting article from over 85 years in the past. If you want to see the entire issue, there is more info on that on page 5 Notes.

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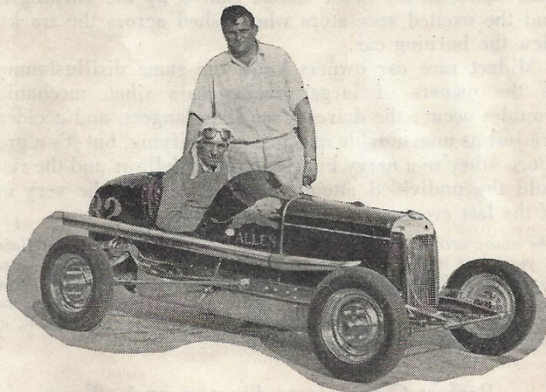
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"Dust" from the midgets' wheels
By "Denny"

Five months ago, midget automobile racing started in Los Angeles and it is steadily increasing in popularity. The midget racers are about one-third the size of the standard racing cars and have a maximum wheel base of 76 inches, or a minimum of 66 inches. The wheels are 4"x12" and the whole car stands no more than 26 inches in height. There are three types of motors used—motorcycle, out-board and rebuilt auto engines. The displacement is strictly limited to 100 cu. in., or less. Motorcycle engines used are



Number 32 Midget, with Charles Allen, owner, and "Spider" Matlock at the wheel.

mostly four cylinder Hendersons, with a few Harley-Davidson and Indian engines, and the auto engines are obsolete Grant and Saxon motors. The out-board motor used by Charley Allen in the No. 32 Allen Special is a 4-60 Alta. Some of these cars have been clocked at 100 miles per hour or more at Muroc Dry Lake but the track at the Moto Speedway, at 6665 Long Beach Boulevard in Los Angeles, is a flat one-fifth mile dirt track and, of course, it is impossible to attain such high speed on so small a track. Even so, the speed they do attain, combined with such a small track, furnishes plenty of excitement for the race fans.

It is very thrilling to see the small cars coming down the straightaway and into a turn. Literally going in sidewise, with others striving to pass at the same time. Accidents

(Continued on page 34)

often occur on the curves, and cars have been known to tear down fences, turn completely over and even catch fire, but the drivers are seldom seriously injured, although the cars are badly damaged.

The driver's job is one not to be envied, even though it takes great skill to pilot a midget racer, for the shaking up he receives, and the dirt he has thrown in his face is, to say the least, very unpleasant.

Now, for a bit of information about time records. On March 15, just before this writing, two new records were made at the Moto Speedway. One by Art Scovell, a former Ascot driver, piloting the Phantom Special No. 41 in a five-lap event—time, 1:30.5. The other record was made in the thirty-lap main event by Bill Betteridge in Powerlube Special No. 7—time, 8:5.9. During the main event there was an interesting duel staged between cars No. 41 and No. 7, both leading the field by about a half-length, with No. 41 leading for the first 15 laps, until it was forced out of the race by a broken valve, placing No. 7 in the lead. During the same event Car No. 28, driven by Speedy Lockwood, froze its motor on the straightaway and Car No. 31, driven by Marshall Lewis, crashed into him. Both cars were badly smashed, but the drivers escaped injury. Despite the fact that the other cars were slowed down by the accident, the new track records were set.

The two-lap trophy dash was won by Art Scovell—time, 36 seconds flat.

In the last event, the ten-lap consolation race, everything was going along smoothly for the first five laps, when No. 49, driven by Kenneth Johnson, slid sidewise into the North turn and collided with No. 46, driven by Cecil Ballinger. Both cars turned over and No. 46 caught fire. Both drivers, fortunately, escaped injury. The race, however was stopped, owing to the dense smoke caused by the burning car and the excited spectators who rushed across the track to view the burning car.

Midget race car owners know the same disillusionment as the owners of larger racing cars when mechanical troubles occur; the drivers face like dangers, and accidents are just as unavoidable and just as terrifying, but it's a great sport—they're a nifty bunch of young fellows and the races hold the undivided attention of the fans to the very end of the last event.

The above article, by "our Denny," the boy reporter (Denman Haight to you) was obtained only after much persuasion. "Denny" maintained he couldn't do it; that he didn't know how to "cover" a race—but we think he's pretty good. What do you think? If you want to hear more from "Denny" about the midget races let us know, and we'll see what can be done about it.

Perfect Circle elects directors and officers

At the annual Perfect Circle Stockholders meeting held at the main offices in Hagerstown, Indiana, on March 5, 1934, directors and officers were elected. Directors are: C. N. Teetor, Lothair Teetor, Macy Teetor, Don Teetor, Herman Teetor, John Teetor, Ralph Teetor, Dan Teetor, W. B. Hartley, George Keagy, Wallace Harkrader and Hal Keeling.

New officers are: C. N. Teetor, President; Lothair Teetor, Vice-President; Leslie Davis, Secretary-Treasurer, and C. Ray Teetor, Assistant Treasurer and Comptroller.

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Passings – We have been notified that two past members, Joe Felice and Erick Leider, have passed. I have no information on the time of Joe’s passing. Erick passed on October 21, 2019 in Jacksonville, OR. Our condolences to the families and friends of Joe and Erick, Rest In Peace, Gentlemen.

BIRTHDAYS!! ---- BIRTHDAYS!! ----A lot of birthdays to cover this issue. October celebrants were; Sharon Osborn-Ryan, Bob Scott, Brian Pratt and Richard N. Phillips. In November Barbara Nelson, Vicki Westberg, Lynn Beckett and Bill Bowers had their special days. December brings gifts to; Hershel McGriff, John Wood, Jr., Jim Edwards, Rich Leighty, Jack Kuehn and Dave Sweeney. Starting the new year with a birthday in January are; Laura Churchill, Gary Berg, Hal Schlegel, Warren Kindle, Dave Craver, William Blackwell, Don ‘Pete’ Samuelson and Tim Robertson. **Happy Birthday to All and Best Wishes** for the coming year!

NOTES: I hope you enjoyed the first page of the newsletter. I received a small collection of racing memorabilia through a friend from Jim Ware. While mostly Southern California info, there are mentions of some Northwest drivers. The collection is from Jim’s father, who was involved with racing in southern California. Jim wanted it to be passed on to someone with an interest in vintage racing, my friend asked if I, or Golden Wheels, was interested. Golden Wheels now has the collection. There are three Legion Ascot programs, an Exhaust Magazine and a Coast Auto Racing newspaper included along with several newspaper clippings. All of them are from the early 1930’s. The cover on the first page of the newsletter is the Ascot Christmas 1933 program cover. The cover is posted on the Golden Wheels facebook site, in color. I have scanned the covers and an inside page from all three programs. I have also scanned the complete Exhaust April, 1934 issue in a pdf format (3 sections). I’d be happy to email these to anyone that would be interested in them. My email address is: firsturn@comcast.net or dirtnsprints@hotmail.com.

Roster change - I have been informed that Dave Laster’s phone number in the roster is wrong. Please correct it to 360-738-8265.

Sunday Morning Breakfasts!!! Sunday Morning Breakfasts Second Sunday of the month. Bright & Early (8:00 AM or there about) for our ‘Official Items’, Tall Tales, Big Stories & etc. gatherings. **Tuesday Dinners:** Yup, still on around 4:00PM till ??? Come and join in the fun.

DUES!!! Please, send in your 2020 Membership dues by February 15th. Then we won’t bug you about them in the next issue. Thanks!

December, January, February.... That time of the year where the weather always seems to be changing. Be careful, that might be slicker than it looks. Take care and remember**Keep Your Wheels Down!!**

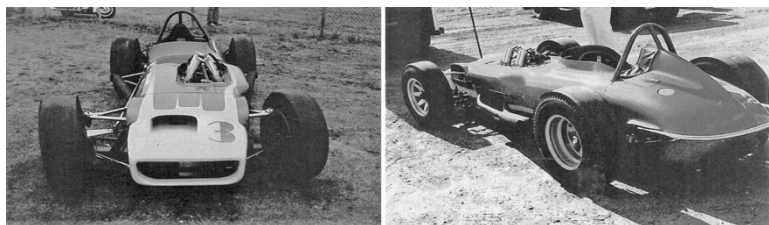


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Email - fristurn@comcast.net Mail - PO Box33487, Seattle, WA 98133 Ph. - 425-334-5763
ADS ARE FREE TO ALL MEMBERS – PLEASE NOTIFY EDITOR OF ANY CHANGES – ADS ARE SUBJECT TO REMOVAL AFTER THREE ISSUES IF SPACE IS NEEDED FOR NEWER ADS – THANK YOU

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**



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 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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 Jan Opperman
 and
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anonymous