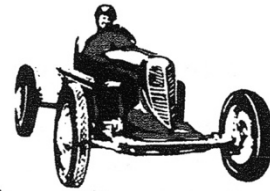


# GOLDEN WHEELS

FRATERNITY  
*Auto Racing Pathfinders*



*Museum Pieces In Action*

Issue #2 – 2020

**President's Column:** Here it is May, and I've been struggling with what to say about our situation. But the message came to me in the form of the CVOR (Colorado Vintage Oval Racers) newsletter. So, I'm going to steal President Gary Huibregtse's opening statement:

"Well, it's pretty safe to say none of us saw this coming! We are living through truly historic times, with a pandemic virus shutting down the country, crippling the economy, and throwing us into self-imposed (or socially required) home isolation. People not working, or traveling, or shopping for the usual things that make life enjoyable; it's necessities only for the time being."

Gary goes further about the effects on their club, but I've stolen enough. I hope you don't mind Gary.

Then I received the WRA (Western Racing Association) newsletter. First time in my memory, their newsletter was one (1) page. It says simply "Due to the corona pandemic, WRA is unable to hold face to face meetings or racing events until the social distancing order is lifted by the federal government."

We at Golden Wheels are in the same boat (or is that race car). Events that we had been invited to like the Elma Auto Racing Hall of Fame have been cancelled for the time being. I have heard no definitive dates for any of our local tracks to open. The static shows that we have traditionally done, have been postponed or cancelled, including The LaConnor Classic Boat and Car Show, and I just heard that Celebrate Shoreline has been cancelled for this year. I did participate in a virtual board meeting for the Shoreline Historical Museum a week ago via some kind of modern technology that I don't understand called Zoom. It's where you sit in front of your computer while it is seeing what you do at home through a little light that is looking at you. You get to see your fellow board members in the privacy of their own homes. Fortunately, they were all dressed. I'm telling you this because the Director, Vicki Styles, announced that we have not cancelled the annual Warren Kindle/Shoreline Museum inspections and car show scheduled for June. Yet!!! Of course, my greatest disappointment is not being able to enjoy the wonderful cuisine of Beautiful Shay's Restaurant on Aurora with my fellow club members on Tuesday nights, and our monthly Sunday breakfast meetings.

Now on a serious note. Golden Wheels suffered a major loss last week with the passing of Mike (Gary) McTaggart, son of well known local racer Mac McTaggart. Mike lost his life in a tragic accident at his home in Puyallup. Some of you will remember that Mike brought his brand new upright sprinter to Dirt Cup last summer to support our display. This beautiful Dixon Helgeson built car came even though unfinished; no engine lettering etc. and was a huge hit. Mike was also building a V8/60 powered midget, and that project was going along well with Dan Blair building the engine, and reporting that it was almost ready to go. Anyone who has followed the Ram Race Car site on Facebook, should know that was started and maintained by Mike. Even more recently, Mike created the Ranger Roadster Project site on Facebook, which follows the three year build via Jerry Day's monthly articles in Vintage Oval Racing Magazine. Both of these sites are a great tribute to Jerry's work and the great race cars and stories associated with him. Fortunately, Dave and Teresa Craver are keeping the Ranger site up to date, and the Ram Race Car site has a life of its' own and will continue on just fine. If you haven't discovered these sites yet you should definitely check them out.

And here is some late breaking news. I just learned the Glen Siedelman has acquired the Mike McTaggart sprinter described above. I have confirmed this with Glen. Congratulations Glen, it's good to know that Mike's car will live on and stay here in the Northwest. Also, though too early to announce, it looks like there is a good chance that Mike's midget will be acquired and stay in the Golden Wheels stable. More to follow.

Well, here's more even later breaking news. As noted above about Mike's midget, I just got off the phone with Dan Blair. He reports that he and Dave Craver have just concluded purchasing the midget from the estate. The midget is a project that is in need of someone to finish it. Dan has built a V8/60 for it which is ready to go. I understand they bought it to re-sell, so if you are looking for a project while you're locked in your shop

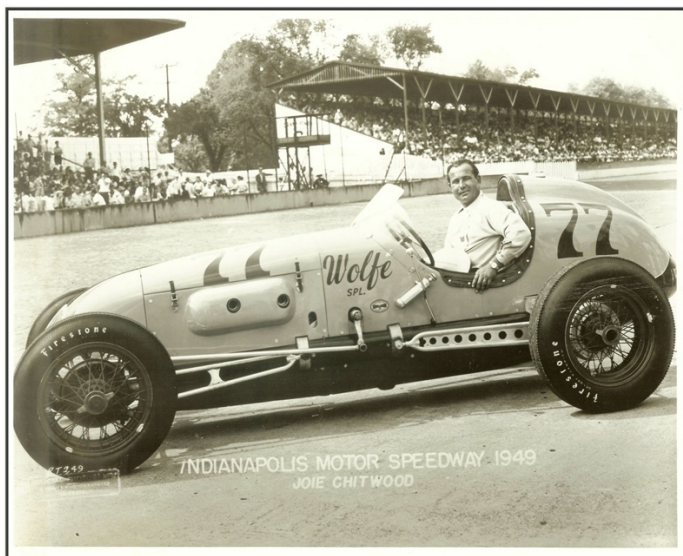
to go. I understand they bought it to re-sell, so if you are looking for a project while you're locked in your shop for the foreseeable future, contact Dan or Dave.

And now something I have been remiss about. We all know that our club is shrinking in membership, and I think we all know why. In spite of that, it occurs to me that as our membership drive slows down (few still coming in), we have many who have been members for a very long time and for the most part all they get out their membership is a newsletter. There are many members who I have never met in all these years, and I only know them by name. To those faithful members who have supported this club, many living too far away to participate in person, I want to let each and every one of you how much you mean to the club and how much I treasure your membership. I just want to thank you from me and Golden Wheels.

In closing, to borrow from George Hesse's monthly admonishment to "Keep Your Wheels Down", I'm sure that many of us would now like to **Keep Our Wheels Up**". Please be safe, follow the national and local guidelines, stay home, keep your social distancing in mind, and wear a mask when out. I wish you all good health during these times, and hope we are back to what we all love to do soon. *Hal*

I asked George to put something different in this month's newsletter I hope you enjoy it. Below are two pictures. The first, as you can see is a picture of Joie Chitwood in the Wolfe Special at the Indianapolis 500 in 1949. If memory serves, Chitwood drove the Wolfe in both 1949 and 1950 to 5th place finishes in each year. The next picture, taken a few years ago is a picture of me getting ready to test drive the Wolfe. This was after Daryl Hedman and Jerry Day travelled to the East Coast and purchased the Pat Whitehouse race car collection of 4 cars, including the Wolfe. I, being the one with the lowest intelligence level in the group was chosen to test drive the cars, as they were all being prepared to go to new owners. As you can see there is a tow strap attached to the front bumper of the Wolfe, and the only way to start the car was to pull start it, as we had no starter. Now, the Wolfe was powered by a 270 Offy, which hadn't been started in several years. We had no idea what would happen when this monster fired off, especially me, who had never been in a car with a 270 Offy before. Would the throttle stick? and the car run over the tow vehicle before I could control it?, Who knew. We were about to find out The first attempt resulted in the engine catching on fire. That wasn't good, as I was wearing the period correct uniform of the day, a tee shirt and Jeans. Thanks to some fast action by Dan Blair and the only thing available, powder, I was saved from a very unfortunate fate. As you can see, I then smartened up and put on my driving suit, but in keeping with my noted lack of intelligence, didn't wear a helmet. Anyway, the car started, and somehow we managed to separate the tow strap from the tow vehicle, and I proceeded to drive the Wolfe on the most unusual race track in racing history. I described that track in a newsletter a few years ago. Maybe I'll drag it out and re-read it for a good laugh.

It was my great honor to drive one on the most famous race cars in America, and who can forget this car's history in the movie "To Please A Lady". Maybe, if I'm stuck in the house again, I'll report on the other cars in the collection. Hal



While looking through the archives, I discovered a large envelope that I do not remember ever looking into. Inside, inside were over 30 newspaper clippings one of which is below. It is from the July 1936 issue of the Exhaust Magazine. Also in the envelope was the first edition of the Bergen Herald's National Auto Racing News dated Aug 16, 1934. It has West Coast Racing News and Northern Calif. Racing Notes columns. I will be using some of those in future newsletters I'm sure.

My favorite line from the clipping below is the "new Aurora Speedway, a five-eighths mile, oiled, banked track - located six miles north of Seattle, near Edmonds - opened May 24 to a crowd of 8,000 race hungry fans."

If Aurora Speedway was still in operation, it would soon be its 84<sup>th</sup> anniversary.

JULY, 1936

Dutch Van Tassel's record two lap mark of :33.6 of last week was equalled twice on the program—first by Stein in a match race with Deister which opened the program, and again by Dick Springston of Fresno, who defeated Dreisback in another two lap duel.

Bryce Morris, Fresno, won the first Semi-Final, with Dreisback finishing second and Rogers third. The six cars entered in the two Semi-Finals traveled the two-mile distance bunched together, and not until the last lap could a winner be picked.

On the 17th, Dutch Van Tassel (Fresno boy) made good in the home town. He set three track records in one evening and was first in the two lap Trophy Dash, also the Final Race. His record was five laps in 1:23.5, eight laps in 2:15.6, and :34.1 and :33.6 in the match race.

### Northwest Dust

Frank Wearne won the pole position (and everything else in sight) at Gresham May 17, with a time of :26.76. The Helmet Dash found Wearne in C4 first; Jimmy Wilburn, No. 1, second; Swede Linskog, No. 5, third.

This was the first Helmet Dash for the red-headed Swede at Gresham. Swede is a youngster who started his racing career at Silver Lake during the 1935 season. Swede has been going places this season and looks like one of the best driver prospects in the Northwest today.

The First Heat again found C4 first; No. 1 second and Johnny McDowell making his first ride in Rebstock's No. 3, third.

The Main Event of forty laps went to Wearne in C4. Wilburn in No. 1 second, and our old friend, Mel Kenealy, with Freddie Roach's No. 2, third. Mel just got back to the Northwest the morning of the race.

The new Aurora Speedway, a five-eighths mile, oiled, banked track—located six miles north of Seattle, near Edmonds—opened May 24 to a crowd of 8,000 race hungry fans. This track is bound to prove one of the fastest on the Pacific coast as soon as the oiled surface hardens and the soft spots are filled. Weather conditions prevented the proper oiling of the track prior to the opening race and the track was in poor condition. Despite this, an average of 90 m.p.h. was made in some of the races.

Johnny McDowell in No. 3 had the best time trial, with a time of :29.07. McDowell found the shortest way around on the first lap

of the Helmet Dash to win from Wearne in C4; Adolph Dans and Mario Bianchi's No. 11 finished third.

Adolph just wouldn't be beaten in the First Heat Event and pushed No. 11 around in great shape to win. No. 3 came in second and C4, third.

The Main Event was cut to 25 laps due to the torn up condition of the track. Dans with No. 11 took the lead at the start. Wearne and McDowell fought it out for a few laps, Wearne finally getting by and then putting on a drive that was a drive to catch Dans. Three laps and Wearne was past Dans. The race finished Wearne C4, first; McDowell No. 3, second; Dans No. 11, third; and Leverett No. 53, fourth. Roy Lake, driving his own C9, won the prize for the best appearing car, just before the start of the race. Roy finished fifth in the Main Event, with Dinslow in C12, sixth. Wearne did some spectacular driving to get into first place during this race. Without a doubt this big, likeable chap is one of the best chauffeurs in traffic that the Northwest has ever seen.

C4 spent the day in the pits at Gresham, May 30. Johnny McDowell again put No. 3 around for the fastest time trial, :27.49, but Johnny slid in the Helmet Dash, and Wilkenson in No. 14 and Wilburn in No. 1 got by to finish—No. 14 first; No. 1 second and No. 3, third. That's how close the boys are running this season—a little slide by the leader and everybody behind goes by.

McDowell came back to win the First Heat Event; Wilburn second and Wilkenson third. Second Heat Event was won by Dans No. 11; Leverett No. 53, second; and Dinsmore No. 7, third. Dave Dippolito with No. 4 won the Third Heat Event, being chased over the line by Dinslow in C12.

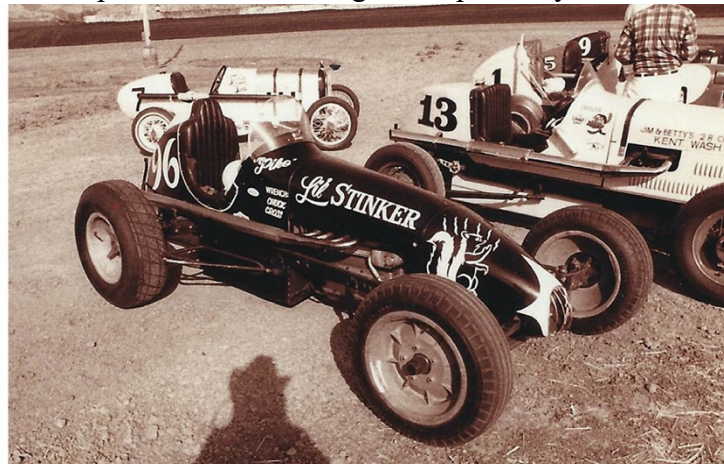
Bobby Rowe split the Main Event into two sections—A 15-lap race with a regular start and a 25-lap race with a reversed start. The 15-lap Event was won by McDowell in No. 3; Leverett No. 53, second; and Wilburn in No. 1, third.

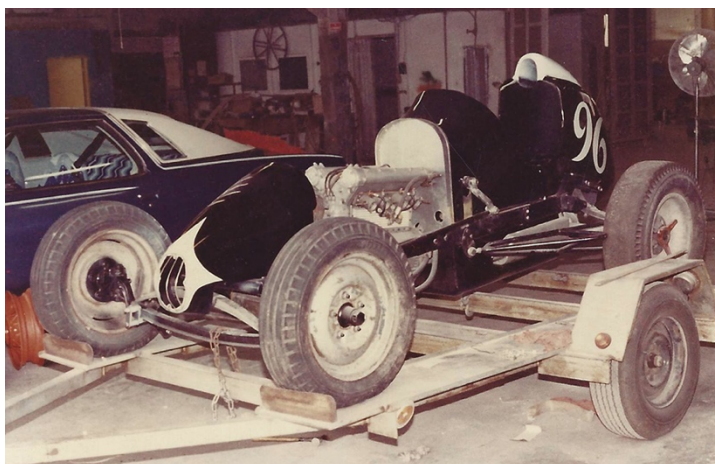
The first few laps of the Reversed Start Event was a merry scramble. These reversed starts give the boys in the slower cars a chance to throw dirt at the fast boys, and do they love it! No. 4 with Dippolito got through to win; No. 5 Linskog, second; No. 53 Leverett, third; No. 11 Dans fourth.

Things are tightening up. Wearne is in the lead for the championship, but McDowell, Wilburn and others have ideas of their own on that subject.

Eddie Crussell.

Went to the Lee Elwell collection and found three shots of the Lil Stinker that Pike Green ran. These two at a track and one on a trailer on the next page. Also one of Lee at speed. Think first might be Spanaway. Others ??





Below is a copy of Traditions Of The Golden Wheels Fraternity I found in my trip through the archive boxes. Through a little photoshop magic I was able to condense it down to fit without taking up a full page. I believe this went out to all members the first year or so. A nice piece of history of the club that many may not know.



P.O. Box 864 • Seahurst, Washington 98062

TRADITIONS OF THE GOLDEN WHEELS FRATERNITY

In support of US Concerned Racers for Youth ranch.

**MEMBERSHIP**—The only requirement for membership in the Golden Wheels Fraternity is an interest in any type of auto racing. However, our activities will favor the racers of yesterday.

We believe that "Yesterday's Hero is Alive and Well."

**RULES**—We have no rules. Let's keep it simple.

**MEETINGS**—Meetings will be held wherever and whenever two or more members are gathered. Meetings will come to order when anyone mentions the words "Remember When." No minutes will be kept, so **BIG LIES** will be permitted.

**DUES**—We have no dues or fees, but we will have expenses. Sustaining membership packages will be sold for \$10, (\$2.00 to cover the cost of club material, \$8 donation to Jan Opperman's ranch for youth who are recovering from drug and/or alcohol addiction, US Concerned Racers for Youth ranch, US CRY). Membership packages will include: 1 membership card, 2 four-colored decals and 1 parchment certificate of sustaining membership, autographed by Jan Opperman and suitable for framing.

**DEDICATION**—We are dedicated to the memory of those auto racers who are no longer with us, and to the youthful residents at the US CRY ranch.

**PURPOSE**—Our primary purpose is to join in fellowship and camaraderie while enjoying the good feeling that we are collectively supporting a worthwhile cause begun in the name of auto racing.

**BULLETINS**—Items of interest to the club and its chapters will appear regularly in **BI-MONTHLY NEWSLETTER** publications.

**GOALS**—To renew old acquaintances, to enjoy annual banquets and other social functions of common interest, to require reserved block seating while attending selected race programs as a group, to eventually have an auditorium at the US CRY ranch dedicated to our fraternity.

**ISSUES**—We take no sides in any issue, other than those designed to deny us the right to follow and participate in the sport of our choice.

Also from the archives are these three clippings.

## Sutton Wheels Speedway Win

Len Sutton won the class A main event in Sunday's big car races at the Portland Speedway.

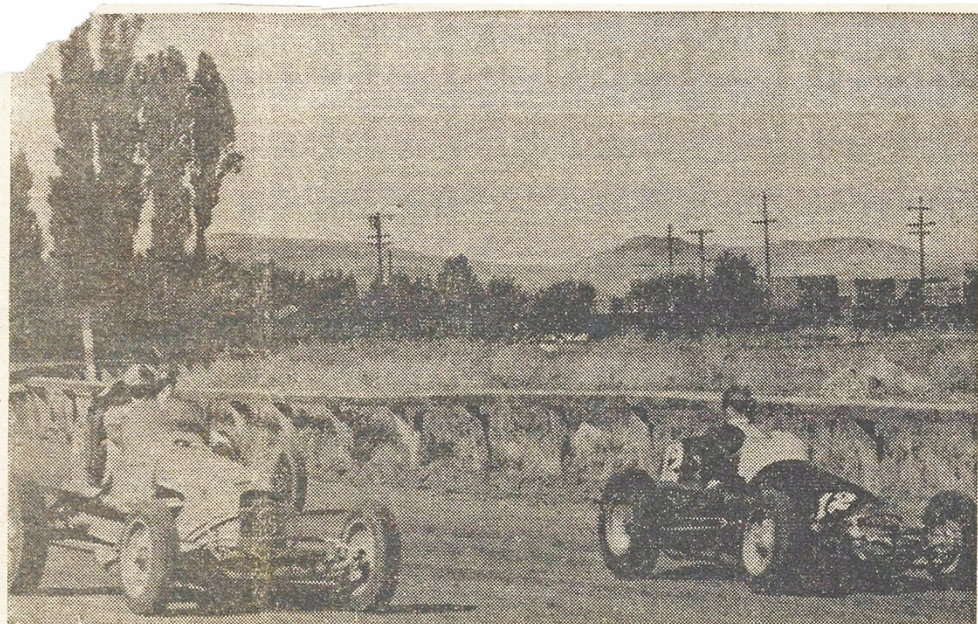
### Results:

Trophy Dash—Len Sutton, Bob Gregg, Palmer Crowell. Time, 1:14.07.  
First Heat (all heats seven laps)—Crowell, Bill Hyde, Gregg, Sutton, George Mehala, Dyden Nehl. Time, 2:55.70.  
Second Heat—Sutton, Don Radbruck, Dar Moore, Claude Walling, Jerry Watts. Time, 2:56.19.  
Third Heat—Mehalis, Gordy Youngstrom, Watts, Walling, Shorty Templeman. Time, 2:58.51.  
Fourth Heat—Art Scovell, Walling, Templeman, Louis Tolstead. Time, 3:07.85.  
Match Race (seven laps)—Walling, Watts, Templeman.  
Class A Main (35 laps)—Sutton, Youngstrom, Hyde, Mehalis, Radbruck, Watts, Scovell. Time, 14:59.31.

## Allen Heath Nabs Big Car Auto Race

WILLIAMS GROVE, Pa., May 5.—(AP)—Allen Heath, of Northridge, Calif., came from behind to capture the 30-lap big car auto race on the halfmile speedway here yesterday.

Heath overtook Tommy Hinnershitz, of Reading, Pa., on the 11th lap and went on to win. A crowd of 11,000 fans saw Heath speed around the oval in 13 minutes, 24.01 seconds.



No info on year of Sutton or Heath races.

**ON AGAIN SUNDAY**—Scenes such as this, taken in the 1951 big car race at the rodeo grounds here, will be repeated tomorrow as top drivers start a 100-miler on the big mile track. The shot above shows Bob Gregg, left, winner of the 1951 race and a favorite in tomorrow's, leading the way out of the north turn at high speed.

Any help on the location of the 1951 race with Bob Gregg, above, would be much appreciated. Around Yakima perhaps?

**Passings**—As noted by Hal in his President's Column, Golden Wheels lost member Mike (Gary) McTaggart. Our Condolences and Prayers to the family and friends of Mike. Rest In Peace, Mike.

Received word through the Elma Auto Racing Hall of Fame that long time past member Richard Aduddell of Port Orchard, WA passed away April 26th. Richard raced at Elma back in the 1960's and was inducted into the EARHoF in 2017. Our Condolences and Prayers to the family and his many friends. Rest In Peace, Richard.

**BIRTHDAYS!! --- BIRTHDAYS!!** ---Looking at adding another lap to the main event are; May celebrants- Loren Day, Don McKeehan, Gordon Rivenburg, Les Randall, Kenneth Wood and George Hesse.

June celebrants- Anita Volz, Margie Kane, Naomi Cruikshank, Gerald 'Jerry' Robertson, H.E. 'Fuzz' Graham, E. Jarvis Erickson, Ramon Cruikshank. Michael Allan and Frank Volz.

July Celebrants- Teresa Craver, Gail McClure, Lenora McMurtry, Jerry Day, Kevin Wood, Delmar McClure, Dave Laster, Brian McMurtry and Curt Kern. **Happy Birthday to All and Best Wishes** for the coming year!

**NOTES: Sunday Morning Breakfasts!!!** .... It looks like the Sunday Morning Breakfasts and Tuesday Dinners will be "On Hold" until further notice. So, I'd like everyone to keep all those 'Official Items', Tall Tales, Big Stories & etc. in a safe place until we can all air them out at some future date. If you have something that you think just can't wait, get it to Hal or me and we just might create an Entertainment Section in the newsletter.

For those that don't know where the **Keep Your Wheels Down** I use in the closing came from, I started using it as a tribute to Gary Sterner, who started the no longer published Racing Wheels newspaper, because he said it's hard to win if you don't.

Hal noted in his Prez column "I'm sure that many of us would now like to **Keep Our Wheels Up**". Hal, I completely agree, especially on the track and if it's the left front.

Well, it looks as though it will be a while before we are doing a lot of traveling, especially to our events or a race track so I'll just say 'On the way to where you're going' .....**Keep Your Wheels Down!!**

◆◆◆◆◆ == BUY=SELL=FIND=TRADE == ◆◆◆◆◆

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**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**

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 Memories of the Past  
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 Museum Pieces In Action*

**Golden Wheels Fraternity**

*Preserving The  
 Golden Age of Motorsports*

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 Frank Volz - Jerry Day  
 Dave Craver - Warren kindle  
 Gary Berg - Bob Scott  
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PO Box 33487, Seattle, WA 98133

**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.

For information on Golden Wheels  
 contact us at:  
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**In Memory  
 of  
 Jan Opperman  
 and  
 Silent Members  
 of Golden Wheels  
 Fraternity**

*anonymous*