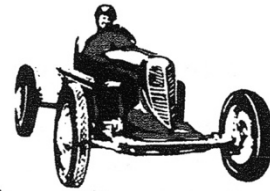


GOLDEN WHEELS

FRATERNITY
Auto Racing Pathfinders



Museum Pieces In Action

Issue #2 – 2022

President's Message: This month we continue to honor our members who are no longer with us.

First see the announcement from Angie Kendall for the celebration of life for Warren Kindle (Sandblasters Inc) I know Angie has put a lot of effort into this celebration and I hope you will find time to join in honoring one of our longtime and great members. Please note that Warren was partnered in Art Waller's roadster, story follows.

Second, I am having George print a story that I've had for a long time called why a roadster. This story was spent several years ago by the late Art Waller. Art explains the roadsters era and why he built the 'to the nut and bolt' copy of his roadster back in the 50's. Some of you know, and for those that don't, Art donated the roadster to the Shoreline Historical Museum in his will. An intrepid group of our members loaded up the roadster at Art's house and transported it to the museum, where it currently resides. Pictures of the move when space permits.

I will be brief this month as we need the room for Art's story. But I will say that Golden Wheels put on a very successful display at Gray's Harbor Racetrack last weekend for "Timber Cup". This was the initial visit to Elma for the NARC 410 Sprint car series, and a really big deal for the track. Our participation was due to the unending effort of one Mike Adkins. He had been working with us and the track to put on a static display for many months, and it couldn't have happened without his fulltime efforts. Representing us in their big parade and static show were Dan Blair with his midget, Jim Edwards' big car, Mike Adkins' "Old Hot Rod" modified, Mike's son brought Loren Day's modified and Jerry and Terri Kelson joined us with the famous Jim Murphy push truck. Much thanks goes out to Mike for making this the very successful event it was. Great pictures on Mike's Facebook page "Sprint Fast, Catch Us If You Can".

Lastly, a reminder that the annual Warren Kindle memorial, Shoreline Historical Museum static show and annual car inspection is the 18th of this month. The museum has a new director, and this will be his first experience with us, so we need every car available to show up and put on the fabulous display we always have. I'll see you all on the 18th. *Hal.*

Dear Family & Friends, We are having a celebration for Warren Kindle on July 23rd up in Marysville at Joel Haack's house, from noon to 4pm. We are asking those that have hotrods to please bring them. What a wonderful way to honor Warren! Warren's 39 Ford will be there - it will be very different to see someone other than Warren driving it but we are so happy it will be in attendance. Please bring your own chairs - we are hoping for a nice, sunny day and NO RAIN! Joel's address & phone number: 3922 87th Ave N.E. Marysville 98270 425-290-2429
Angie, Tyler, Debbie, DeAnna, & Donna

WHY A ROADSTER?

I would like to have this opinion piece placed in the Golden Wheels records someplace so that people in the future might understand "Why a roadster?". Recent health problems, that have resolved themselves, have made me more aware that in the future there won't be anyone left to explain "why". There are already only a few people remaining who even saw a roadster race let alone participated in one.

In 1947 I heard about roadsters, they were called "hot rods". Being only 14, my ride to the track included only the midgets on Fridays, as the roadsters initially ran on Tuesday nights and they were "school" nights. By 1948 I was still a spectator but had gotten to know quite a few of the "racers" and was learning all I could about racing in all its aspects. 1949 started for me as a "track sweeper" then as a "gofer" for several cars, and by mid-season a pit man for Chuck Ceder's 15 car. Being under 21, I got all the necessary legal papers for my 17th birthday and could be a genuine member of the Roadster Racing Association of Washington.

Unfortunately, Ceder's 15 car was destroyed during the final race of the season and never reappeared. 1950 families pitting for the Benedict-Wright 11 car. They were two station-keeper sailors from the submarine that used to be moored at the naval training center on South Lake Union. We made races from Canada to Oregon, towing all the way with a trustee "tow bar". Trailers were still a luxury. During the winter of 1950- 51 I helped Don Layson build a new car. Being a brash high school senior, I expressed my negative views on how the car was constructed. Not surprisingly, I was invited to leave the team as the season opened. Subsequently I was asked to be the referee for the RRAW, and was honored to accept. With the escalation of the Korean War, I was "invited to participate". Two years on active duty with the USN allowed me to see a few races in California in 1952, but being overseas in '53 permitted no such luxury. On my return in 1954, I helped Bob Burgess finish his new car. Bob had had polio earlier in the year and welcomed my assistance. Since he lived near my home, many hours were spent in his garage working on my race car apprenticeship. We made all the races that year including a long haul to Spokane. That fall our teammate, Dave Todd was killed at Aurora and subsequently, I purchased his wrecked car for parts to build my own. After a dubious start, the car was completed in time for the opening of the '55 season. I was now an owner-driver. It was not all that I wanted. It was all I could afford, and I made the most of it. An "A" main win with Jerry Dundin driving capped the season. That year is when I was RRAW secretary and learned all about membership records, monthly newsletters, mailings, etc. --- a significant non-mechanical education. At the end of the season we were down on car counts as well as spectators. By changing bodies back and forth, we raced with the Sprint cars and they raced with us. President Jimmy Collier proposed that we should "shut down" and build Sprint cars. That was the end of our RRAW and most of us did go on to build Sprint cars.

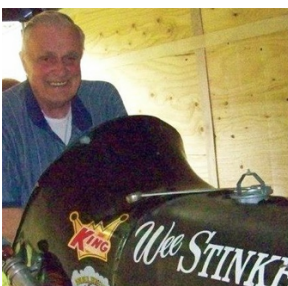
Back in 1947 "hot rods" were a large social issue. Street racing was a problem, so when people could see "hot rods" on the track, they came out in droves. Earl Heroux, the Aurora Speedway owner, was thrilled. Capacity crowds were not uncommon. He moved the midgets out of their preferred Friday night spot and gave it to the roadsters. By 1955 the entertainment business had changed immeasurably. More TV channels, increase mobility and numerous other forms of entertainment had changed the face of the business. The skating rinks, dance halls, even movie theaters were hurting or already gone. The "hardtops" had come along and their popularity was challenging that of the roadsters. It was time to go. We were around for nine seasons. We were a significant part of northwest racing at that time. We came, we raced and were, quite predictably, replaced in the motor sports evolution.

When I started I was 16. I was working with men half again or twice my age. I'm over 80 so, quite naturally there are only a few remaining to tell the story. I have endeavored to build an accurate period correct (apart from the finish) reproduction of a 1950 track roadster. Roadsters were part of racing in the northwest and I like to think that this is the best way we tell the story for all of the participants who are no longer here. The track roadster that I've built, when my partner Warren Kindle and I are done with it, will go to the Shoreline Historical Museum hopefully, for using a display regarding the Aurora Speedway. I would love to have built a sprint car instead, similar to mine of 1957. That story is still being written but the doors have closed on the track rosters and I deeply feel a responsibility to say a few "words" in their behalf.

Art Waller 2015

Passings: Gerald 'Jerry' Robertson (06/06/1934-4/12/2022) Sadly we have lost yet another member of Golden Wheels. Jerry had been our Membership Director for several years and his work is missed. Jerry was a member of Dick Simon's pit crew in 1952-53 at Aurora Speedway, Mod. HT car #30 Washington Hardtop Racing Assn. He was restoring the 'Wee Stinker' midget, a former Pike Green race car.

Our thoughts, prayers and sympathy go out to his wife Terry and family and friends. Rest In Peace, Jerry.



Perhaps there will be some updating and story telling about the Wee Stinker at that great race track above.

I am sure Jerry has joined a Great Group.

BIRTHDAYS!! –In April, Kay Schlegel had the month to herself to celebrate another year. May celebrants were Gorden Rivenburg, Loren Day and George Hespe. In June Margie Kane, Naomi Cruikshank, Frank Volz, Ramon Cruikshank, and Michael Allan are marking up another year. July will see Teresa Craver, Gail McClure, Lenora McMurtry, Jerry Day, Del McClure, John Gregg, Brian McMurtry, Dave Laster Curt Kern celebrating their special day. **Happy Birthday to All and Very Best Wishes for the coming year!**

Shows & Exhibitions: Well, 2022 has not been very helpful for anyone putting on outside events for the public to enjoy. I really hope for the rest of the season it is much better. As Hal mentioned in the Prez column and I will repeat, the annual Warren Kindle memorial, Shoreline Historical Museum static show and annual car inspection is the 18th of this month. Hope to see you all there. Skagit Speedway, will be having two pre dirt cup parties. Tuesday June 21st from 3:30 – 8:00PM at Railroad Pub & Pizza in Burlington, WA and June 22nd from 4:00 PM – 8:00PM. Celebrate Shoreline – Aug, 30 No word on La Conner Classic Boat & Car Show Aug. 6 or World of Outlaws – Sept. 3.

Don't Forget Breakfast: At our last “Saturday Morning Breakfast Meeting” it was decided to carry them on through the summer months as we have fewer club events scheduled for gatherings. We would love to include YOU. Hope to see you at Shay's on July 9th. Meeting starts at 9:00 am but you can come early and stay late if you so wish.

Hal has filled you in well on the participants in the Grays Harbor Raceway Timber Cup, and my thanks go out to Mike Adkins for also providing the photos to document and preserve the event.



With the show season upon us, I thought it would be nice to take a short trip back in time. The photos below are from the July/August Issue #4-2008. They are from outings at Port Angeles and Ephrata and were provided by Nita Volz. Sorry I have no other info on that "Fun In The Sun" outing.



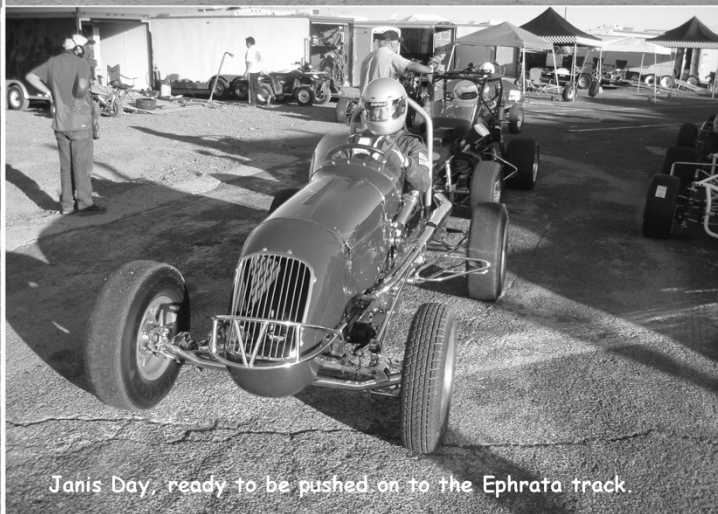
Frankie Volz pushes Dick Nelson in #11 at Port Angeles



Dick Nelson, Daryl Hedman & Jack Choate, under the direction of Janie Choate, give Hal Schlegel help to the on-ramp to see if the #14 will perform on the Port Angeles oval.



Frankie Volz with Bill Birney at Ephrata.



Janis Day, ready to be pushed on to the Ephrata track.



Dick Nelson on the Meridian track in the 8 Ball of Tom Hanna & Marv Price.

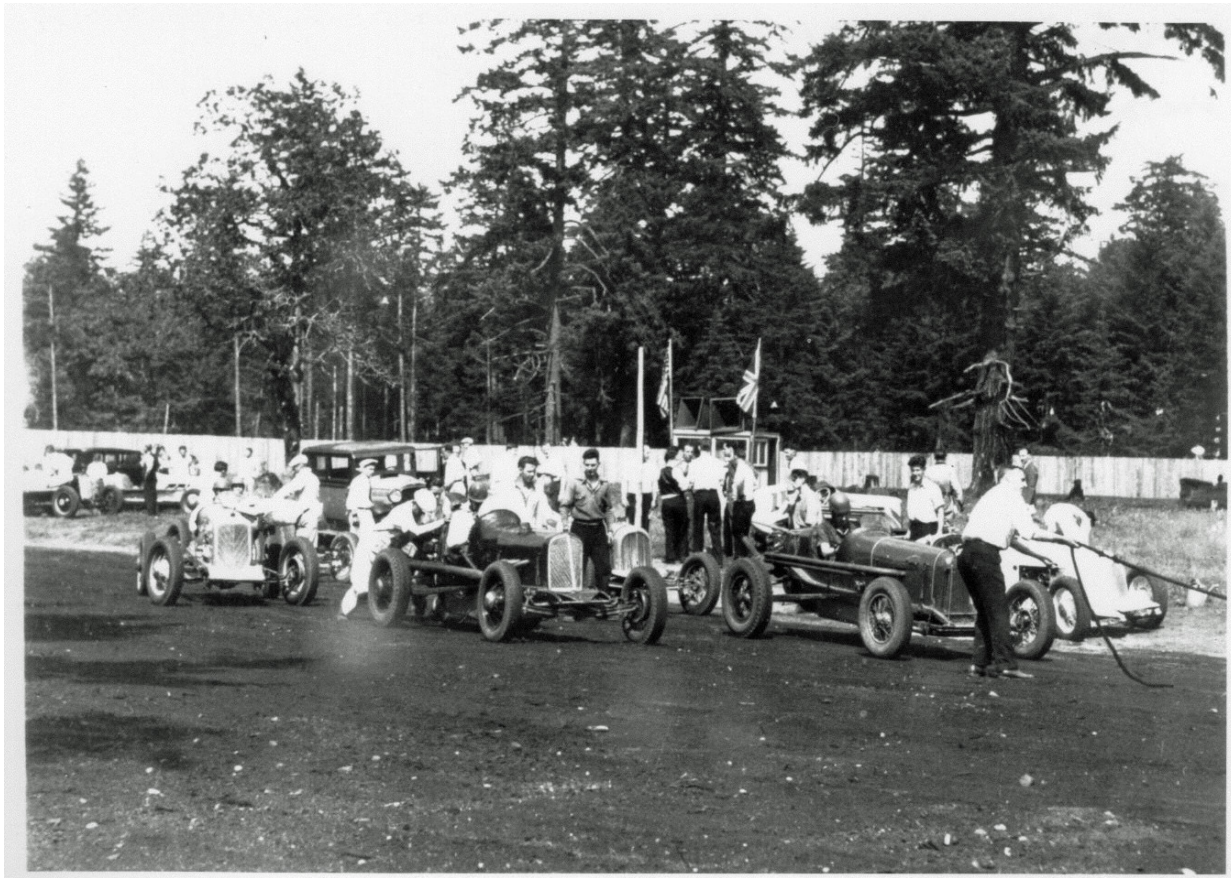


Dave Imrie on track at Meridian in the #16 sprint of Bud White.

It's called "FUN IN THE SUN IN THE SUMMER"!!!!

Keeps the "BIG 'N' OLD" kids off the street with their toys!

Here is a Nostalgia / Historic photo to close out the newsletter. It is from the Langford, Vic., BC Opener in 1936 Vic., captioned E Spalding in Glen Shaw car #19, Jimmy Wilburn, Johnny McDowell-Wright/McDowell.



We close out the newsletter hoping to see you at the Warren Kindle Inspection and Car Show at the Shoreline Historical Museum and this final photo.



Evidently Allen Heath missed the pit meeting announcement we all should heed....
.....*Keep Your Wheels Down!!!!!!!!!!!!!!!!!!!!!!*

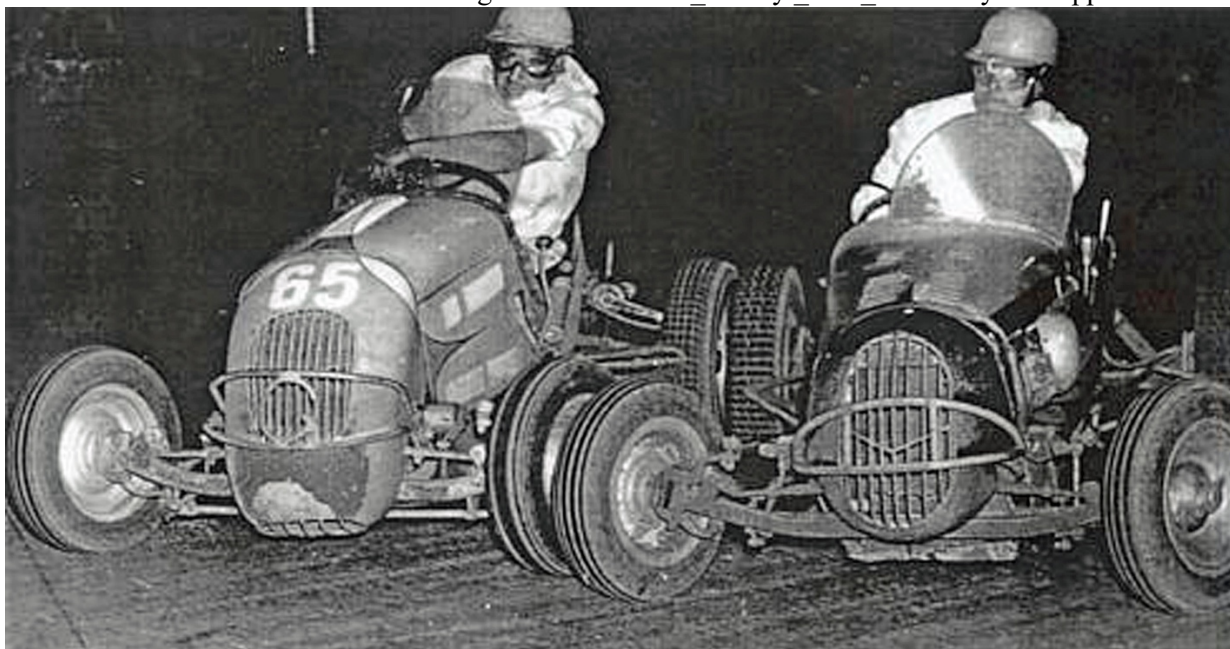
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ADS ARE FREE TO ALL MEMBERS – PLEASE NOTIFY EDITOR OF ANY CHANGES – ADS ARE SUBJECT TO REMOVAL AFTER THREE ISSUES IF SPACE IS NEEDED FOR NEWER ADS – THANK YOU

*** PRICE LOWERED!*** **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. **\$19,000** Contact: **Jim Edwards – 425-277-0481**

Now THIS is Close Racing Photo ID is Aub_Cherry_Jack_Odea.Any Info appreciated.



Golden Wheels - 2022 Membership / Renewal - Golden Wheels

Please Print

Name _____ Spouse/SO Name _____

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Phone (Home) _____ (Cell) _____ Birth Month(s) _____

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Member-\$30 Spouse/Significant Other-\$10 Amount Enclosed _____ (US \$)

Brief Profile (owner, driver,crew, fan, etc) or change from last year. _____

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*Incorporated
October 20, 1975
Memories of the Past
On the Track Today
Museum Pieces In Action*

Golden Wheels Fraternity

*Preserving The
Golden Age of Motorsports*

2022 Officers
Pres: Hal Schlegel
Vice-Pres: Brian McMurtry

Board Members
Frank Volz - Jerry Day
Dave Craver - Bob Scott
George Hesse - (President Appointment)

PO Box 33832, 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.

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

anonymous