

McMinnville Auto Club

Presents
ROUTE 99

Our Monthly Newsletter

Volume 7 Issue 4 April 2011



Thursday, March 17, 2011 MacMinnville

Auto Club and Ignitors Pot Luck Dinner



.CALENDAR OF EVENTS

If you want more information please contact Northwest Car Events: www.upfrontimages.com.

Check it out, it has all the car shows, swap meets, etc., in the Pacific Northwest.

April 1/3 Portland Swap meet. 503-678-2100. www.portlandswapmeet.com

April 9 The Dalles, OR KODL Classic Car Show. 541-296-2101. ladykodi@kodi.com: www.kodi.com

May 7 Portland 2011 PTW Spring Classic. www.portlandtrans.com

May 22 McMinnville, OR Spring Social. www.macautoclub.com

June 19 Salem, OR Willamette Valley A's Auto Swap meet. onlyfew@comcast.net

July 9th McMinnville, OR North Valley Cruzers Car Show.

July 23 Drag the Gut, McMinnville, OR 3rd. Street.

July 15, 16,17 Parts Obsolete Camp out

www.macautoclub.com

Next board meeting: First Thursday of Month
April 7, 2011 @ 6:00 pm
734 NE Baker St
McMinnville, Oregon 97128

Next club meeting Second Thursday every Month
April 14, 2011 @ 7:00 pm
First Presbyterian Church
390 NE 2nd. McMinnville, OR 97128

Enter at the West end at the ramp, first door on the left. Between First & Second @ Cows

Spring Social

Our Spring Social will be co-chaired by the Ignitors Car Club and McMinnville Auto Club. Plans are well underway for the show on Sunday, May 22, 2011. We are in the process of putting together various committees. We have permission to block off the street as we did last year and use the city parking lot west of the Church. More information will be available at the next club meeting.

Andy is heading up the Ignitors end of the Spring Social and Ray is helping with the Mac Auto club.

Met with Andy and the Ignitors last Tuesday evening and the parking crew, registration, clean up, flyer and dash plaques design are almost completed. We are making arrangements for two porta potties and tents for the food and registration.

At this time it looks like we will again serve pizza, as it went over so well last year, along with the ice cream we served.

All we need now is a little more time to put it all together, and hope mother nature will be on our side. If you want to help in any way contact Ray 503-474-3665 or Andy 971-237-0589.

The history of NASCAR racing is both action packed and colorful, and it is a great shame that it has never been seen on European tracts. It is a sport peculiar to America, though, using as it does large-engine saloon cars with, what would appear at first sight to be, fairly standard bodies, albeit with no side windows. There is a great deal more to it than that: Nascar constructors are probably the most successful rule-benders in the world, and in any case the sport has evolved to a situation where the cars are really as close to standard production cars as they are to steam rollers. Although it might share the same basic engine, the NASCAR stocker will be capable of reaching speeds of up to 190mph, and that engine will have been developed to produce close to 600 horsepower.

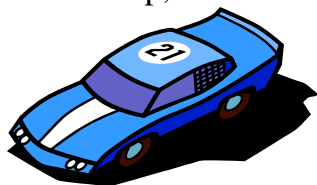
Naturally it was not always thus and, in the early days, they were a lot closer to living up to their names—stock cars.

The National Association for Stock Car Auto Racing, to give it its full title, officially came into being in February 1948. Its founder and leading light until a few years ago was one Bill France, who later handed over full control of the NASCAR operation to his son, William junior.

It was at one of NASCAR's early races, at Charlotte Raceway on 19 June 1949, that the name of Lee Petty first went onto a results sheet. He came second that day, and went on to win the NASCAR Grand National Championship three times. By 1975, only one man had beaten that record, and his name was Petty, too. As the influence of NASCAR spread, so those first stock-car drivers—many of whom were reported to have gained their skill while trying to outrun "Revenuers' pursuit of their illicit whiskey trade—had to travel further and further afield in the search for prize money. Lee Petty, along with other famous drivers like Fireball Roberts, Curtis Turner, Joe Weatherly and so on, would drive overnight from one meeting to the next, trailing their race cars behind their trucks and having only their wives for company. The sport was strongest by far in the Southern states, and this is where the majority of top drivers have come from over the years. The track then has come to be regarded as the home of NASCAR in Daytona Beach, Florida—first on the beach itself and, from 1959 on a new banked track conveniently located just a little further from the sea. It was Lee Petty who won the very first Daytona 500 race on this new track—it was also here that he had his biggest and most spectacular accident which led to his retirement.

Lee was not a particularly flamboyant driver, not when compared with the likes of Curtis Turner and Fireball Roberts, anyway. He usually won races with skillful and steady driving, although if other drivers ever mistook this for timidity, they usually discovered their mistake the hard way. His accidents, though, were spectacular. History records that during one race on the old beach circuit at Daytona, his windscreen became so caked with sand that he lost sight of the track completely and drove straight out to sea! Realizing his error, he rejoined the race to the astonishment of several other drivers on that part of the track, who were not mentally prepared for the sight of his big blue Dodge returning from the waves at full blast. There was rather a fine accident as a result, involving Ralph Moody, who recovered to come third!

Lee's car was always blue and carried the number 42 which was allocated to him for his entire career. Up until 1957, he always drove a Dodge, but in that year he made the switch to Oldsmobile, 1957 was also the year of what was possibly his most controversial victory. While tussling for the lead with Curtis Turner, it seems he somehow helped Turner's car into the wall. He did not win, as it happens, but the incident caused a certain amount of acrimony in the Ford camp, as Turner had been driving the only surviving Ford in the race!



1959 saw Lee take the Grand National title the third and final time. He had fourteen victories that year, four with his Oldsmobile and ten with a new Plymouth. 1960 though started badly, when he got beaten by his son, who took third place at Daytona to Lee's fourth! All in all, it was not a particularly successful year for Lee. 1961 though was worse. In a qualifying race for the Daytona 500, he tangled with another competitor on one of the high-speed banked turns, and they both went clean over the banking to crash forty feet into the ground below. Those NASCAR cars were pretty tough even in those days, and Lee got away with injuries restricted to his legs, while the other driver was virtually unhurt. Lee's career was virtually ended by this incident—he did race a few more times but professed that he did not care for it anymore.

So, it was left to Richard to keep the Petty name at the forefront. He had obviously had a good grounding, having attended meetings with his father for many years before getting to race himself. Unlike most fathers, Lee had actively encouraged his son to race, and kept that encouragement up even when his son started off his career with a series of impressive crashes. Richard's first recognition came in 1958, when he was dubbed NASCAR 'Rookie of the Year'.

1963 was his first year of real success, though. He did not win the Grand National Champion—Joe Weatherly just snatched it from him at the last race of the season. However, out of nineteen Plymouth victories that year, he won fourteen, and his revenge was to come the following year, when he became Champion for the first time and earned almost \$100,000.00 in prize money. 1965 / '66 were not so good, although he did win Daytona again the latter year. 1967, was probably his best year however.

He won the Championship together with over \$130,000.00 in prize money, and took ten straight victories in a row. He raced forty-eight times, finished forty-one, and won twenty-seven. In 1971 and '72, he won the Championship again, much to the delight of the STP Corporation who were his new sponsors after the Chrysler factory had withdrawn their support in 1970. Apparently, the Petty team was a little reluctant to change the color of their car from blue to STP red, but at least they were allowed to continue to use the famous 43 racing number allocated to Richard.

In 1975, the Petty team was based at Randleman in North Carolina, and it was here that the Petty workshops were also based. It was a family business with Lee still involved, and so were Richard's brother Maurice and cousin Dale. Richard himself placed a great deal of importance in the family aspect of the team, and said that it was that which made it all worthwhile for him. He preferred to direct accolades for success to the team in general rather than accept them for himself alone. He was surprisingly modest about his achievements, saying that none of it would have been possible if it were not for the extremely high standard of preparation the car got. It was also interesting to note that Richard just did not want to know about any other forms of motor racing apart from those big American stock cars. He was offered single-seater Grand Prix drives and Indianapolis cars to race but he always turned them down with little hesitation. Stock cars were what he knew and lived for, and it seemed he would be reluctant to try anything that might tempt him away from the cars and the life and the friendship that he saw as being an integral part of the NASCAR scene.

In 1975, Richard was 38 years old. He respected his father's stipulation not to race until he was 21. In those seventeen years, he won almost two million dollars all told—probably as much as any other racing driver in the world. He also won around 170 races—a fantastic record by anyone's standards.

Richard and Lee Petty are the only father and son team to have done so well in any form of motor sport, writing their names in the racing history books so many times that they are unlikely ever to be surpassed.



Club Officers:

President: Jack Morgan 503-472-7441
Vice President: Colin Armstrong 503-472-6489
Treasurer: Rich Custer 503-472-8090
Secretary/Editor: Ray Clevidence 503-680-3116
Membership Chair: Mike Irwin 503-474-5737
Program Chair: Rich Custer 503-472-8090
Sponsor Chair: Don New 502 550-6800
Publicity Chair: Kevin Gebhart 503-474-0668

McMinnville Auto Club

Route 99 Monthly Club News Letter

PO BOX 1682, McMinnville, Oregon 97128

Ray Clevidence (503) 474-3665

r.clevidence@frontier.com

www.macautoclub.com

leave information at:

info@macautoclub.com

CLASSIFIEDS:

Edge Master Mobile Sharpening Knives—Garden Tools - Shears. Harold Krieger 14038 SW McCabe Rd. McMinnville, Oregon 97128. Call him at 503-434-8044 He will come to you and sharpen your items at your home work or wherever.

Wheels Chrome “Boss” 308’s 20 inch 10 spoke Made in the USA spoke came off Ford Exploder. Hancock Ventus ST Radial Tubeless M&S 275/45R20 109V are attached. \$1,000.00. Wheels new were \$1,795.00. Call Ray (503) 474-3665

Beach/Mountain Buggy, VW 1600 cc, \$2,000.00 with paddle tires, seat covers, chrome exhaust, new front tires, five point harness, Jeep seats. Tow bar included. Lots of family fun. Call Ray 503-474-3665



Our club expresses our appreciation to our sponsors and supporters and asks you, our club members, to patronize our sponsors, the ones who make our events possible.

Without them we could not put on our clubs events or make our donation to the "Free Community Dinner" held each Saturday night for the hungry and lonely families in our community, & Rock of Ages Retirement Center.

We can also use items for raffles and handouts for our car show participants. Our car shows draw from 75 to 150 participating cars with twice that many spectators.

Major Event Sponsor: \$250.00 or more, list on our Web site and Monthly Newsletter. Your Banner will be on display at our two major car shows.

Triad Machinery
4530 NE 148th. Ave.
Portland, OR 97239

**Jim Doran Chevrolet-Oldsmobile-
 Subaru**
1315 E. 3rd. St. McMinnville, OR 97128
503-472-0383

**J & J Custom Auto body, Paint &
 Fabrication**
15001 SW Hwy 18 McMinnville, OR
97128
503-881-2507

Valley View Retirement Village 15600
SW Rock of Ages Rd. McMinnville, OR
97128

Corporate Level Sponsor at \$100.00
 or more. List on our Web site and Monthly Newsletter.

Les Schwab Tire Center
 170 NE Hwy 99 W. McMinnville OR
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John Andrew Physical Therapy
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 503-435-1900

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 503-472-6151

Todd's Complete Exhaust
 2987 SE Booth Bend Road. McMinnville, OR
 503-472-6262

Yamhill Towing & Mac Towing
 190 W. Main, Yamhill, OR
 503-434-9119
 1350 SE Davis St. McMinnville, OR
 503-434-1515

Fitzpatrick & McKenzie, PC
 Certified Public Accountants
 290 SW Hill Rd. McMinnville, OR 97128
 503-472-0576 E-mail: steve@fmcpa.com

J & W Carstar Quality Collision Service
 1100 NE Lafayette Ave. McMinnville, OR 97128
 503-474-0328

Comfort Inn & Suites McMinnville
 2520 SE Stratus Ave. McMinnville, OR 97128
 503-472-1700
www.choicehotels.com

Chuck Colvin Ford
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 800-768-6906

The Muffler Doctor
2600 NE McDonald Ln.
McMinnville, OR 97128
503-472-1146

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Edward Jones
715 NW Adams Street McMinnville, OR 97128
503-474-04444
www.edwardjones.com

West Coast Bank
2214 NE McDonald Lane. McMinnville, OR
97128 503-474-9695

Golden Valley Brew Pub
980 E. 4th. McMinnville, OR 97128
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Copy Cats
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503-472-0119

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503-472-6262

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503-472-0659

NW Logging Supply
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503-472-4115

Miller Chiropractic Health Clinic
2270 NE McDaniel Ln. Ste A. McMinnville, OR
97128 503-472-2523

Evergreen Museum
3850 Three Mile Lane McMinnville, OR 97128
www.egam.org

First Aide Only Exchange
11101 NE 37th Circle Vancouver, WA 98682
360-448-6223
Email: markmiller@firstaideonly.com

Pacific Liners
7450 Perrydale Rd. Amity, OR 97101
503-835-8211

Individual Sponsor at \$50.00 or more.

List on our Website.

Frontier Transmissions
8085 N. Hwy 99W McMinnville, OR
503-434-5437

Riverside Auto Repair
3325 Riverside Drive & Hwy 99W. McMinnville, OR
503-474-4024

Kevin S. Gebhart Financial Advisor
833 NE Hwy 99W-Suite C McMinnville, OR
503-472-0234

Curtis Ward
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Phil Maddux
1493 SW Brown St. Dallas, OR 97338

Oil Can Henry's
Roger & Sandy Dickinson
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503-435-2579

Sandwich Express
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503-472-3500

Mac Auto Parts
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503-881-2507

Tire Factory
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Individual Sponsor at \$50.00 or more.

Laughlin Oil/Roadrunner
1920 Lafayette Ave. McMinnville, OR 97128
503-472-7215

Ray's Auto Service
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503-474-3483

Studio 221
221 N. Cows McMinnville, OR 97128
503-472-1194

Water Right
925 NE Third St. McMinnville, OR 97128

Butch Jurhs Logging
16260 SW Sunrise Lane,
McMinnville, OR 97128
503-472-1518

Auto Zone
101 NW 15th Street McMinnville, OR 97128
503-434-1291

A-1 Logging Inc.
21365 NW Meadow lake Rd.
Yamhill, OR 97148
503-852-7733

Southpaw Speedway
503-560-3225

Suede & Chrome Media
503-560-3225

**INSTALLING A HUSBAND!**

D e a r T e c h S u p p o r t
Last year I upgraded from Boyfriend 5.0 to Husband 1.0 and noticed a distinct slow down in overall system performance, particularly in the flower and jewelry applications, which operated flawlessly under Boyfriend 5.0.

In addition, Husband 1.0 uninstalled many

other valuable programs, such as Romance 9.5 and Personal Attention 6.5, and then installed undesirable programs such as: NBA 5.0, NFL 3.0 and Golf Clubs 4.1.

Conversation 8.0 no longer runs, and Housecleaning 2.6 simply crashes the system. Please note that I have tried running Nagging 5.3 to fix these problems, but to no avail.

What can I do?

Signed Desperate.



DEAR DESPERATE,

First, keep in mind, Boyfriend 5.0 is an Entertainment Package, while Husband 1.0 is an operating system.

Please enter command: `ithoughtyouloveme.html`, try to download Tears 6.2, and do not forget to install the Guilt 3.0 update.

If those applications work as designed, Husband 1.0 should then automatically run the applications Jewelry 2.0 and Flowers 3.5.

However, remember, overuse of the above application can cause Husband 1.0 to default to Grumpy Silence 2.5, Happy Hour 7.0 or Beer 6.1. Please note that Beer 6.1 is a very bad program that will download the Farting and Snoring Loudly Beta.

Whatever you do, DO NOT under any circumstances install Mother-in-law 1.0 (it runs a virus in the background that will eventually seize control of all your system recourses).

In addition, please do not attempt to reinstall the Boyfriend 5.0 program. This is an unsupported application and will crash Husband 1.0.

In summary, Husband 1.0 is a great program, but it does have limited memory and cannot learn new applications quickly. You might consider buying additional software to improve memory and performance. We recommend Cooking 3.0 and Hot Lingerie 7.7.

Good Luck! Tech Support.



