Road Runners SCTA

Celebrating 70 Years of Racing - 1937 to 2007

Established 1937

Charter Member Club - Southern California Timing Association
Road Runners SCTA  
Est: 1937

Historic Overview

The Road Runners car club was established in January 1937. Along with six other clubs they became Charter Members of the new Southern California Timing Association (SCTA), organized on November 29, 1937, to conduct speed trial events on the dry lakes of Southern California. Of the original seven SCTA Charter Member Clubs, two remain active today, the Road Runners and the Sidewinders.

Two of the founding members of the Road Runners were Wally Parks and his close friend Ak Miller. Wally Parks was instrumental in helping organize the new SCTA which held its first official speed trials meet on May 15, 1938, at Muroc Dry Lake. Ak Miller later served as SCTA President. Wally Parks went on to form the NHRA in 1951.

In the early years, the Road Runners met in Huntington Park and Whittier. Many members from those early days would later become legends of hot rodding. Besides Wally Parks and Ak Miller, Road Runners included Ray Brown, Bill Burke, Fred Carrillo, Art Chrisman, Chuck Daigh, Vic Edelbrock Sr., Vic Edelbrock Jr., Jack Harvey, Jerry Kugel, Bobby Meeks, Bob Morton, Ray Morton, Bob and Dick Pierson, Joe Reath and Don Waite, all of whom would later be inducted as members of the American Hot Rod Foundation Pioneers.

Road Runners members were innovators. Following WWII, Belly Tank Lakesters began to appear at the dry lakes. In 1946, Road Runners member Bill Burke is recognized as having been the first to take an Army Air Corps, surplus P-51 wing tank, build a rolling chassis, stuff in an engine and run it at an impressive 131.96 mph.

In 2001, the Road Runners SCTA Club moved its headquarters to Riverside, California, and began holding meetings at the historic Ed Martin Garage.

Road Runners members have raced a variety of land speed racing vehicles from 1937 to present day. Club members hold a number of current speed records and the Club has a significant number of members in the Bonneville 200, El Mirage “Dirty 2” and Muroc 200 MPH Clubs. Twenty former Road Runners are members of the Dry Lakes Racers Hall of Fame.
Road Runners SCTA
Research notes and documentation

Club History

- Founded in January 1937 by seven members who met in a garage on Sundays. This group included Wally Parks, Ak Miller, Eldon Snapp, Jack Henry. Originally the Club was known as the Road Runners of Huntington Park - President Jack Henry, Sec. Wally Parks.

- Wally Parks designed the original Road Runners club plaque. The same plaque design as created by Wally is still proudly used by the Road Runners today.

- The club participated in dry lake racing activities, sanctioned by the Muroc Racing Association at Muroc Dry Lake (today known as Rogers Dry Lake at Edwards AFB)

- In late 1937 seven clubs banded together to form the new Southern California Timing Association (SCTA). Of the seven founding clubs, only two are still in existence today, the Road Runners and the Sidewinders. (Twelve clubs make up SCTA today.)
  - (Refer to additional information regarding formation of SCTA in the Notes and Research section.)

- The Road Runners met in Huntington Park initially then moved their meetings to Whitter. Over the years, meetings moved to various locations around Los Angeles and Orange counties. In the 90's, the meetings moved back to Whitter and then to Riverside in 2000.

- First SCTA meet held at Muroc, May 15, 1938

- SCTA Racing News Iss 1 - Dec 1, 1938 (still published today)
  - (Conceived by ? and) Published by Road Runners for SCTA
    - Harry Cameron - Editor, John Riley - Finance, Jack Shadford - Ads & Art, Eldon Snapp - Ads & Art
    - Within a few issues, Wally Parks became Editor
• Shortly after only two names appeared in the Masthead - Wally Parks - Editor, Eldon Snapp - Art Editor (both later were associated with Hot Rod Magazine)
• Snapp visited all the SCTA Clubs each month collecting pictures and news for Racing News. Sold at racing events. Snapp also made the rounds soliciting ads.

• At the beginning of WWII, several very significant things happened
  • By Govt decree, on June 1, 1942, all racing in the US was stopped (gas, oil, rubber etc rationing/shortages). Racing was the ONLY sport suspended.
  • The last official race conducted after WWII began was July 19, 1942 at Harper Dry Lake. All (official) racing suspended for duration of the War.
  • Many SCTA members, including many Road Runners, went off to war. Many sold or garaged their race cars. Some guys never returned home. Some who did return home went on to other pursuits.
  • Partial listing of Road Runners serving: Rob Pugh - Navy (enlisted before Pearl Harbor); Eldon Snapp - Navy; Jack Harvey - Army; Ak Miller - Army; John Riley - Marines (?); Wally Parks - Army; Bill Burke - Coast Guard; Bobby Meeks - Navy; Dean Batchelor - Army Air Corps; Wes Collins - Army
  • SCTA Racing New stopped publication.
  • Eldon Snapp, Wally Parks and others exchanged lots of mail and many SCTA guys tried to stay in touch. Wally Parks worked (via mail) with Veda Orr on publishing newsletter for SCTA members.
  • Veda Orr "took over SCTA newsletter responsibilities from Wally Parks and Eldon Snapp (Road Runners). She mailed the SCTA newsletters (to SCTA members in the military) for free while they were overseas." (source: "Birth of Hot Rodding")
  • The renamed SCTA Racing News became the CT News (California Timing Association News) for the duration of WWII. Evidently, sometime after the War when SCTA was active again, the SCTA Racing News was "re-born". It still is published today.

• Following the War, on Sept 7, 1945, the SCTA reorganized
  • Wally Parks was elected President (Road Runners member)
  • Randy Shinn was elected Secretary (Road Runners member)
  • Mel Leighton elected Treasurer (Road Runners member)

• First post-War meet by SCTA was at El Mirage on April 4, 1946 (later reference by author lists April 28th as the first meet)
  • April 28, 1946, racing resumed (earlier reference by author says April 4th)
  • (Note: These two references are from "The Birth of Hot Rodding" by Robert Genat. Do not know why the dates conflict. Perhaps the April 4th event was cancelled due to rain or wind.)

• Dec 1946 issue of CT News - ad for the first edition of Veda Orr's "Lakes Pictorial". Plan was to publish an issue each year. NOTE: Copy of this first issue in our Road Runners archives. According to the book "Edlebrock - Made in the USA" by Tom Madigan, the "Lakes Pictorial is considered a treasure today.

• Ak Miller was elected SCTA President in 1947 with Wally Parks as Secretary (Road Runners members)

• January 1, 1948, first issue of Hot Rod Magazine - Wally Parks, Editor (still Road Runners member). NOTE: First edition copy in our Road Runners archives.

• Sept 19, 1948 - SCTA joined the National Safety Council. 300 members with 100 hot rods from 36 clubs, led by SCTA President Ak Miller (Road Runner) all took the National Safety Council oath.
• This was in response to the ongoing problem of illegal street racing and the need to "clean up" the image of the overall activity
• Serious sanctions were levied by SCTA on members and clubs caught street racing

• According to "Flat Out" book, "Around 1950, activity at the dry lakes began to diminish."
  • Speeds getting too fast for average street rodder
  • More & closer venues for legal drag racing becoming available
  • Many guys were into building street rods rather than race cars
  • Some "Lakes Racers" were transitioning to "Drag Racers"

• In 1951, Wally Parks wrote an editorial in Hot Rod Magazine reviewing the history of Dry Lakes racing and stated that due to course conditions (over use) that dry lakes racing may have to be abandoned or other racing locations sought out.
  • Wally Parks organized the NHRA in 1951

The Historic Members (partial Listing)

• Road Runners members include many familiar names of individuals who would have a significant impact on Hot Rodding and racing. A few of many are:
  • Wally Parks - Founder of NHRA, first Editor of Hot Rod Magazine
  • Ak Miller - hot rod innovator, international race driver
  • Bill Burke - inventor of the Belly Tank Lakester in 1946
    • Burke (Father of the Belly Tank) went to the lakes for the first time in 1934. He raced roadsters and modifieds. Invented the Belly Tank Lakester in 1946, following service in the Coast Guard in WWII.
      • He saw barge full of belly tanks while on duty in the Pacific and got the idea to build a streamliner.
    • Bill Burke (designed) built the (famous) original So-Cal Belly Tank Lakester body and chassis using a Model T frame and a P38 drop tank.
  • Doug Caruthers - Midget, Sprint Car, Indy Dirt Car Team Owner - USAC Hall of Fame
  • Art Chrisman - renowned drag racer
  • Tom Medley - developed the "Stoker McGurk" cartoons for Hot Rod Magazine. Editor Rod & Custom magazine.
  • Vic Edelbrock - Edelbrock speed equipment
  • Dean Batchelor - race car designer/builder, author of hot rod and racing books
  • Ray Brown and Bobby Meeks - noted hot rod engine builders.
  • Jack Henry introduced one of the two first "real" streamliners with enclosed wheels in 1939
  • Eddie Meyer Jr. introduced the first mid-engine lakes roadster in 1940
  • Don Waite was the innovator of the rear engine lakes roadster in 1947
  • Ernie McAfee was a successful Ferrari dealer and racer. Killed at Pebble Beach in 1956.

• After the War - Alex Xydias of the Sidewinders "raided" several clubs, including the Road Runners and took, among others, Dean Batchelor, Bob Brown and others because "he wanted the Sidewinders to be points champions."

The Historic Cars (partial Listing)

• 2 former Road Runners cars are in the Peterson Auto Museum - The Pierson Brothers famous # 2D, 1934 Ford Coupe and Ray Brown's famous # 99C, 1932 Ford Roadster
  • Pierson Bros. Coupe now owned by Bruce Meyer
  • Brown Roadster now part of the Peterson personal collection
• Jack Harvey's "streamliner, later owned by brother George, then Doug Caruthers and later
Art Chrisman (all Road Runners) and raced as the famous #25 dragster fastest of it's time.
• Chrisman Brothers #25 Dragster (lineage)
  • Built by Monty Motimuro in 1933 (before clubs). Based on research by Jim Miller
the builder of this car was not Monty Motimuro. This info will be updated as
soon as the new information is received from Jim.
• Purchased and raced by Road Runners Jack Harvey & Laddie Murdock
• Sold to Road Runners member and Jack's brother, George Harvey in 1939.
• Jack Lehann of Albata Club purchased and raced car
• Purchased by Road Runners member Doug Caruthers during WWII and turned into
street rod. Raced again at lakes following WWII.
  • Caruthers #6 C&C Special "B" Streamliner * shown in "The Birth of Hot Rodding"
book by Genat, is the streamliner that became the Chrisman Brothers #25
Dragster. Caruthers owned that car during the war and drove it as a street rod.
• Ads in Nov & Dec 1946, "CT" (California Timing News) to sell the car. On cover of
Dec issue (Gus Mannum drawing)
• Purchased by partners LeRoy Neumayer and Art Chrisman in 1950/51.
• Art Chrisman became sole owner (early 50's) and modified then raced the car as the
#25 Chrisman Dragster.
• The Chrisman #25 Dragster is now on display at the NHRA Museum in Pomona, CA.

( * Road Runners Associate member Roy Caruthers, youngest son of Doug Caruthers, is building
a replica of his Dad's #6 C&C Special, as it was when Doug raced it at El Mirage in the 40's.
When completed, Roy plans to bring it to El Mirage.)

• (Road Runners) Burke/Francisco Belly Tank Class C Streamliner -
  • Aug 28-29, 1948 meet at El Mirage: Wally Parks, driving the Burke/Francisco Belly Tank
Class C Streamliner ran a one-way speed of 153.32mph - Fastest speed ever recorded
at lakes to that time.
  • June 11-12, 1949 meet at El Mirage: Bill Phy, driving the Burke/Francisco Belly Tank
Class C Streamliner ran a one-way speed of 164.83 - Fastest speed ever recorded at
lakes to that time.
  • July 16-17, 1949 meet at Muroc (Russetta Timing Assn. ??) The Burke/Francisco Belly
Tank set a two-way speed record of 151.085 and won the title of "World's Fastest Hot
Rod". (Driver not listed.)

  • Bill Burke also designed and built the famous "Pumpkin Seed" streamliner. Later the car
was sold to and raced by Mickey Thompson. The car, under new ownership (Jim Travis)
is still raced at Bonneville.*

• One unidentified Road Runners member had a Belly Tank "Roadster" that was street legal
and driven on the streets as a daily driver. Nice picture in Ganat's book (The Birth of Hot
Rodding) but no name. Road Runners logo painted on side of car looks like the road runner
on the club plaque. Picture looks like it is probably taken in the early 50's.

• Dr. Nathan Ostrich's J47 Jet Car. The Flying Caduceus became the only Road Runners' car
to be in the 300 MPH Chapter of the Bonneville 200 Club in 1961. Helping Dr. Ostrich build
the car was Road Runner member Doug Ray of the Ray and Dixson (Road Runners) race
team. The Flying Caduceus was the first thrust type vehicle to run at Bonneville. The car
is now owned by and on display at the Harrah's Reno Auto Museum.*

* The Pumpkin Seed and the Flying Caduceus were two of the vintage race cars used in the
2006 movie "The World's Fastest Indian" about the life of New Zealander Burt Munro, starring
Sir Anthony Hopkins.
Records and Honors - Old and New

- There are 18 former Road Runners on the American Hot Rod Foundation's "Pioneer" roster. AHRF is creating a film archive of the Pioneers of Hot Rodding.

- Road Runners have 23 members inducted into the Dry Lakes Racers Hall of Fame (Buellton).

- Road Runners have raced all kinds of vehicles at the Dry Lakes and Bonneville from 1937 to present day: Streamliners, Lakesters, Roadsters - modified and street, Coupes, Production Cars and Motorcycles.
  - 19 Road Runners are members of the Bonneville 200 MPH Club which includes one who is a member of the 300 MPH Chapter (Dr. Nathan Ostich, 360.000mph in Streamliner - 1961)
    - Current active club members are Reese Adams, Leonard Carr, Gary Foster and Jim Kitchen.
  - 6 Road Runners are members of the El Mirage 200 MPH Club, also known as the "Dirty 2" Club because the dry lake is dirt and clay, not salt like Bonneville.
    - Current active club members are Reese Adams and Leonard Carr.
  - 3 Road Runners are members of the Muroc 200 MPH Club
    - The Muroc 200 Club has 3 former Road Runners as members, including Jason Dahl in Reese's #85, an A/GC for the record.
    - (Note: Muroc is where dry lakes racing started. During WWII, the Army closed Muroc when Army Air Corps (later, Edwards AFB) took over. The lake was renamed, Rogers Dry Lake. From time to time the Air Force allowed SCTA back for meets, the last in 2000. Since 9/11, Muroc (Rogers) has been off-limits.
  - Road Runners have 9 Individual Points Championships between 1938 & 1967 and two overall Club Championships (1948 & 1949)
  - Road Runners currently hold 22 records at Bonneville, El Mirage and Muroc, the oldest set at El Mirage in June 1984 and the most recent set at Bonneville in October 2007. (Please see Road Runners website for most current records info.)

STANDING RECORDS (a/o October 2007 - verified):

# 85 - Clayton, Clayton & Adams - Owner / Driver, Reese Adams
  - A/GC, 207.451 - El Mirage, Nov 1996 - Reese Adams

# 85 - Clayton, Adams & Dahl - Owner, Reese Adams / Driver, Jason Dahl
  - A/GC, 206.367 - Muroc, 1997 - Jason Dahl

# 675 / 6751 - Harris & Wester - Owner, Bill Harris / Drivers, Bill Harris, Dale Wester & Richard Ross
  - XXO/GC, 164.295 - El Mirage, Nov 2006 - Bill Harris
    (Note: This new XXO/GC record beats Bill's own record of 147.217 set at the Nov 2005 El Mirage meet and the 154.237 record set at the July 2006 El Mirage meet.)
  - XXO/FALT, 170.206 - El Mirage, July 2007 - Dale Wester
  - XXO/GALT, 184.149 - Bonneville, Aug 2007 - Bill Harris
    (Note: This new XXO/GALT record beats this car's record of 148.856 set at Bonneville Speed Week 2005.)
  - XXO/GC, 180.166 - Bonneville, Aug 2007 - Dale Wester
• XXO/GALT, 173.723 - El Mirage, Sept 2007 - Richard Ross
  (Note: This new XXO/GALT record beats Richard's own record of 172.784 set at the May 2007 El Mirage meet.)
• XXO/FALT, 196.488 - Bonneville, Oct 2007 - Richard Ross
• Fastest recorded single pass at Bonneville for XXO/GALT class vehicle, 190.622 - Richard Ross @ Speed Week, Aug 2007
• Fastest recorded single pass at Bonneville for XXO/FALT class vehicle, 199.856 - Richard Ross @ World Finals, Oct 2007

# 1938 - Riley, Cornelison & Blount - Owners, Pat & Delia Riley / Drivers, Pat Riley & Jerry Cornelison
• XO/VGC, 143.778 - Bonneville, Aug 2007 - Pat Riley
• XO/VGC, 141.208 - El Mirage, Sept 2007 - Pat Riley
  (Note: This new XO/VGC record beats Pat's own record of 139.375 set at the June 2007 El Mirage meet.)
• Fastest recorded single pass at Bonneville for XO/VGC class vehicle, 147.392 - Jerry Cornelison @ Speed Week, Aug 2007

# 3076 - San Berdoo Roadsters - Owner / Driver, Jim Kitchen
• C/STR, 189.541 - El Mirage, June 2005 - Jim Kitchen
  (Note: This new C/STR record beat the long standing record of 184.800 set by former Road Runners member Glenn Miller in the Dad Miller Special during the Nov 1981 El Mirage meet.)

#592B - Anderson's Norton - Owner / Rider, Bill Anderson
• 500cc/APS-PG, 111.059 - Bonneville, Aug 2007 - Bill Anderson
• 500cc/APS-PG, 129.817 - El Mirage, Sept 2007 - Bill Anderson

Retired (Road Runners) Vehicles: (records still stand)
• XF/PRO, 130.813 - Alvaney & Fitzgerel Thrifty Fifty - El Mirage, June 1984 - Bud Fitzgerel
• E/FCC, 203.850 - Benham & Lufkin - El Mirage, July 1991 - Norm Benham
• E/FCC, 225.765 - Benham & Lufkin - Bonneville, Aug 1991 - Ak Miller (former Road Runners member)
• C/CFALT, 243.406 - S. Batchelor - Bonneville, Aug 1992 - Steve Batchelor
• C/CFALT, 213.929 - S. Batchelor - El Mirage, Nov 1992 - Steve Batchelor
• C/BGMS, 240.752 - Benham & Carr - El Mirage, July 1999 - Leonard Carr
• D/BGMS, 216.466 - Benham, & Carr - El Mirage, Nov 1999 - Leonard Carr

Current Activities
• Road Runners members participate in 6 meets a year at El Mirage Dry Lake, beginning in May and ending in November. The May and November meets are two day events and the others are single day events. Each August several members participate in Speed Week at Bonneville Salt Flats and we often have a member or two participate in the shorter World Finals event at Bonneville in October.
Presently, there are 26 active members and 6 Associate Members in the Road Runners SCTA Club racing 7 cars and 5 motorcycles. There are another 4 cars under construction by current members. Members are mostly men ranging in age from their 30's to 70's. However, we now have a couple of younger members and possibly several more lady racers joining us this year. (following note posted 2005) - We have one young lady member who is the daughter of our club President Mike Ferguson.

Amanda Ferguson grew up around the sport of Land Speed Racing. Both her dad Mike and mom, Dusty have raced at El Mirage and Bonneville. When Amanda got her drivers license, she announced to Mike and Dusty that she wanted to race too. Dad's new gas roadster was still having some handling issues. Mike and Dusty didn't want Amanda to begin her racing career in a car that might provide a few unwanted surprises when driving down the course at over 150 mph. Long time family friend, Reese Adams, Bonneville and El Mirage 200 MPH Clubs member and record holder, brought his C/GC Camaro out of retirement for Amanda to drive. Amanda, 17 at the time, got her "Rookie Run" out of the way at the May 2004 El Mirage opening event. She went on to set fast time of 181MPH for our Club for the year. At the end of the 2005 season, Amanda was in the top 25 cars for all of SCTA at #10. A new, larger engine is being prepared for the Ferguson & Adams Camaro for the 2006 season. The goal is to break the existing B/GC record of 206.458MPH and for Amanda to gain membership in the El Mirage 200 MPH Club. (Not bad for a 19 year old college freshman!)

Note: C/GC is 306-372cu. In./Gas Coupe and B/GC is 373-439cu.in./Gas Coupe (this story originally posted in 2005)

The Road Runners meet at the Ed Martin Garage in Riverside on the second Tuesday of each month at 8pm : 6672 Indiana Ave., Riverside, California, (951)686-6878

For information call President Mike Ferguson at (951)683-8276

The Road Runners website can be accessed by going to the SCTA-BNI (Southern California Timing Association - Bonneville Nationals Inc.) website and clicking on the Road Runners link in the "Clubs" section, then on our website link: [http://www.scta-bni.org/](http://www.scta-bni.org/)

Or, access our site directly at this address: [http://www.ussarcherfish.com/roadrunners/](http://www.ussarcherfish.com/roadrunners/)

Notes & Research:

The Early Days - Pre SCTA

- Jack Chrisman (Art Chrisman's uncle) was racing at Muroc in 1932.
- Also racing Muroc in the early 30's (31/32), Ernie McAfee, Larry & Zeke Miller, Snuffy Welchel and (mid 30's), Eldon Snapp, Ak Miller and Wally Parks.
- The Outriders Club was formed in 1932 and may be the oldest club.
- "Edelbrock's guys hang out" was Twin Barrels Drive-In in Beverly Hills on Detroit Ave. (date not specified - ca. 1930's)

The Early Days of Road Runners and SCTA

- Note: Vic Edelbrock (Sr) listed as a member of the 90MPH Club for May 28, 1939 meet. Either this is an error on the program or he did not join Road Runners until between June and Dec 1939.
• Ernie McAfee listed in as a member of the 90MPH Club in 1939 in So-Cal Speed book. This is probably in error since several SCTA documents show McAfee as a Road Runners member in 1939.

• Bert Letner's "Elco Twin Roadster" doubled as a oval track racer and won the CRA Points Championship. Art Lamey drove it at the lakes (not sure if he was the driver on the oval tracks also). Letner made his own dual plug heads. - Road Runners members & car.

• So-Cal Speed Shop book by Christensen says the Bill Burke was in the Navy in WWII and "served as PT Boat pilot". (Conflicts with info in another book showing Burke in Coast Guard, however both books place him in the Pacific when he got the idea for the Belly Tank Lakester.)

• Charlie Faris and brother Bill Faris, Lute Eldridge and Dean Batchelor all joined Road Runners about same time frame. Invited in by member Randy Shinn after street racing Ray Charbonneau (around 45/46).

• In September 1948 the 303 cu in OHV Olds "Rocket 88" V8 hit the market. Ak Miller made a deal to get a damaged engine to rebuild and replace the flathead in his '32 roadster. His (flathead) sponsor, Nellie Taylor was not happy. Ak said, "Nellie Taylor threw me out of his shop. He said, 'I don't want you to ever come by here again.' My brother said the same thing. He didn't want to have anything else to do with me either."

Founding of SCTA - Conflicting Information

• The idea to form SCTA was promoted by Hollywood Throttlers Club members Art Tilton, Vern Hurst & Jimmy Morgan. According to Art, SCTA was the brainchild of Jimmy. ("Flat Out")

• ** (according to Drake's book, "Flat Out") The 7 organizing clubs of SCTA were: Hollywood Throttlers, 90MPH Club, Road Runners, Bungholers, Night Owls, Mercuries & Centuries. They met on Nov 29, 1937 at the Throttlers clubhouse to organize SCTA.
  • At the next meeting the Derilicts joined SCTA
  • Later (subsequent meetings ??) the following clubs joined: Albatas, Desert Goats, Hot Irons, Knight Flyers, Velociteers, Ppacemakers, Mobilers, Kings Men, Gophers, Outriders, Rattlers, Sidewinders, Knight Riders, Ramblers, Idlers, Ridge Runners and Revs.

• ** (according to Dean Batchelor's book, "Dry Lakes and Drag Races") The 7 organizing clubs were Throttlers, 90MPH Club, Road Runners, Idlers, Ramblers, Knight Riders & Sidewinders.

• ** (according to Genat's book, "The Birth of Hot Rodding") On Nov. 29, 1937, representatives from 5 clubs met at the Throttler's club house to organize the SCTA (three sources all differ in # of clubs and which clubs founded SCTA)
  • On Feb 7, 1938, SCTA held it's first meeting, elected officers, drew up by-laws & wrote contest rules (we have some of this material in our Road Runners archives)
  • On May 15, 1938, the newly formed SCTA hosted it's first meet at Muroc
  • According to Genat's book, the Knight Riders (Fullerton) were Charter Members of SCTA. (see notes above about conflicting information regarding Charter Member clubs) The Knight Riders changed their name to the California Roadster Club in early 1940.
  • According to Genat's book, the Sidewinders (Glendale) was formed in 1937 and were a Charter Member of SCTA.
• ** (according to "So-Cal Speed Shop" by Mark Christensen) SCTA was formed by Sidewinder "with the help of other clubs including Road Runners, 90MPH Club and the Throttlers".

• ** (according to "When the Hot Rods Ran - May 15, 1938" by William Carrol) The last year of multi-club races at Muroc was 1937. On May 16, 1937, the Knight Riders (Fullerton), Tornados (Santa Ana) and 90 MPH Club (LA), hosted to opening event for the year. Guest clubs invited were the RPM Club (San Francisco), Oakland Auto Club and Road Runners (Huntington Park). The meet had over 100 entries. Participating clubs and sponsors provided trophies and prizes. The Road Runners provided the 1st Place Class D, 6 & 8 cyl, stock body trophy. Jack Henry was Road Runners President and Wally Parks was Secretary.
  
  • The Muroc Championships were held on November 7, 1937 (Muroc Timing Association - Purdy Brothers). Sponsoring clubs were the Sidewinders, 90 MPH Club, Throttlers, Night Flyers, Desert Goats and Road Runners.
  
  • Following that meet, according to Carrol's book, the Sidewinders and Throttles proposed merging all clubs.
  
  • The SCTA was founded on 11/29/37 by the Knight Riders, Sidewinders, Throttlers, Idlers, Ramblers, Road Runners and 90MPH Club.
  
  • First meet was held on 5/15/38 - The Road Runners with Wally Parks coordinating was responsible for Patrols. (Detailed entry list is provided in Carrol's book.)
  
  • By mid 1938 SCTA had 23 member clubs with 451 members. The Road Runners was the 3rd largest club with 31 members.

• There are some inconsistencies about which clubs founded the SCTA. Three club names are consistent in all accounts: Throttlers, 90MPH Club and Road Runners.

Road Runners - General Notes

• Glenn Miller is nephew of Ak Miller, son of Larry "Dad" Miller - Ak, Larry Sr. and Zeke Miller were brothers. Glenn & Larry Jr. are sons of Larry Sr.

• Culps - Ed and Jim are brothers. Mitch and Clete are Jim's sons

• Nov 1995 SCTA-El Mirage program lists Wally Parks as Road Runners entry in #1960 B/GALT - SCTA listed Wally as Road Runners entry but he was not a current member.

• 1984 SCTA News shows this entry at El Mirage - Howard's Family Sedan, B/PRO #262 - this is probably an error in the program. (wrong #, class & team - #262 is Dad Miller's Roadster)


• SCTA Club Champions: 1948 & 1949

Sources:

Road Runners archives - typed and hand written original documents & notes

Reese Adams & Jack Masson personal records & research & remembrances of other Road Runners, past and present.

Chuck Embrey - Former Road Runners member, 1959-1967
Dean Batchelor - "Dry Lakes & Drag Strips"
William Carrol - "When the Hot Rods Ran - May 15, 1938"
Mark Christensen - "So-Cal Speed Shop"
Albert Drake's - "Flat Out"
Robert Genat's - "The Birth of Hot Rodding"
Tom Madigan - "Edelbrock - Made in the USA"

Sept-Dec 1946 and Jan-Feb 1947 issues of CT News (California Timing News) - Editors Karl & Veda Orr (CT replaced SCTA Racing News during WWII)

AHRF (American Hot Rod Foundation) website

Internet search of historical records.

Prepared by: Jerry Cornelison - Road Runners SCTA
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