



Central Auto Racing Boosters Hall of Fame and Museum, Inc.

Newsletter



April 2020



Hello everyone,
For those of you who may not know who I am, or just know me as "Bobby Layne's wife, my name is Carla Layne and I am honored to have been voted in as your new president of, The Central Auto Racing Boosters Hall of Fame & Museum Inc.

I would like to thank the outgoing 2019 Officers and Board Members for all of their time, dedication and support in helping to create interest, to grow & preserve racing history.

Karen Darling who has been your president for the past 6 years has had to step down based on our by-laws and she along with the Officers & Board Members and many of those working behind the scenes have turned this into an organization that it is today and that we can all be proud of, from the Selection Committee procedure, The Hall of Fame Banquet, the Legends Picnic, our Ambassadorship Program and of course our museum located within the Kansas City Automotive Museum in Olathe Ks. Just to mention a few.

At this time, I would like to welcome the new 2020 Officers Vice President Dave Tyson, Secretary Terri Darling Martin, Treasurer Teresa Ossman and Board Members, JD Cormack, Marla Christy, Ray Cunningham, Rick Darling, Sherry Emily, Brian Jackson, Brenda Johnson, John Layne, Darin Woodward, Honorary Bud Hunnicutt, Selection Committee Chairperson Karen Darling, Historian Debbie Bergman and along with their knowledge, help and you, we will continue to grow this organization even more.

Congratulations to this year's Pioneers and Hall of Fame inductees.

It was a Great Banquet with 2 wonderful past inductees as presenters, Roy Hibbard and Dale McCarty. Kirk Elliot from Racing Boys as our Emcee who always does such a fabulous job with our new inductees, along with Todd Surprise doing the live streaming was just icing on the cake. The Elks Lodge served a delicious meal that everyone enjoyed and we couldn't have asked for better weather, even if Fred Broski wasn't there. I missed seeing him as did many others, but it is good to hear that Jane his wife is now back home and doing well so I hope to see you both at next year's banquet. It was a wonderful event. Good job to all.

In closing I would like to say,

Please feel free to contact myself or any of the officers or board members with any suggestions you may have in "Preserving Racing History"

Take care and hope to see many of you soon,

Carla Layne President
Central Auto Racing Boosters Hall of Fame & Museum Inc.

Visit us on our new website
carbhalloffame.com

Find us on Facebook

**Important Date to
Remember**

Friday, July 31, 2020

*Join us at
Lakeside Speedway in the
Picnic Area for
Central Auto Racing Boosters
Hall of Fame's
Annual Legends Picnic
Catered by Christy's
Lakeside Speedway Brings
back The Weld Memorial
Featuring
The Midwest Wingless
Sprints - Kansas Antique
Racers - Mod Lites and
Malvern Late Models
More Info to Come*

**In This Issue Family
Matters Central Auto
Racing Boosters Hall of
Fame and Museum
Ambassadorships HOF
Inductees Spotlight
From the President
Officers and Board
Members
Hats, T-Shirts, Fans,
Koozies**



Thoughts and Prayers for

Jon Backlund

Sandy Boyles wife of Ray Boyles

Jane Broski wife of Fred Broski

Virgil & Betty Chapman

Howard & Lola House Dick Howard

Keet Hunnicutt Brian Jackson

Bob & Harriett Reid Terry Wantland

Family Matters

Remember those listed in Family Matters in your thoughts and prayers. Contact Carla Layne with any family matters 816-476-7233 or by email bobby01@kc.rr.com.

Hall of Fame and Museum

**CENTRAL AUTO RACING BOOSTERS
HALL OF FAME AND MUSEUM, INC.**
www.carbhalloame.com



Find us on:
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The Museum is located at:

Kansas City Automotive
Museum 15095 West 116th
Street Olathe, Kansas 66062.
Phone: 913-322-4227.
Hours are Monday - Closed,
Tuesday - Saturday - 10am to
5pm, Sunday - 12pm to 5pm.
Prices are: Adult - \$9.00
Military - \$8.00
Senior (over 65) - \$8.00
Students - \$7.00
Children 5 and under FREE.
kansascityautomuseum.com



Jewell W. Kidwell
2020 Pioneer Inductee



Jewell Kidwell, also known to friends as J.W., was born in Boonville, Missouri in 1929 and grew up in Central Missouri in an era when auto racing was quite popular. What got Jewell started in racing was when he was a kid about 10 years old there was a guy named Johnny Rector at 7th and Ohio in Sedalia, MO had a motorcycle shop

and he raced motorcycles. So, his habit was that once a week he would ride his bike down there and go into the shop. Reason he went in there is because he had a stuffed piper cub in there and he was always in there looking at it. One day Johnny said "Hey you want a job?" and Jewell said yes! They were racing motorcycles somewhere 3-4 miles north of town. They took an old cattle traught and filled it up with Neigh Pop and candy bars and they both sold that stuff until John had to go race. Jewell continued to sell the pop and candy bars while he raced. Jewell remembers doing that 4-5 times and John won every one of them motorcycle races.

Sometime later they would move to the east end of town. About 11 o'clock, and everyone was asleep, and soon his mom would yell "get in here." Never got caught by the racers. They didn't have motels, so everyone around during fair week would rent rooms out to get a little extra money. He would go to the show at Liberty Theater and would come home around 9-9:30 and he would see all these race cars sitting around the neighborhood. So, he started climbing in them. He went all around and climbed in all he could. About 11 o'clock, and everyone was asleep, and soon his mom would yell "get in here." Never got caught by the racers.

In 1932, he was walking down the alley behind his house going to the dime store. When he got to the end of the alley, he saw this big, big bus all painted up, he said, "Man what's this?" He read on the side of the bus "Captain Bob Ward and his Hollywood Aces. A Big Thrill Show. Captain Bob yelled at him and said, "Hey boy you want a job?" Of course, he said Yes! The job was all day long for 2-3 days before the fair he would go around putting signs up in store windows about the show. At the end of the week Captain Bob told him, Saturday morning you come down here and I'll take you out to the fairgrounds. So, he would go out there and Captain Bob had an old panel truck full of tools and everything else in there he said you climb in there and when they got out there, he would let him out. It was a rough ride. When they finally came to a stop, they were out at the judge's stand in the infield. He got to see a guy named Lucky Teeters that performed a "Slide for Life" show. And a guy that blew himself up.

That got him started going to the fair races. He saw an advertisement in the local paper about a jalopy car race at the Syracuse, MO racetrack and went and attended the event. The racing was conducted on a figure 8 track. He left impressed enough that he returned and drove in the July 4, 1950 jalopy race at the Syracuse track. Over the next three years, Jewell would race the old jalopy cars, often 1932-38 Fords.

He would compete at Missouri tracks at Syracuse, Sedalia (figure 8 track), Versailles (track on a baseball field), Sweet Springs (3/8- and 1/4-mile tracks), as well as Riverside in Kansas City. His favorite car was a 1933 Ford Coupe with a V-8 engine and car number 29. He would own his jalopy cars and his crew consisted of friends Al Hall and Vince Siegel. His brother Leroy Kidwell also helped on his 1938 Ford Coupe car. The Sedalia Bus Co. would sponsor his 1952 car with the number being 276. A favorite memory was a race at Riverside in 1952 with a field of 52 cars. Jewell would have the second fast time, finish third in the trophy dash, second in the fast heat race, and finish in third place in the feature event.

In 1952 the Central Missouri Racing Association (CMRA) was formed and Jewell was one of the founding members. He started as Vice President and in 1954 became Secretary Treasurer, a position he would hold until the CMRA ended in 1972. Jewell began scoring CMRA races in 1952 and he also did flagging duties over the years. At one point the CMRA would race five nights a week. Tracks were in Marshall, Sedalia, Jefferson City, Warrensburg, Sweet Springs, Moberly and Clinton. As a race official overseeing race events up to five nights a week, spread out over a wide Central Missouri area, the time, work, and travel would prove to be a challenge and demanding responsibility. Jewell would work for 30 years in auto racing for such racing organizations as the CMRA, National Speedways, Inc. (NSI), International Motor Contest Association (IMCA), American Automobile Association (AAA), Hassler & Son, and National Association for Stock Car Auto Racing (NASCAR). Auto racing duties took him to tracks in Missouri, Kansas, Iowa, and Illinois. He would serve as a scoring official or flagging duties at more than 19 tracks.

Not all racing moments consisted of fond memories. The stock car races at the 1965 Missouri State Fair would turn tragic, as a stock car went into the first turn chain link fence, killing four people and injuring fourteen. Jewell credits Al Hall, Vince Siegel, Wally McCown, and Al Sweeney as being strong influences on his racing career. Al Hall would work for 30 years with Jewell. Jewell retired from racing in 1984.

If giving advice to someone wanting to start racing, Jewell would recommend having a team and doing it in the cheaper cars and divisions, as more money is required the farther up one races in the higher paying divisions.

Jewell credits his family and the many people he's met over the years through racing. He calls all the years in racing as the best years of his life.





Clifford Ray Lilly
2020 Pioneer Inductee



Clifford was born in 1929 in Moberly, Missouri. His father, Roy Lilly, served as a second lieutenant engineer under General Pershing in WWI. Suffering from severe lung damage from mustard gas exposure from the German army, he passed away when Clifford was only six years old. His mother felt bad for Clifford and the next year took him to the racetrack in La Plata, MO to see the jalopy races. At only 7 years old, the jalopy races made a big impact on him with racing and he knew he wanted to drive race cars. In 1950 at Manhattan Speedway in Manhattan, Kansas, Cliff would begin his driving career at 20 years old.

An owner was looking for a driver after his driver died in a racing event a couple week prior. Cliff would struggle with the handling of the car. But adjustments were made and his driving improved. His first race car he owned was a 1936 Ford Coupe with a Ford flathead engine and car number 1. He would race this car in 1951 at Flying Saucer Speedway in Platte City, MO. It had a fabric roof cover on the car and when he rolled the car his seat belt broke. As the car rolled onward, Cliff was left lying on the ground but uninjured.

Local racing was the norm from 1951 until 1965 at the following racetracks: Olympic Stadium, Riverside Stadium, Lakeside Speedway (Leavenworth Rd. track), Excelsior Springs Speedway, Flying Saucer Speedway, and Manhattan Speedway.

In 1952, he would build at home his first of several 1932 Ford Coupes with Ford flathead engines. His number at that point became number 17. The color scheme would be established as blue with white roofs. In the winter of 1956, he built a Crosley bodied jalopy and that car would win several races. He would finish second in points behind Jerry Weld at Riverside Stadium. The following year he finished second again to Weld, missing the championship by only one point at Riverside Stadium. He also drove for John Nelson and Harry Graves and was a partner with Albert Acton on the number 17 "Blue Angel" modified car. In 1965, upon completion of his new plumbing company building and Claycomo Speed Shop, he built a Don Edmunds modified from blueprints he purchased from California. He changed the color to Ford's Competition Orange and the number 17 became the final racing number for years to come. The mid-1960's found Clifford racing at Missouri tracks in Savannah, Marshall, Jefferson City, Bolivar, Nevada, Humansville, Urbana, and Springfield (Fairgrounds and Airport Speedway).



In 1970, Cliff sent off for new sprint car chassis plans from A.J. Watson. The Watson chassis was a smaller version based on the popular winning Indy 500 chassis. Cliff would build three cars, the number 61 for Kenny "Fireball" Baker, the number 16 for Larry Moss and driven by Woody Woodward, and his own number 17, also known as "Herkermer". This car would eventually be sold to Dan Lawson as the red number 74 with a small block Chevy.

He acquired three new 351 Cleveland small block crated engines from Ford Motor Company to race. He joined the International Motor Contest Association (IMCA) and raced the IMCA circuit, many of which were fair dates, from 1971-1976. This period of time would find him racing at the following tracks: I-70 Speedway (asphalt and dirt), Knoxville Nationals (Knoxville, IA), Missouri State Fair (Sedalia), Kansas State Fair (Topeka), Clay County Fair Speedway in Spencer, Iowa, Oklahoma State Fair (Oklahoma City), Nebraska State Fair (Lincoln), Iowa State Fair (Des Moines and Cedar Rapids), Illinois State Fair (Granite City), and the Florida State Fair (Tampa).

In 1976, he would build the Fred Kane chassis and switch over to Chevrolet engines. He began a three-engine rotation deal with Day Automotive. He went from 40th to finishing 8th in IMCA points, earning the "Most Improved Driver" award. His worst memory from racing was a crash at the Clay County Fair Speedway in Spencer (IA) Fairgrounds. The seat belt did bodily damage and he ended up with operations on his hips. The crash took the heads off the engine. The recovery period would lead to nightmares of the crash.

Cliff acquired the nickname "Soft Spoken Lilly". Cliff retired from racing at 49 years of age in 1978. He did it all in racing... car owner, driver, chassis builder, engine builder, and machinist. He credits his crew members over the years of racing, particularly the late John Hughes, and Carl "Buster" Box. He began a career in restoring Aero Coupe planes and building hangar homes in Cotter, Arkansas. He completely retired from flying and restoring planes at 85 years old. He is currently 90 years old and resides in Gassville, AR with his wife Jean. Cliff is a husband, father of three, grandfather, and great-grandfather.





Many years ago, 'PASSION' was everyone's dream in creating the Hall of Fame to preserve our racing history, recognizing individuals who gave so much either to drive, be a mechanic, sponsoring a car, capturing moments by photographs, and so much more.

Then the passion became a 'REALITY' - the Central Auto Racing Boosters Hall of Fame & Museum, Inc., was established. It did not just take one person, it took several 'INDIVIDUALS TO COME TOGETHER' to make this happen.

This has not changed over the years – it still 'TAKES SEVERAL INDIVIDUALS TO COME TOGETHER' to carry on presenting and preserving racing memorabilia.

If you are interested being a part of these individuals by enrolling as an Ambassador, or if you would like to sign up someone special to you; you may contact any of the Board Members, JD Cormack, or 'TO' (Teresa Ossman)

At this time, Central Auto Racing Boosters Hall of Fame & Museum, Inc., would like to recognize our current Ambassadors:

Debbie Bergman	Dale Berry	John Berry	Don Cain
JD Cormack	Karen Darling	Rick Darling	Nina Gennetten
Linda Howell	John Layne	John Mancuso	Margaret Mancuso
Teresa Ossman	Bob Reid	Harriet Reid	Skip Richardson
Bill Utz	Joy Utz	The Ellis Family	Bud Hunnicutt
Howard House	Nicole Lawson	Mark Randol	Mary Lou Slater-McClure
Dale McCarty	Lyle Farrand	The Kaster's Family	Darrin, Lowell, and Marla Christy
Ciro Badami	Ray Boyles	Dale Moore	Ed Sanders
DeAnn Merten	Jon Backlund	Mike Fagen	Albert Baldus
Tim McBride	Eva Lynn Baldus	Chuck Hines	Ted Hall
Bob 'Boo' Fisher			

As this New Year begins New Ideas are being formulated in ways to reach individuals and families to share our existence and bring together memories that might have been lost in the growth of generations. With your Ambassador donations, you are assisting us to make these ideas a 'REALITY'.

Central Auto Racing Hall of Fame and Museum, Inc., wants YOU to benefit also.
With the growth of your 'accumulated' donations 'YOUR' benefits will also flourish:

Central Auto Racing Boosters Hall of Fame and Museum Ambassadorship:
Become an Ambassador of the Central Auto Racing Boosters Hall of Fame and Museum Inc. Enjoy the many benefits offered and help us with "Preserving Racing History.

It is an absolute must that you stop by and see the Central Auto Racing Boosters Hall of Fame & Museum inside the Kansas City Automotive Museum located at 15095 W. 116th Street Olathe, KS 66062. Monday Closed - Tues-Sat 10 am - 5 pm- Sun 12 pm - 5 pm.

Admission Prices: Adult - \$9.00 – Military - \$8.00 - Senior (over 65) - \$8.00 – Students - \$7.00 - Children 5 and under FREE
\$5 - \$99 Ambassador:

1 free admission for Ambassador to visit the museum. Free subscription to Hall of Fame newsletter. Invitations to Hall of Fame functions.

\$100.00 - \$249 BRONZE Ambassador:

2 free admission for Ambassador to visit museum. Free subscription to Hall of Fame newsletter. 10% discount on Hall of Fame purchases. Invitations to Hall of Fame functions. 1 ticket to Hall of Fame Induction/Banquet if he/she accumulates in their donation of a minimum \$100 or more from January to December prior to the Induction/Banquet in March, and Name engraved on Bronze Plaque

\$250.00 - \$499 SILVER Ambassador:

3 free admission for Ambassador to visit museum. Free subscription to Hall of Fame newsletter. 15% discount on Hall of Fame purchases. Invitations to Hall of Fame functions. 1 ticket to Hall of Fame Induction/Banquet if he/she accumulates in their donation of a minimum of \$125 or more from January to December prior to the Induction/Banquet in March, and Name engraved on Silver Plaque.

\$500.00 - \$999 GOLD Ambassador:

4 free admission for Ambassador to visit museum. Free subscription to Hall of Fame newsletter. 20% discount on Hall of Fame purchases. Invitations to Hall of Fame functions. 2 tickets to Hall of Fame Induction/Banquet if he/she accumulates in their donation of a minimum of \$150 or more from January to December prior to the Induction/Banquet in March, and Name engraved on Gold Plaque

\$1,000.00 + PLATINUM Ambassador:

6 free admission for Ambassador to visit museum. Free subscription to Hall of Fame newsletter. 25% discount on Hall of Fame purchases. Invitations to Hall of Fame functions. 2 tickets to Hall of Fame Induction/Banquet if he/she accumulates in their donation of a minimum of \$175 or more from January to December prior to the Induction/Banquet in March, and Name engraved on Platinum Plaque



Carla Layne President
Central Auto Racing Boosters
Hall of Fame and Museum, Inc.
4933 N Potter Ave
Kansas City, MO. 64119

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Hall of Fame Chairman-Karen Darling (660) 229-0952



30-oz Yeti-type
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Fans \$2 ea

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