

The Clayton/Deer Park Historical Society is a group of individuals dedicated to the preservation of the history of the area just north of Spokane, Washington. The Society collects oral, literary, and pictorial history to publish and otherwise make accessible to the public.

The Clayton/Deer Park Historical Society meets on the second Saturday of each month at 9 AM. We gather at the Clayton Drive-In, located just off Highway 395 on Railroad Ave.

THE

CLAYTON/DEER PARK  
HISTORICAL SOCIETY

# Mortarboard

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## DRAG RACING AT DEER PARK

Greg Fury and Peter Coffin

Free — Take One

### SEARCH FOR A PLACE TO RACE

In the early 1950's the Spokane racing fans formed a group that began to look for a suitable place to race upon. In their search they found the Deer Park Airport. The airport was the ideal place for a race track, it was flat and had long paved runways, was rarely used, was near Spokane and was owned by the City of Deer Park. The airport had been constructed in 1943 by the United States Army as an alternate place to land the biggest planes then in existence. The airport was not being actively used after World War II by the Army and had been deeded over to the City of Deer Park. Various proposals to locate aircraft industries at the airport had failed to develop so the airport had natural race track potential.

In 1953 the Lilac City Timing Association, Incorporated was granted permission by the Deer Park City Council to use a runway at the Deer Park airport for drag racing<sup>1</sup>. The Deer Park City Council meeting of March 4, 1953, indicated that the contract had been let but gave no details of the financial arrangements. Officers of the association were: President-Dusty Rhodes of Colville; Vice-President-Doug Turnwall of Deer Park; Secretary-

Jim Kennedy of Spokane; Treasurer-Norman Davis of Spokane. Racing was to begin on March 15, 1953, with timing qualifications to start at 9:30 AM and racing to start at 2:00 PM. Treasurer Davis indicated that any type of car may be entered and he listed: "...hot rod, family sedan, jeep, truck, tractor or---what have you...". The group expected to see speeds of up to 100 miles per hour on the runway.

### DRAG RACING DEFINED

Drag racing is an automobile acceleration contest in which shortest time and highest speed over a set course usually wins the race. However, one can lose a race if you have a higher elapsed time ("ET") even though your speed through the measuring device at the end of the track was higher than that of the other automobile. This is the result of a good "hole shot" where your leaving the starting line was just right and the loser got a late start. Drag race tracks are usually one quarter of a mile in length but there are some one eighth mile tracks. The final speed of the automobile is measured at the finish line and the elapsed time of the automo-

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**Figure 1: Vertical aerial photograph of the Deer Park airport showing where the drag strip was located. (Photograph courtesy of the Deer Park Airport)**

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mile is measured from the starting line to the finish line. This type of racing developed after World War II in the late 1940's and early 1950's as a legal way to measure how fast an automobile really was. It evolved from illegal and dangerous street racing in southern California to become a formal activity with rules and regulations developed by the National Hot Rod Association. Possibly the first sanctioned drag race was held on a road near the Goleta Airport near Santa Barbara,

California in 1949 by the Santa Barbara Acceleration Association. Deer Park was not far behind and saw its first racing only a few years after that first race.

At first what were termed "jalopies" raced. These early cars were mainly 1930s Ford coupes and roadsters because of their availability, cost, and an eight cylinder engine.

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In a drag race meet various vehicles are classified based on the type of car, the size of the engine of the car, car weight, and various modifications to the car. Each car is run individually on the track to determine further in which class it belongs. Match racing is done with two cars side-by-side on the track each in its own lane.

One Deer Park resident, Carl Justice was an early mechanic/racer and described some of the first Deer Park speed measuring equipment as composed of two hoses (the type that rang a bell as a car entered a service station) across the finish line to measure speed in miles per hour and elapsed time in seconds. The race track was the NE-SW southern runway at the airport.

Races began at the southwest end of the runway and went to the northeast with the commonly prevailing wind. Repair pits at the airport were located along portions of the taxi-ways and portions of the unused runways. In the early days of the racing before bleachers were erected spectators

watched the races from their cars parked on the southeast side of the runway.

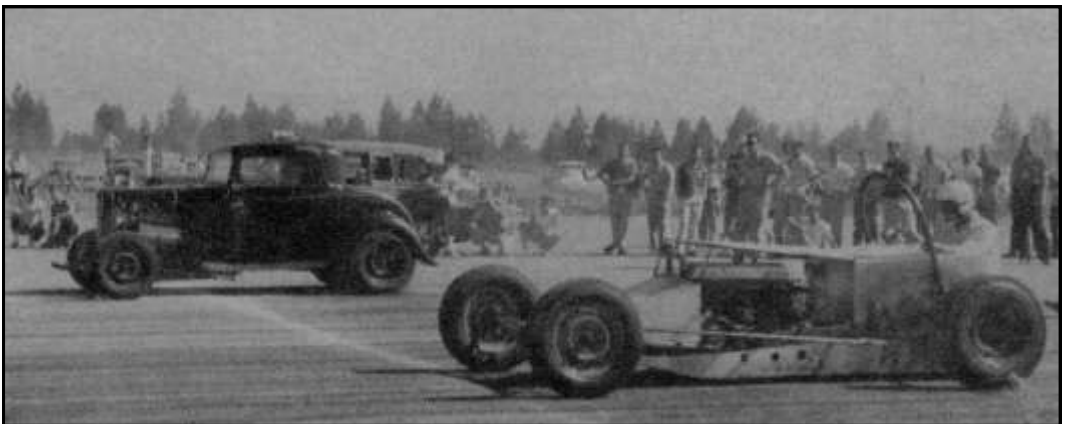
### **THE RACING ORGANIZATION RE-ORGANIZED**

In October 1954, the Lilac City Timing Association Incorporated was replaced with the Inland Empire Timing Association. There were seven charter members and 140 active members of this association<sup>2</sup>.

The organization was one of six such organizations in the Cascade Drag Racing Conference associated with the National Hot Rod Association. The Inland Empire Timing Association had signed a lease for use of the airport with the City of Deer Park paying a race day rental fee and a percentage of the gate receipts.

### **NATIONAL RECOGNITION**

In the summer of 1955 the National Hot Rod Association made “Safari” visits to drag strips of note across the United States. This first “Safari” was called a “Drag” Safari. Later “Safaris” were called “Safety Safaris” as this sounded better to



**Figure 2: The Smith and Rupert dragster in the foreground at the National Hot Rod Safari Meet in Deer Park. (Photograph taken from page 25 of the September 1955 Hot Rod Magazine)**

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**Figure 3: Bud Prufer and Charles Geisler's 275 cubic inch Mercury powered 1932 Ford Roadster. It won the B roadster trophy in the "Safari" race with ease with a top speed of 94.43 miles per hour. (Photograph taken from page 25 of the September 1955 Hot Rod Magazine)**

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local towns and police departments. Starting from southern California their fourth stop was at Deer Park and this visit was featured in the September 1955 Hot Rod Magazine. At that time dedicated



**Figure 4: The Prufer-Geisler car in September of 2009 in the Zips parking lot in Deer Park without the class and sponsor paint of 1955. (Coffin photograph)**

*(Continued on page 805)*

dragsters (chassis and engine combination dedicated to drag racing) were not common in northeast Washington but many coupes and roadsters competed in the races that day. The one dragster was the Smith and Rupert GMC six cylinder powered machine set the top

speed of the meet at 109.22 miles per hour. Interestingly, in the previous season of 1954, Steve Pick set a track record of 114 miles per hour.

This article really publicized Deer Park as a drag racing destination.

Modern timing equipment had been purchased by the Association for the track. The Deer Park Tribune article described the measuring device as: "Electronic timers are set 66 feet from each side of the finish line. As a car passed through the first electronic eye beam it starts a clock which records to one ten thousandths of a

*(Continued from page 804)*

second the time taken to travel the 132 feet between timers.”<sup>2</sup>

### **RACING DEVELOPMENTS**

After 1955 purpose built dragsters began to be more common in Deer Park. At first existing car frames were separated from car bodies and a modified engine, transmission and differential were installed similar to the Smith and Rupert car in Figure 2. These machines were raced with a minimum of body parts. More powerful engines became more common in the middle 1950s such as Oldsmobile, Cadillac and Chrysler V-8s. In 1955 Chevrolet introduced its 265 cubic inch displacement V-8 engine which became a very popular choice for both full bodied cars and dragsters. With a 60° degree “V” it was narrow, fairly light weight and could be easily modified to produce high horsepower.

In the Deer Park City Council minutes of March 21, 1956, the contract terms for the 1956 racing season were given. The Inland Empire Timing Association was obligated to pay \$50 in “...advance of each meet”, pay 40% of all gate receipts over the sum of \$400 for each event. The Kiwanis Club was to have concession rights at the airport.

Dragsters such as the Thrifty Auto Special began to race at Deer Park in 1958. There were several “Thrifty Auto Specials” built by the Thrifty Auto shop and several other Thrifty Auto sponsored machines built by other organizations. The Eagle Electric Dragster first raced in 1965. These machines were built from the ground up with welded steel tubing frames, highly modified engines running on exotic fuel, special slipper clutches and differentials. Motorcycle front tires and huge rear driving tires (“slicks” for increased traction) along with streamlined bodies completed these dragsters.

The Deer Park drag strip attracted racers from a very wide area. Cars from Oregon, Washington’s west coast, Idaho, Montana and southwestern Canada regularly competed at Deer Park. Occasionally nationally known cars from California would compete. Sundays in late spring and summer in the late 1950s through the early 1970s would attract thousands of spectators and the parade of fine automobiles driving through town to the strip was a show in itself. In April of 1958 for the first drag race of the season an estimated 9000 people were in attendance. Bumper to bumper traffic lined highway #395 from near Dension to Deer Park and many minor accidents and five more major accidents were investigated by both the Washington State Patrol and the local police<sup>3</sup>. This traffic justified the city council appropriating \$1250 to purchase a radar speed detector in 1959<sup>4</sup>. This unit operated by Police Chief John Montgomery and four state patrolmen was used to regulate speeds in Deer Park during the Northwest Invitational Drag Races that year.

### **THE SPOKANE TIMING ASSOCIATION TAKES OVER**

In early January 1960, the five Inland Empire Timing Association officers met with Deer Park’s City Council to discuss re-writing the contract that the Association had with the city. Some of the suggested improvements were for lighting the strip for night races and improvements in the spectator area. The 1959 season had produced income for the city of \$3500 and that 17,000 people had attended the races<sup>5</sup>. The terms for the 1961 season were a flat rental fee of \$50 per race day and 30% of gate revenue over \$800<sup>6</sup>.

In late 1961 Don Zundel and Orval Moe attended a Deer Park City Council meeting and inquired if they could bid on the lease of the drag strip at the airport if they formed a new organization. They indicated that they were “dissatisfied” with the  
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Inland Empire Timing Association. The November 1, 1961, Deer Park City Council meeting minutes listed their dissatisfactions with the Inland Empire Association as; 1. That Ned Kelly & cohorts are running the whole show, 2. Giving incorrect timing, 3. Not turning in proper amount of money to the Town of Deer Park, 4. Showing favoritism to certain members. The City Council indicated that they were open to all offers that would benefit the town<sup>7</sup>. At the same meeting four members of the Inland Empire Timing Association were asked to be present and advised of the Zundel/Moe complaints. The Inland Empire Timing Association would not raise the amount of their lease offer above that of Zundel and Moe's organization and the contract for operating the drag races was awarded to their Spokane Timing Association.

At this time another group of local young men (S. Scilia, R. Boyd, E. Simsauser, and G. Scheller) indicated that they were interested in forming a car club. The newspaper article is unclear if they wanted to bid on operating the drag strip.

Drag races continued under management of the Spokane Timing Association during the 1962 season. Unfortunately, the expenses from the two day invitational meet in the summer exceeded the income by \$2120 not including over \$1100 owed the town on the percentage of gate receipts. To offset the loss the city allowed the group to stage one more race in 1962 with the only charge being the \$50 strip rent and waive the percentage of the gate<sup>8</sup>. Other organizations rented the airport for sports car racing during 1962. The Deer Park City Council meeting minutes of March 21, 1962, signed a contract with the Sports Car Club of Spokane for a sports car race that contained a \$50 rental fee, the city to receive 35% of the gate receipts.

The 1963 year saw a major mishap during the last drag race of the season on Sunday, October 6.

David Lee Martin, a 17 year old Mead High School senior spectator was hit in the hand and torso by pieces of a clutch that had exploded near the end of a race<sup>9</sup>. He was taken to the Tri-County Hospital in Deer Park and blood was raced from Spokane in an effort to save his life. On Monday his mangled hand was amputated and addition surgery was performed to correct internal injuries. Unfortunately, his wounds were so severe that he died on Tuesday October 8, 1963. This was the first injury to a spectator in six years.

During the middle 1960s Deer Park's raceway was host to the National Hot Rod Association's "World Championship Series" on June 6, 1965. This race was part of six meets being held in the Pacific Northwest to select six area-driver combinations to represent the region in the World Championship Finals in Tulsa Oklahoma on October 30<sup>th</sup> to 31<sup>st</sup>. During this summer several top rail dragsters exceeded 200 miles per hour. Among those racing were Gary Paramenter and Rich Rogers of Puyallup, Wayne King of the Warren-Crow-King car from Bakersfield, California, Frank Rupert of Spokane and Tommy Ivo of California.

#### **DRAG RACING AT DEER PARK TIME LINE**

**1943, July 29-The contract was let to build the airport**

**1944, August 24-The Airport was dedicated. It had cost \$1,250,000 and was able to handle the largest plane built (B-29).**

**1950, March-The airport was used as a racing test grounds (the airport had only been used as an Army Air Force practice field).**

**1950-The first drag races at the airport were held by the Spokane Roadster Racing Association (top speed of 108.2 miles per hour recorded). Over time the names of the racing association changed to the Lilac**

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- City Timing Association and then the Inland Empire Timing Association.
- 1955-A Hot Rod Association Drag Safari comes to Deer Park to advertise and organize drag racing across the United States. The fastest speed of the meet was 109.22 miles per hour.
- 1957-During the Spokane Rehabilitation Center benefit race a speed of 126.76 miles per hour was recorded.
- 1959, July 9-The Thrifty Auto Supply dragster obtained a speed of 180 miles per hour.
- 1962-The Spokane Timing Association and Orville Moe take over drag racing at Deer Park.
- 1963, June -First Saturday night drag races were held. Some of the largest attendances were recorded during these races. Some spectators parked on local farm lands and went to the races without paying under cover of darkness.
- 1963, October 6-A 17 year old Mead High School senior was hit by parts of an exploding clutch. He dies three days later.
- 1964-The Deer Park drag strip speed record was raised to 194.80 miles per hour.
- 1970-Deer Park Raceway, Incorporated took over the drag races.
- 1972-Drag racing at Deer Park was run by a California promoter named Ashmore.
- 1973-Leroy Karnes promoted 15 races this year.
- 1974-Promoters from Seattle ran one race before drag racing ended at Deer Park.

**2005, September 17-The first Deer Park Drag Strip race car reunion was held at the Deer Park Fairgrounds. Later reunions were held at Parkway sales location.**

## **THE BEGINNING OF THE END**

In late 1969 Orville Moe and the Spokane Timing Association announced that they would be building a \$2,000,000 racing complex in western Spokane County and this was recorded in the November 19, 1969, Deer Park City Council meeting notes. The five year contract between the Spokane Timing Association and the Town of Deer Park was terminated. A new group known as Deer Park Raceway Incorporated and Ray Moss of Spokane had signed a five year lease with Deer Park for use of the southern runway for a season rental of \$7000 to be paid between the months of April through September each year. The lease contained a clause the Deer Park Raceway Incorporated could break their lease with the city in the event that a “competitive race track” was constructed in Spokane County. By February 1974 the new “competitive race track” was going to be ready for the 1974 racing season so the Deer Park airport could no longer be the site of drag racing<sup>10</sup>.

The attraction of the Deer Park drag strip did not end in 1974. In 2005 the Deer Park drag strip reunion was held on the fairgrounds in south Deer Park. All of the following reunions were held on the lot of Parkway automotive. Many individuals who had raced and

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been spectators attended and brought their cars to show. Over time the reunion has grown with several hundred cars being on display including some of the original dragsters.

Today the drag strip is again an airport that is relatively busy with private aviation and summer forest fire planes. The streets of Deer Park do not see the passing of many fine cars going to the strip on Sundays and the quiet is not punctuated by the occasional scream of a top dragster making a dash for a win.

## FOOTNOTES

1. *Deer Park Union*, March 13, 1953, front page.

2. *Tri-County Tribune*, April 5, 1956, front page.

3. *Tri-County Tribune*, April 24, 1958, front page.

4. *Tri-County Tribune*, July 16, 1959, front page.

5. *Tri-County Tribune*, January 7, 1960, front page.

6. *Tri-County Tribune*, January 12, 1961, front page.

7. *Tri-County Tribune*, November 9, 1961, front page.

8. *Tri-County Tribune*, August 23, 1962, front page.

9. *Tri-County Tribune*, October 10, 1963, front page.

10. *Tri-County Tribune*, February 28, 1974, front page.

My life in California led me to meet a former professional hot rod driver, David Beebe. My husband, Ray, worked with Dave in automotive sales and we socialized with Dave and his family during that time. Dave and his wife told me about a trip they took with their dragster up to Deer Park to the Deer Park Drags. My memory is not perfect but I believe it was in 1958 or 59 as I would have still been living with my parents on "A" Street in Deer Park. I remember seeing a funny car going out to the "Drags" and I think it may have been them.

I looked up on the internet and found the following mention, among others, of Dave Beebe in the **AHRA: Birthplace of Pro Drag Racing; Part 2- The Grand American**



**Series of Professional Drag Racing** by Chris Martin

“ The first six second Top Fuel hot rod association time occurred in April of 1967 AHRA Spring Nationals in Odessa, Texas. Dave Beebe pushed his and brother Tim’s Garden Grove, Calif-based Top Fueler to an altitude factored 6.94 in qualifying to become only the second car behind Adams-Wayre-John Mulligan to run in the six-second zone. Mulligan, a year earlier, had run the first generally accepted 7.1-second time with a 7.16 at the AHRA Nationals at Lions in Wilmington, Calif., in August, and two months later ripped the first six in a match-race at Carlsbad, Calif., with a 6.95.”

Editor: Sharon Clark



## WALTER M. LEUTHOLD

### EDITORS NOTE:

**This is the first of a series of articles about people of the Deer Park district. It is published to better acquaint you with those who help to make Deer Park.**

Walter M. Leuthold, president and general manager of the Deer Park Lumber Company Incorporated, is an outstanding man in the lumber business of this country. On the subject of Pine lumber, he is one of the best informed men in the northwest. The story of his life would be the story of the logging and lumber business industry of the Deer Park area. His business is his work and his hobby is lumber.

Walter Leuthold was born in the little town of Spring Valley, Minnesota in 1887 of Swiss-German parentage. He went to school there and received his degree in business administration from the University of Minnesota in 1909.

Within one year he had come west, associated himself with R. L. Wilson, and established a saw mill on Twin Lakes in Idaho.

They operated this mill for three and one-half years before coming to Deer Park and organizing the Deer Park Lumber Company Incorporated. It was while in Idaho that Mr. Leuthold married Miss Grace Heitman of Helena, Montana. The couple, who have been married 27 years on June 29, have two children, a boy and a girl, both of them reared in this district.

The newly formed company with Leuthold at its head purchased the mill from the Standard Lumber Company in March 1914, and since that time this industry has contributed most of the cash wealth to the town of Deer Park.

From this point the story of Leuthold is the story of the Lumber Company. His mill cut and milled nearly all the timber in the section. Timber

from all sides of town was cut and hauled in. At one time the organization was operating over 26 miles of railway line. Six miles of this line is still in use in the Springdale district. Cutting of about 55,000 acres of timber land on the Spokane Indian Reservation west of Springdale is now nearing completion.

To give a picture of what Walter Leuthold and his company have meant to Deer Park, we quote a few interesting figures. Since its inception, the Deer Park Lumber Company has had an annual income of about \$800,000. Seventy percent or about \$560,000 was paid directly to labor. Practically all this amount was paid to workers within 50 miles of Deer Park.

Today the company gives steady employment to about 300 men in the plant here and a great many more in the logging camps. This represents a monthly payroll for the town, of between \$35,000 to \$60,000.

Although he takes little time for relaxation, Walter Leuthold does enjoy an occasional game of golf and he does love to fish, and like the mailman going for a walk on his day off, Leuthold in his spare moments can be found talking shop with others in the lumber business.

**(This article was published on the front page of the April 20, 1939, Deer Park Union under the column name "Who's Who In Our District". The writer of this column is not named.)**



Walter M. Leuthold

## More about Walter Leuthold and the Mill

### Sharon Clark

Walter Leuthold was the “Man behind the Mill.” He owned and operated the Deer Park Lumber Company for 42 years. He was greatly admired and loved by the citizens of Deer Park. Leuthold built a beautiful estate near the mill which was his home for 45 years<sup>1</sup>.

Also the historic Leuthold House, built in 1925 at 506 W. Sumner Avenue, Spokane was custom-designed for Grace Heitman Leuthold and Walter M. Leuthold. The home has a two-story form, steeply pitched hip roof, a formal symmetrical design, slightly upward flaring eaves, arched dormers and windows, stucco cladding, multi-paned casement windows and French doors and balconies with wrought-iron balustrades. The home is particularly articulated with a spacious cathedral-ceiling reception hall, a French Art Nouveau-influenced grand curved stair case with black wrought-iron and gold leaf details, and a third floor ballroom. Walter Leuthold sold the house in 1946 to the Finucanes and the Finucanes sold it two years later to Rudolph and Ida Marie Leuthold, Walter Leuthold’s uncle and aunt from Minnesota. In 1968 the house was sold to T.C. Brown and his wife, Edna Mae Brown. She was a beloved personality in Spokane called “Dorothy Dean,” and was the author of a Spokane newspaper column and popular cookbook<sup>2</sup>.

Grace Leuthold died in December 1952. She had been in failing health for several years after suffering a stroke<sup>3</sup>.

The influence of Walter M. Leuthold was not confined to Deer Park. He was instrumental in the formation of the Western Pine Association. He attended his first session of the Pacific Logging Congress in 1917. He served as president of the Western Pine Manufacturers for many years. In 1957 he was elected president of the National Lumber Manufacturers Association.

For his dedicated support of lumber and his leadership in uniting the industry in one effective

promotions and advertising campaign. Leuthold was selected as Man of the Year by Crow’s Lumber Digest in 1957.

He retired about 1960 and divided his time between Spokane and Palm Springs, California. He died on Sept. 2, 1968 in Spokane. The many men and women who knew and worked for him remember him with fondness<sup>4</sup>.

### Sam Leuthold

The Leuthold’s son, John, who everyone called Sam, took over the business, Deer Park Pine Industries. Sam met his beautiful wife, Betty, in Texas while in the service and they made their permanent home in Spokane and Hayden Lake, Idaho. Sam and Betty had two children, John Jr. and Caroline<sup>5</sup>.



The mill has long been closed but these were the men that owned and operated it for so long.

### FOOTNOTES

1. [cdphs.org](http://cdphs.org), Deer Park 2-C.D.H.S. , Man behind the Mill
2. *Spokane/Coeur d' Alene Living* May 89 –Yudu pages 144+149
3. *Deer Park Union*, Dec 25, 1952, page 1
4. [cdphs.org](http://cdphs.org), Deer Park 2-C.D.H.S. , Man behind the Mill
5. [www.inwcf.org](http://www.inwcf.org), Life time Giving Circles

## Clayton/ Deer Park Historical Society Minutes — September 14, 2013

In attendance: Betty Burdette, Bill Sebright, Sharon Clark, Warren Nord, Lorraine Nord, Pete Coffin, Judy Coffin, Don Reiter, Mary Jo Reiter, Karen Kievit, Michael Jean, Mark Wagner, Mike Reiter, Roberta Reiter, Norma Calmes, Larry Bowen, Lonnie Jenkins and his great-grandson John, Grace Hubal, Tammy Connelly, and Donald Ray Ball.

Society President, Bill Sebright called the meeting to order at 9:02 AM. He reported: 1) He had lunch with Carrol and Murray Gordon, her cousin Karen Ellis and Linda Yeomans at the Clayton Drive-In. Carrol and Karen's grandfather, Amil Johnson built the house and barn on the Crowley Family Farm near the corner of Spotted and Staley Roads circa 1913. For several years, the Gordons and the Society have been exchanging information about the Crowley Family Farm. 2) He burned a disc of all our Williams Valley School information for Kylene and Travis Grubb. They moved the school to their property near the corner of Wallbridge and Owens Roads. 3) Bill arranged with Larry Bowen to tour the Mica brick plant. Thursday, Larry gave Pete Coffin, John and Bill Sebright a wonderful tour of the plant. We toured the historic part with bee hive kilns and smoke stacks similar to Clayton's old plant. We also toured the modern part. About 50 people are employed there. 4) Karen Beam from Okanogan, WA, contacted Bill saying that she has her Grandmother's day book from 1934, 1935 and part of 1936. Her grandparents, Eugene Ellsworth and Lillie (Henkle) Wood lived in Deer Park from 1915 until 1936. She will get us a digital copy when she is done transcribing it. Her Grandfather seemed to be good friends with the Kellys who built the house at the corner of Crawford and Main in Deer Park.

Treasurer, Mark Wagner reported by email that the regular checking account stands at

\$3,673.61. Activity for the month included \$108.69 check written to Sharon Clark for supplies. Deposits included \$194.06. We took in \$136.00 for Settlers' Day, \$35.00 for Clayton Brickyard Day, and 13.00 at the fair. Web hosting account had \$128.66 with a \$10.95 withdrawal for web hosting. The CD will be maturing soon and we will renew.

Grace Hubal, Secretary, had no report.

Vice President, Pete Coffin reported: 1) He gave Editor Sharon Clark a possible Mortarboard article draft titled "Drag Racing at Deer Park." It is a short history of racing at the Deer Park Airport. 2.) He interviewed Vernadean Westby about her experiences in local dance venues during 1947 and 1948. He has a draft of the interview. 3) He compiled material describing the building and history of the Deer Park Airports. Karen Kievit contacted the Society about getting material to be used as part of a Fly-in 2014 and Peter will give her a DVD of the material. 4) He has copied/digitized a manuscript written by Minnie Horsmann titled "Their Moccasins Built It" as a supplement to a July 1980 Tri-County Tribune. If Sharon thinks it is suitable, it could be another Mortarboard article. 5) He has taken pictures of a small log building on the northwest corner of Sixth Street and Colville Avenue. He passed a picture around at the Society meeting. Amy Lind thinks it may be the oldest house in Deer Park. Perhaps an illustrated letter to the editor would draw some more information.

Print editor, Sharon Clark reported: 1) The September 2013 Mortarboard #65 was distributed. Articles included: Deer Park Jaycees by Bob Gibson and Cliff Meyer, A PROJECT AS BIG AS THE PANAMA CANAL by Peter Coffin, a short biography of Grand Marshal, Bill Sebright, and a report on the 100 year DPHS reunion, and 2013 Summer Activities.

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Webmaster Director, Penny Hutten, had no report. She is in Europe.

The Clayton Fair Booth was discussed. Bob Bushnell brought some pictures of the Twin Mountain School to our booth. Bill scanned them and Penny put them on the Website.

The Society received a copy of the 2013-2014 Resource Directory. We are mentioned on page

160.

Next meeting: Saturday, October 12, 9 AM at the Clayton Drive-In.

Meeting adjourned at 9:50 AM.

The meeting minutes submitted by Grace Hubal, Secretary

## Editorial Policy Regarding Correcting Errors and/or Omissions

Information published here is compiled from many sources, including personal memories. It is often difficult or impossible to verify such recollections through outside documentation. Our editorial policy toward the veracity of personal recollections tends toward the casual – since little harm is normally done by such errors. But our editorial process also invites public review and input regarding the accuracy of the information we publish, and when such review either suggests or reveals errors or items open to dispute our “Letters” department will act as a forum allowing the airing of such disagreements in an effort to ascertain the truth and correct any probable or demonstrated errors. We also believe it’s important that such disagreements be recorded, even if they can’t be settled to the satisfaction of all parties.

We encourage everyone to submit any arguments as to fact to the editor in writing — since the written form reduces the chance of further misunderstandings. As is standard policy, all letters will be edited for spelling, word usage, clarity, and — if necessary — contents. If advisable, the editor will confer directly with the letter writers to insure that everyone’s comments and corrections are submitted in a literate, polite, and compelling manner — as best suits the editorial image of this Society’s publications.

## Society Want Ads

**WANTED:** Information and photos regarding the history of the Brickyard/Ramble In Tavern

**WANTED:** Any stories and photos of your family’s history in connection with their occupations and settlement in the Clayton/Deer Park Area

**WANTED:** Any stories and photos from Williams Valley #452 and Gardenspot Grange78 Contact: Ann Fackenthall, WVG

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Sharon Clark, editor — (sharonclark@centurytel.net)

Grace Hubal, secretary — (hubals@msn.com)

**Visit our New Web Site: [cdphs.org](http://cdphs.org)**