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national sprint car hall



Photo by: John Mahoney

Tim Green

by Dennis Mattish

Tim Green, a native of Sacramento, California, was born into a racing environment in the late 1950s. He spent part of his youth at Roseville and West Capital Speedways following his dad's supermodified team. His father, Leroy Green, ran flathead supermodified hardtops from 1960 through 1964.

In 1965, Leroy traded in his supermodified for karts so his sons Tim and Mike could go racing. Starting at the age of eight, Green spent the next ten years in the karting world. By the time he was done, he had won countless races and two National Championships.

Tim moved up to the high-powered supermodifieds in 1976, racing at West Capital Speedway in Sacramento. Tim had a successful year, winning his first main event in the very tough and competitive series and was the unanimous selection for Rookie of the Year honors.

Tim spent three years racing supermodifieds, at which point he hooked up with mechanic Kenny Woodruff. Woodruff introduced Tim to sprint car owner Bob Trostle and they convinced Tim to move back to Iowa to better his career.

And that he did. After winning ten races early in 1979, mostly at Knoxville Raceway, Green and the Jensen Construction Sprint Car team headed out on the World of Outlaws circuit. Although he ran only a partial season, Tim won one of the big three races on the circuit at that time - the Western World Championships in Phoenix Arizona. Tim capped off the brief season with the Outlaws, winning Rookie of the Year honors. This was also the year that Tim married Marci Sills, thus becoming fellow competitor and fellow Hall of Famer Jimmy Sills' brother-in-law.

In 1981, Green started driving full-time for Bob Trostle. That proved to be a very potent and successful team as they won the 1981 and 1982 Knoxville Raceway track championships. In the few years Tim was based out of Iowa, he won 55 main events, five of those on the WoO circuit.

In 1982, Green journeyed down to New Zealand and Australia where he won 11 out of 17 main events. He also played the role of the villain, following in the footsteps of American legends Marshall Sargent and Gary Patterson.

Green and his wife Marci returned to California in 1983, where he hooked up with the Lovell Brothers and the Coors light Sprint Car. The team raced together for two years, winning many main events, with the biggest being the 1983 Dirt Cup in Skagit, Washington.

Tim's next big break came when he started driving for Virgil & Annie Owen and the All Weld Sprint Car team mid-way through 1986. Tim won the first time out and nine times by years end.

Tim started 1987 out on a roll, winning two out of three Golden State Challenge races. Then, he decided to try his hand at pavement supermodified racing at Madera Speedway. This proved to be a life-changing event. Tim's car slammed into the concrete wall at a high rate of speed and caught fire. The flaming car

then slid to a halt with an unconscious Green behind the wheel. His life was saved thanks to the heroic efforts of Wally Pankratz and Billy Vukovich III, who pulled him from the flaming car. Tim suffered third degree burns over twenty percent of his body and spent the next seven-months in the hospital undergoing skin grafts and surgeries. To this day, Tim still suffers the effects from this crash.

The entire next year was spent getting back into shape and preparing for 1989 when the All Weld team tackled the WoO tour. The year proved to be productive with Tim finishing in fourth place and ended his WoO career with nine wins.

Tim returned to California in 1990, where he raced until 1996. That was the year he and car owners Virgil and Annie Owen decided to retire from racing. During that period of time, Tim won two Northern Auto Racing Club championships, a Golden State Challenge title and two more Dirt Cups.

During his career, Tim drove for nearly 25 car owners and amassed over 200 feature race wins in America and abroad.

Thirty years after his father bought him a go-cart, Tim did the same for his son, Nick. They went karting in 1996 and a few years later graduated to Sprint Cars where they competed until 2014. Nick had success winning main events on the pavement CASA/USAC Sprint Car circuit.

Tim Green has also been inducted into the Knoxville Raceway Hall of Fame (1997), West Capital Speedway Hall of Fame (2009) and Motor Sports Press Association Hall of Fame (2010) as well as the Calistoga Speedway Hall of Fame.