

Elkwood Park
Seacoast Motor Speedway
Oceanport NJ
1901 - 1929



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GRANT AND THE RACES.

It was supposed by everybody that Grant would go to the **Monmouth Park** races, but incorrectly.

"Going to the races, I suppose?" said a gentleman meeting him one day last week at Long Branch.

"No, sir," answered the President.

"Not sick, I hope?" observed the gentleman with surprise.

"No; but I am not going."

"Waiting for the races to get under good headway first?"

"Not at all. I do not propose to go to any of them."

"I am surprised. Nothing in the management, I trust, you don't approve?"

"No fault to find with anything or anybody," continued the President. "If I was only a visitor here I might casually attend; but, living here, I have decided to stay away altogether."

A Rival for Monmouth Park.

NEW YORK, Oct. 24.—The Sun says that Phil Daly, the celebrated sportsman, and a party of prominent gentlemen have secured ground for a race track one mile nearer Long Branch than the Monmouth park track. It is intended to hold a long summer meeting and race on alternate days of the old association.

1888-10-25

The Monmouth Park Association is having a new race track constructed near Oceanport, about a mile from the present track. The new track will be built on the English style, that is one mile straight away instead of the old style circle, and it is said that the old track will be abandoned when the new track is completed. 1888-11-08

The Elkwood Park association, of Long Branch, at its annual meeting last week, decided to build a mile track and a grand stand. 1890-01-25

MONMOUTH PARK.

Stakes to be Run For the Coming Season.

The new **Monmouth Park** race course will be opened on July 4th, and racing will continue three days a week until August 28th. Thirty-eight stakes to be run at this meeting close in March. They are all well known to racing men, with the exception of the Hollywood and Hackensack handicaps, which are new. The former is for two-year-old fillies, \$50 each, \$1,500 added, six furlongs, and the latter is a mile dash for three-year-olds of both sexes, \$50 each, \$1,500 added.

The stakes already closed to be run in July and August are the Lorillard, Monmouth, Oaks, Stevens, Stockton, Omnibus and West End Hotel stakes for three-year-olds, and the Hopeful, July, Tyro, Sapling, Junior Champion, August, Criterion and Home Bred Produce stakes for two-year-olds. The amount of added money to them is \$48,000. The amount added to the stakes to close March 3d is \$72,750, making a total of \$120,750. Nearly as much more will be given in purses.

Monmouth's New Race Track.

The new Monmouth Park track is now completed, and when it is opened on July 4 it will be found to be the largest in the world, both in expanse and convenience. Excluding the old grounds it covers a space of 440 acres, having a straight course of $1\frac{1}{2}$ miles, another of $\frac{1}{2}$, and the ordinary track has one of $1\frac{1}{2}$ miles once around. With regard to the $1\frac{1}{2}$ miles straight, it has an advantage over the 6 furlong track at Morris Park in that the horses are not coming dead on the grand stand until the finish, as it is placed at such an angle that one is looking on side-ways for the best part of the mile.

The grand stand in its extent can only be described as "vast". It is 700 feet long, 110 wide and 97 feet high, with a slope of 10 feet, and has a cantilever in front projecting 75 feet which would be a sure protection from either sun or rain. Its seating capacity is 10,500 people. The betting ring is directly behind the grand stand and is 350 feet long, 250 feet wide and 30 feet high and is estimated to accommodate 100 bookmakers.

The members' stand is nearer the commencement of the run in an paddock than the grand stand, and underneath it will be the offices. This has an additional extent of 400 feet, making a total frontage of 1,100 feet. Behind the stand are twenty railroad tracks, and the whole can be cleared or vacated, it is said, in fifteen minutes, passengers being conveyed to New York by forty-five or fifty trains. The horses will finish the reverse way to which it is customary.

THE NEW MONMOUTH PARK.

1890-06-24

A Marvelous Race Course and a Gigantic Grand Stand Now Completed.

The racing season at Monmouth Park opens July 4th. The meeting will continue 25 days, ending August 28th, during which time \$225,000 will be given in added money. The track is undoubtedly the finest in the country, and the immense grand stand is built on lines wholly unlike those of any other structure, the overhang of the roof being 75 feet, thus protecting the occupants of the huge edifice from the burning rays of the sun, or the rain no matter how wild the weather may become. And those who are familiar with old Monmouth have seen many deluges on race days at the old course, which now in the distance looks like the ghost of some departed enterprise. The new track, which is built immediately behind the old one, is stupendous in its lines, there being a mile and three furlongs straightaway track, a mile and a half with one turn, and a three-quarters straightaway that is superb, being as straight as science can make it, and so wide that thirty horses could run abreast from start to finish. It is as level as a billiard table, and looking up it from the huge grand stand the distance does not look more than half a mile. The grand stand, which is now completed, the seats alone remaining to be placed in position, has not a single point from which every foot

of a race cannot be seen. An idea of the size of the grand stand, betting ring and saddling Paddock may be gathered from the fact that seven acres of ground are under cover. The betting ring is gigantic, and at one end is the saddling paddock with nearly 100 receiving stalls, in which the horses to be run during the entire day may be kept. There is a wide walk, nearly 100 yards in length, between the rows of stalls, where the horses may be walked. The fact that the different tracks take up fifty-two acres of land, and that a team would have to travel eighty miles in order to harrow the entire course, is stupefying, but nevertheless true, and such old-time racing men as Major J. B. Thomas, of Kentucky, and Charles Littlefield were bewildered, during a recent visit, at the magnitude of the place. D. D. Withers, who is almost constantly on the grounds, and under whose eye the broad acres of farm land have been transformed into a racing paradise, has attended to every detail. The Monmouth Park people could always handle a crowd, and this year they are in better shape than ever before, seven miles of siding have been constructed at the rear of the grand stand, from which trains to all points will be dispatched with a few minutes of each other at the conclusion of the day.—*Long Branch Times.*

To Improve Elkwood Park.

LONG BRANCH, N. J., Dec. 22. It has been decided to improve **Elkwood Park** as a trotting track. Elkwood is situated along the railroad track near Branchport. The money for the improvements will be advanced by Philip Daly of this place, who will invest about \$25,000. The managers of the park intend to have trotting races there Mondays, Wednesdays, and Fridays during the racing season at Monmouth Park.

It is reported that the Elkwood Park enterprise is to be revived. It will be remembered that a mile track was laid out near Long Branch several years ago, and preparations were begun with a view to holding race meetings on alternate days with Monmouth Park. The scheme was said to have been backed by Phil Daly, the gambler, who has large interests in Long Branch and other seaside resorts.

Elkwood Park is situated between the tracks of the Jersey Central and Jersey Southern roads and is only a few miles distant from Monmouth Park. The scheme did not go through at that time, but now it is to be revived, and, according to report, work has already commenced. It is said that a seven-furlong trotting track and a track for coursing will also be laid out. There are already 200 dogs on the grounds and kennels for 500 will be erected, as well as the necessary stables for horses.

1892-12-30

Grand Stand Blown Down.

The Storm Plays Havoc At Monmouth Park.

The mammoth steel grand stand of the old **Monmouth Park** racetrack, near Oceanport, was almost entirely wrecked shortly after midnight on the 14th. About two-thirds of the western end of it fell, the wreck having been caused by the high winds and the weight of the ice and snow upon the roof. The stand was built in 1890. It was 480 feet long, cost about a half a million dollars and had a seating capacity of 25,000. M. R. VanKuren, the owner of the the land, recently began tearing up the twenty-one railroad sidings. He has sold the rails and will realize on them more than 12,000, as there is estimated to be 500 tons of them.

1899-02-16

FOR SALE.

1900-01-03

The balance of the material at **Monmouth Park** grand stand, which has been torn down; beams, flooring, roof boards, yellow pine and spruce.

M. R. VANKEUREN.

Novelties in Automobile and Horse Racing Planned.

1901-06-28

In preparation for the Summer season of sports at Elkwood Park, Long Branch, N. J., a new stand, with a seating capacity of 11,000, has been completed by the Gentlemen's Riding and Driving Club. Though the season at Long Branch has just begun, Elkwood Park already has become a lively and popular place of amusement, and many driving and equestrian parties visit the grounds each day. The stables rapidly are filling with horses in training for the harness races, and the morning spectacle of trotters exercising is one of the attractive features of the new pleasure ground. Beginning to-morrow, Schwab's orchestra will play on the clubhouse lawn every Saturday afternoon, and each Saturday tea will be served in the ladies' clubhouse.

Many entries for the automobile races and equestrian competitions have been received, and others are coming in fast. A combination run by the Automobile Club of America, from New York, and the clubs of New Jersey and Long Island will be made to Elkwood Park on July 5, each club starting from its own city. A. C. Bostwick has offered to enter his 2,000-pound gas machine in the race set for that day, and will operate it himself.

Races at Elkwood Park.

A large crowd gathered at Elkwood Park last Saturday afternoon to witness a series of races, the summaries of which were as follows: One-quarter mile trotting race against time; G. C. Stengel's Darling, 34 seconds. Auto race against time, one mile, A. Siegel, 1.22. Trotting race, best two in three, won by A. Meyer's mare, time 2.27. 2.28. Running race, 5-8 mile, won by Fleckney, time 1.04.

1902-08-29

AUTOS WILL RACE AT LONG BRANCH

Speeds Tests on the Ocean
Drive During the Big
Show.

1904-08-04

OTHER RACES AT ELKMOND PARK

Long Branch society loved and admired the noble horse for a week, but the good people of the North Jersey coast have about dismissed Dobbin from their minds, and are now talking about the liberator of the horse, the automobile.

Long Branch is much excited over Automobile Week, which is to be an annual fixture with them. They propose to make the week of August 15th to 20th a thorough success, and to that end the merchants and the city government are doing all in their power to further the Automobile Promotion Week, engineered by the man who made the Ormond-Daytona Beach races and the Climb to the Clouds of Mt. Washington successful.

RACING ON THE BEACH.

The mayor and Town Council of Long Branch have granted the use of the famous ocean drive for some short races of one-quarter and one-half mile heats on Monday afternoon, August 15th, and as there are no records for these distances, Long Branch is pluming herself on the fact that the famous Jersey resort will hold records after the tournament is over.

Skipping one day, to Wednesday, and then will come the ten races on Wednesday and Thursday on the Elkwood Park Mile Trotting Track, which will be thoroughly scraped and rolled in order to give the fast flyers an opportunity of establishing world's records for a mile track, from 50 to 100 miles. The 100 mile race will start at 12.30, and the rest of the program will be commenced on its conclusion.

H. S. Harkness Breaks All Records in Sixty-Mile Drive

LONG BRANCH, N. J., Aug. 17 (Special).—The 100-mile record race at Elkwood Park was the feature of to-day's auto races. It was the first event on the program. Three well-known owners of fast machines entered—H. S. Harkness, of New York, entered his sixty-horse power machine; E. R. Thomas, of New York, and Joseph Tracy. The first twenty miles were made in 22.48. On the thirty-sixth mile the Tracy entry was withdrawn. On the forty-seventh mile the Harkness machine was stopped for water. The latter continued on the course uninterruptedly and rolled off mile after mile in record-breaking time. After the sixtieth mile had been reached the judges determined to discontinue the event, all previous track records having been broken.

The twenty-five mile record was beaten by 3 minutes 13 4-5 seconds. The sixty miles was made in 1.12.51 2-5.

SWIFT AUTO RACES

Hawley Drives Thomas' Car Ten Miles in 10.40

1904-08-19

LONG BRANCH, N. J., Aug. 18 (Special).—Four thousand auto enthusiasts witnessed the auto racing at Elkwood Park this afternoon. The opening event was a ten mile race, in which the only entries were E. R. Thomas' racer driven by E. Hawley, and H. S. Harkness' machine. Before they had gone a furlong Harkness' machine sustained a permanent injury and withdrew. Hawley sent the Thomas racer ten miles in 10 minutes and 40 seconds.

There was a one mile open race for machines costing between \$2500 and \$5000. Joe Tracy, of New York; Charles R. Greuter, of Holyoke, Mass., and H. R. Lounsberry, Jr., of New York, were the starters. Tracy took the lead at the outset and won handily in 1.19. Greuter was second in 1.26, and Lounsberry third in 1.34.

Paced by a motor cycle a local cyclist tried to lower A. A. Zimmerman's track record of 2.076 as the third event, but failed. His time was 2.10 1-5. The one mile match race for a gold medal for electrics driven by Mrs. C. C. Miller, of Long Branch, and Mrs. A. L. McMurtry, of Baltimore, was won by Mrs. Miller.

The five-mile handicap, open, was the star attraction of the afternoon. Hawley, driving Thomas' machine, was on the scratch. F. W. Stockbridge's and Robert Newton's cars were the limit machines, each getting a four minute start. Lounsberry's machine was allowed 1 minute and 30 seconds, and Tracy's 1 minute. Before the scratch man left the post it became apparent that the handicappers had been too generous in their treatment of Newton's car. The latter won in 8.09 1-5. Tracy was second and Hawley third. Time of the scratch machine for the five miles was 5.26 3-5.

Will Try to Break Records.

Frank L. Deterling, of Little Silver, amateur paced champion of America, will give a one mile exhibition behind motor pace at Elkyood Park during the auto races Friday and Saturday, to beat the track record of Arthur A. Zimmerman of 2.07. Mr. Deterling will be paced by Fred Van Dorn, of Red Bank, with a 1 3-4 horse power Indian motor cycle.

1905-08-16

PLANS FOR GREAT CELEBRATION HERE ON JULY FOURTH

1908-06-09

Board of Trade Decides to Hold Races at Elkwood Park and Give Fireworks Display at Ocean Park--Auto Races and Telephone Dis- crimination Also Taken Up

Action was taken by the Board of Trade at its monthly meeting last night toward holding a Fourth of July celebration. The program, if carried out, will start with a series of cup races at Elkwood Park in the afternoon and conclude with a display of fireworks at Ocean Park in the evening. The committee on Amusements and Public Demonstrations, if plans do not miscarry, will be in charge of both celebrations.

Permission to use the Elkwood Park tract must first be secured of the Lewisesons. The committee will wait on the owners at once and it is expected that the concession will be granted.

Already the committee has the promise of several cups. A small admission fee will be charged. The receipts will be used to help pay for a display of fireworks.

The Board of Trade will ask the City Council for an appropriation to aid in the evening celebration to be given in Ocean Park.

The Zander Institute wants to establish a branch here. It has hundreds of institutes in foreign countries. Patients of the institute have urged that one be established at some American watering place. A representative from the Institute is expected in Long Branch this afternoon.

Drs. George H. Baker, J. W. Bennett and Mayor C. O. McFaddin were appointed a committee to meet the Zander representative.

W. E. D. Stokes, a summer cottager, and J. R. Wood, general passenger agent of the Pennsylvania Railroad, are anxious to pull off automobile races at Elkwood Park this summer. Mr. Wood wants to see the races held in connection with the Long Branch Fair Association. Mayor McFaddin, president of the fair association, was directed to take up the matter of auto races at Elkwood Park with Mr. Wood.

Mr. Stokes wants a road race, with Long Branch as the terminal. He is an enthusiast over the holding of a road race along the coast in September. The Committee on Amusements and Public Demonstrations was directed to take up the question of a road race with Mr. Stokes.

LONG BEACH IN ITS GLORY

**Extensive Improvements Made And
Great Sport Promised.**

1908-06-21

EXHIBITS AND RACES GALORE

**Season Will Open Formally In Two
Weeks—Nine-Tenths Of The Cot-
tages Already Filled.**

[Special Dispatch to the Baltimore Sun.]

Long Branch, N. J., June 20.—This resort is looking forward to the formal opening of the season, two weeks from today, when two concerts a day will be given in Ocean Park, all the theatres and hotels will be open, and there will be a great celebration, with auto races for records at Elkwood Park all day and a great fireworks display on the beach opposite Ocean Park at night. The racing and other fair features are relied upon to postpone the regular mid-August climax of the season into September. The event, however, will not interfere with, but rather give an impetus to, attractions of a similar character.

Since it was launched preparations have been made for the first annual Long Branch dog show, the first week in August. Mr. Robert Guggenheim, of New York, is the president of the new kennel club. This exhibition will immediately follow the horse show.

The third annual flower show will probably take place a week before the horse show and the annual society circus soon after. A gigantic river carnival, including yacht and motorboat racing, aquatic and athletic contests, illuminated parades of crafts, pyrotechnic displays, and other features, is planned for another week. In facilities for ordinary sports there is nothing lacking.

Auto Race Plans Complete.

All plans for the auto race meet, the largest affair of the kind ever held in New Jersey, are about completed. Tom Moore, who so successfully conducted the recent Briarcliff races, will have charge. The events include a 100-mile race, open to all; 50-mile race, open to all; exhibition mile by Walter Christie, the celebrated driver; 25-mile race for amateurs, bona fide owners to drive; 100-mile race for touring cars, and a number of other events. Efforts will be made to establish new records.

Officers for the permanent Long Branch Auto Association, which will conduct the races are: President, Mayor C. C. McFadden; vice-president, Robert Guggenheim; treasurer, William D. Anderson; secretary, T. Francis Moore; directors, Fred Lewisohn, Harry Payne Whitney, W. E. D. Stokes, P. J. Casey, Walter Lewisohn and Martin H. Vogel.

Auto Race at Elkwood Park. ♦

On Fourth of July there will be a series of automobiles race at Elkwood Park and the Board of Trade of Long Branch and the Monmouth Memorial Hospital will share in the receipts.

The program of the races is as follows:

No. 1. 100 miles, endurance contest, open to stripped stock cars of stock classes. Prizes, Guggenheim trophy valued at \$250; \$150 in cash to the driver, if professional; same amount in plate to amateur; entrance fee, \$25.

No. 2. 50 miles, free-for-all. Elkwood Championship. Prizes, Lewisohn Silver cup valued at \$200; \$100 in cash to winning driver if professional; same amount in plate to amateur; entrance fee, \$10.

No. 3. 10 miles, Long Branch special; open only to amateur drivers under A. A. A. Rules, for fully equipped stock touring cars and runabouts. Prizes, handsome silver cup to winner; entrance fee, \$10.

No. 4. 5 miles, for stripped stock cars or stock chassis. Prize, silver cup to winner; \$50 to winning driver; cash to professional; plate to amateur; entrance fee, \$10.

No. 5. 5 mile pick-up-race. Open to fully equipped touring cars seating five or more passengers. Driver to start without passengers; at conclusion of first mile, to bring car to full stop and take on a passenger, and taking another at conclusion of first four miles. Prize, silver cup to winner; entrance fee, \$10.

No. 6. Time trials for cars of any description against circular track records at 1, 2, or 5 miles. Flying and standing start. Prizes awarded to cars breaking existing records. No entry fee.

IMPROVING BIG TRACK

1908-06-26

Turns In Elkwood Park Course Being Banked to Make Safe For Great Auto Races.

Very extensive preparations are being made to prepare the track at Elkwood Park for the automobile races of July 4th. Messrs. Walter and Fred. Lewisohn, who are attending to the details for the Elkwood Park Automobile Association, are expending considerable money to carry out plans to make this one of the safest courses for the motor car on this continent. Both turns of the course will be banked to a height of more than 4½ feet. This contract has been awarded to Samuel Smock, of Oceanport, who has had an extensive experience in track building and who has several gangs of men working on it.

These men will continue from now until July 1, when Mr. Smock assures those behind the movement that the contract will be completed. Every precaution possible is being taken to avoid accident.

The old grandstand, which has been standing for years at Elkwood track, is being reinforced and enlarged to prepare for the visitors that are expected on Independence day.

The program, already arranged, is by far the most interesting and exciting so far offered for a track meet. The ten-mile amateur event is practically filled now, unless the organization decides to run it in heats. M. Robert Guggenheim, who has joined with Messrs. Lewisohn in preparing this meet for the benefit of Long Branch, was the first to enter this class with his Renault; William B. Anderson with his Mercedes followed; Col. Max C. Fleishman, of Cincinnati, and Alfred Lincoln Seligman were among the early entrants to send in their applications.

Fred. Lewisohn will be the honorary referee for the day, and Dr. J. R. Overpeck, of the Quaker City Motor Club, of Philadelphia, has consented to act as a referee and take charge of the meet. This will be Dr. Overpeck's first billet in or near New York. He has presided at most of the important meetings at or near Philadelphia.

GOV. FORT WILL

SEE AUTO RACES

1908-07-01

He and United States Senator Briggs Will Occupy a Box at Elkwood Park.

Long Branch, July 1. — Announcement was made yesterday that all of the boxes for the Elkwood Park automobile races had been sold. Among the box holders are Governor Fort, of New Jersey, and United States Senator Briggs, of Trenton. The latter, who purchased a car on the day before, has become an automobile enthusiast.

At a meeting of the Elkwood Park committee he'd last night in Long Branch a trophy for the amateur event to be known as Price's Cup was accepted. The trophy originally intended for this event will be given as a second prize. For this race there are already twelve entries, with others in prospect. Robert Guggenheim, W. B. Anderson, Alfred Seligman, and Stewart Elliott, who will drive their own cars, are favorites for this contest.

The banking of the Elkwood track has been completed and the oiling of the surface was done yesterday.

FAST AUTOS TO RACE.

Speediest Cars in Country Will Compete at Elkwood and Wildwood.

Entries for the Fourth of July races at Elkwood Park and at Wildwood closed last night, but in each case the lists are continued open until the arrival of this morning's mails. Twenty-one different cars have been named to race at Elkwood, the largest and most representative entry that has been received for any race meet held in years, and with the competition of most of the cars in two or more races makes a big list of competitors. The machines are the fastest in America, including the Hotchkiss Vanderbilt Cup racer, the Christie Grand Prix car, the Fiat Ormond Beach record-breaker, a number of the Briarcliff cars and machines, which though not competitors in big road races, have made records in recent events like the Jamaica speed trials. In addition to the three cars named the competitors include three Stearns, a Packard, a Peerless, a Mercedes, an Isotta, a Lozier, a Welch, an Acme, an American, a B. L. M., an Allen Kingston, a Bianchi, and an Oldsmobile.

In the Wildwood races the competitors will be two Buicks, a Maxwell, a Mitchell, a Ford, an Overland, a P. & S. Skimabout, a Rambler, an Apperson, a Pennsylvania, a P. & S., a Premier, a Cleveland, a Packard, a Stearns, a Thomas, a Chadwick Six, a Fiat, and three Stanley steamers, which with duplications in various events will furnish a list of fifty starters in the nine events. They ought to furnish great sport at both meetings.

GOVERNOR WILL SEE AUTO RACES

Engages Box For Holiday Events
on Elkwood Park
Track.

Governor Fort has reserved a box for the Elkwood park race meet at Long Branch tomorrow for the benefit of the Long Branch hospital and will witness the contests with the members of his staff. The governor and other spectators will have an opportunity of witnessing the exploits of the greatest field of highclass cars that have ever been gathered together for a track race meet. Entries closed at midnight Wednesday, but a score of cars were formally entered yesterday afternoon, including E. Hand Hollander's Fiat Cyclone, Harry Levey's Hotchkiss, M. Robert Guggenheim's Renault, W. B. Anderson's Welch, C. P. Wyckoff's Stearns, C. M. Hamilton's Isotta-Fraschini, H. A. Lester's Lutzler, Kingsley Swan's Stearns, Walter Christie's Christie, Percy Owen's Blanchi, Thomas J. Sully's Packard, Paul La Croix's Renault, W. H. Pilnu's Acme, Stewart H. Elliott's American, Arthur Hammerstein's Mercedes, L. H. Periman's Welch, J. A. Clark's Peerless Harold T. Creighton's Oldsmobile and the B. L. M. racers owned by R. W. Buckley, jr.

1908-07-03

The famous old one-mile Elkwood track has been carefully prepared for racing under the direction of the Elkwood Park Automobile association. The surface has been scraped and rolled and well sprinkled with oil, so as to prevent any dust being raised. Both of the turns have been banked to prevent skidding. Frederick Lewisohn is to be honorary referee and Dr. J. R. Overpeck of the Quaker City Motor club, is to be referee. The judges will be Jefferson Selligman, Walter Lewisohn, Colonel T. J. Donohue and E. K. Schwarzkopf. The timing will be done by members of the Timers' club of New York, and Mayor Charles O. McPadden of Long Branch, will be track superintendent.

The big race is to be a five-mile match for the Lewisohn trophy between Harry Levey's Hotchkiss racer, driven by H. J. Kilpatrick; E. Hand Hollander's Fiat Cyclone, driven by George Robertson, and Walter Christie's 120-horsepower Christie front drive racer, driven by Morton J. Seymour.

AUTO RACES AT LONG BRANCH

Pretty Dresses And Fine Equipages Make Scene Attractive.

[Special Dispatch to the Baltimore Sun.]

Long Branch, N. J., July 4.—The first of the long series of automobile races that will be run weekly, and sometimes twice a week, in July and August, started today on the new Elkwood Park track, and over roads adjacent. The races proved a society event that attracted many hundreds of smart looking people from cottages all over Monmouth county, and the display of dresses and fine equipages almost rivaled that of the horse show, preparations for which, by the way, are coming out very well.

One of the most popular entries in the race was Arthur Hammerstein's 40-horsepower Mercedes in a 50-mile road race. An attraction in connection with the races that drew much interest was a match race for four of the fastest machines. Contesting were Barney Oldfield's Green Dragon, a 220-horsepower Christie, a 120-horsepower Hotchkiss and a 110-horsepower Fiat-Cyclone. Some of the boxholders at the races were Col. Thomas J. O'Donohue, Henry Seligman, Harry Content, M. L. Schwartz, Maurice Bloomingdale, Frederick Loeb, T. Sanford Ross, Alfred Nathan, H. I. Cohn, Jacob Rothschild, L. E. Newman, Edward Stendler, Jesse Watson, A. W. Popper and Herbert Schestel.

TWO ACCIDENTS MAR ELKWOOD PARK RACES

Warren, and Crawford, a Brooklyn Boy, Injured When Stearns Car Gets in Trouble.

CRAWFORD'S LEG AMPUTATED.

Isotta Wins 100-Mile Race—Ralph de Palma Does Well With the Allen-Kingston Car.

(Special to the Eagle.)

Long Branch, N. J., July 4—Drivers inexperienced in track racing caused two accidents to-day at Elkwood Park in an automobile meet managed by Tom Moore. In the fifty-mile event, after a good start, the Stearns driven by Arthur Warren got into the soft dirt in the stretch and turned over. The autocar driven by Clarence E. Fisher of East Orange, N. J., was following closely and ran into the wreck with a terrible crash.

Warren and James Crawford of 1018 Madison street, Brooklyn, his mechanic, were caught in the wreck. Warren got a fractured rib and collarbone, while Crawford had one leg almost torn off. The leg was amputated in the Monmouth Hospital. A field hospital and ambulance in charge of Dr. Edwin Sternberger took care of the men. They will recover.

The Stearns was a total wreck, but the autocar got off with a bent steering knuckle. This put it out of the race, however.

Another accident occurred in the twenty-ninth mile of the same race. Not twenty yards from where the Stearns smashup took place Bert Bellows in M. R. Guggenheim's Renault hugged the rail too closely. The car tore away thirty feet of the infield fence, turned over and landed on its side, a complete wreck. Both men were thrown high in the air. Bellows landing un hurt. The mechanic, Arthur Meyers, however, got a double fracture of his arm. These accidents should not be charged up against professional track racing, as none of the men had had experience on the track.

The track itself was as near perfect as it could be. The turns were well banked and 1,000 gallons of oil combined with the rain that fell at intervals during the afternoon, made the track absolutely dustless. The grandstand and field stand were jammed and thousands lined the fence. It is estimated that the attendance was twelve thousand. J. M. Seymour and Al Poole, both drivers of long experience in track and road work, declared that not only was Elkwood the fastest, but the safest track in the country.

The financial success of the meet was insured in the London Lloyds. Rain in the morning caused Dr. J. R. Overpeck, the referee, to postpone the meet for an hour. The proceeds of the meet are to go to the Monmouth Memorial Hospital at Long Branch. A lot of pretty girls in the grandstand acted as aides to Governor Fort of New Jersey and his staff.

The five mile event for stock chassis, the first of all, had five starters. Al Poole in a Briercliff Isotta, Al Bellows in a Renault, Arthur Varran in a Stearns, Stewart Elliott in an American and Ralph De Palma in an Allen-Kingston. Poole stalled his motor twenty yards from the tape and had further bad luck through throwing a rear tire in the second mile. The Allen-Kingston was in the lead on the first mile and maintained it to the end of the race, winning in 5:25 4-5, or at the rate of fifty-six miles per hour. The American was a close second, with the Stearns third.

The Long Beach Special, open to amateurs only, for a silver trophy over a distance of ten miles, brought Welch, Stearns, Packard and American cars to the tape.

Stewart Elliott in the American got away last, but he passed the Stearns on the back stretch and came past the grandstand in the lead, with the Stearns in the wake. He increased his lead slightly during the second mile and then steadily opened a gap which made him the winner in 10:53, or at the rate of fifty-five miles an hour. The Stearns was second and the Packard third.

A boy who climbed an apple tree here furnished a sensation by falling out of said tree. The well equipped field hospital took good care of him.

The appearance of the Fiat cyclone was greeted with cheers from the grandstand. While it was waiting to start a rain squall struck the track. The rain squall proved more powerful than the cyclone and the continuation of the race was postponed for fifteen minutes to allow the track to dry. The management put on the fifty mile race with seven starters, the Renault, Lozier, Welch, Stearns, American, Allen-Kingston and Autocar. The cars started well bunched in a good getaway. At the lower turn the accident to the Stearns put it and the Autocar out of the race. For the first mile the American led, with the Allen-Kingston, Renault, Welch and Lozier in order thereafter. This order was unchanged until the third mile, when the Lozier passed the Welch. The Allen-Kingston took the lead at the sixth mile and lapped the Welch. At the ninth mile the American stopped for ignition trouble, losing a lap.

At the end of ten miles the cars were in the following order: Allen-Kingston, American, Lozier, Welch and Renault. A neck and neck race was on between the Americans and the Allen-Kingston for four miles until the American was forced to retire permanently with ignition trouble. At the twenty-fifth mile the Allen-Kingston was a lap ahead, the Lozier second and the Renault third. The time was 27 minutes 46 seconds. A pretty race followed, the four cars being bunched. It was during this race that the Renault capsized through trying to hug the fence too close. The Allen-Kingston's time for thirty-five miles was 39 minutes. The Lozier and the Welch were a lap behind. At the forty-first mile the Lozier stopped for minor trouble, but continued in time to prevent second place being taken from it.

The Allen-Kingston maintained the lead to the end, finishing the fifty miles in 55 minutes 59 3-5 seconds, without making a stop. The Lozier had covered forty-seven miles and the Welch forty-four miles. The Welch also was a non-stop car and performed remarkably considering the fact that it was the only car fitted with a full touring body. The Allen-Kingston broke the track record by 6 minutes 2-5 second.

Time trials were next in order. J. Morton Seymour in the reconstructed front drive Chrysler racer, was the first to go against the track record of 53 seconds, made by Cedrino in 1905. His time was 57 1-5 seconds. Ralph De Palma, in the Allen-Kingston, winner of the fifty mile

race, did the mile in 61 2-5 seconds. Seymour made another attempt in the Chrysler, unsuccessfully, because of a break in the water circulating system.

Eight cars faced the starter in the 100-mile event. This was a repetition of the 50-mile race. Stewart Elliott in the American took the lead, being closely pursued by the Allen-Kingston. Poole's Isotta and Michenor in the Lozier also ran neck and neck for miles. The Acme and the Bianchi fought it out inch by inch. The American retired at the twelfth mile with ignition trouble. The Allen-Kingston held the lead until the twenty-first mile, when a rainstorm came on. The higher horse-power Isotta, driven by Poole, passed it and held the lead until the eightieth mile. Two pairs of cars for forty miles gave the spectators an interesting race. The Isotta and the Allen-Kingston were fighting for the lead, while the Acme and the Bianchi ran neck and neck.

The rain having stopped, the Allen-Kingston, which was about a half lap behind, began to close up the lead that Poole had. De Palma passed the Isotta in the eightieth mile. Poole, however, immediately opened up and passed the Allen-Kingston again at the clubhouse turn. Then for twenty miles they were neck and neck. Just when the light was falling, Poole in the Isotta on Michelin tires won the best 100-mile race that ever has been run in this country. The time was 130 minutes 26 4-5 seconds. Ralph De Palma was second in the Allen-Kingston. The Lozier was third, the Bianchi fourth, the Acme fifth, the Cadillac sixth and the Pope-Toledo seventh.

The only decision that the referee had to make was the one in which he refused to allow the Westinghouse to enter the 100-mile race, as it had only five lugs to a tire instead of six, which the racing rules require.

AUTO RACES AT ELKWOOD.

Henry Munro's Machine Beaten—Two Bad Accidents. 1908-07-08

An immense crowd of people journeyed to Elkwood Park on the Fourth to see the automobile races. Many of them were Red Bank folks and they mingled with millionaire society people from Long Branch and other beach resorts. Only one local entry appeared on the racing program, and that was the fifty-horse Pope-Toledo belonging to Henry Munro of Middletown. The machine was driven by Ed. vonKattengell and was entered in the one hundred mile race. This race was run through heavy showers and the last half of it was on a course so slippery with oil and water that the machines slid dangerously when rounding the turns. The race was won by an Isotta machine, driven by A. Poole, in 2 hours 10 minutes 26 ⁴/₅ seconds. Mr. Munro's machine did not get a place.

Two accidents occurred. A Stearns and Auto car were close together at the upper turn of the course when the Stearns skidded in soft earth and turned turtle. C. E. Warren, the driver, jumped, but James Crawford, the machinist, was pinned beneath the machine. Warren's collarbone was fractured and two of his ribs were broken. Crawford's right leg was broken. The two men were hurried to the Long Branch hospital in an ambulance. The other accident took place in the 29th lap of the fifty-mile race, when Robert Guggenheim's Renault skidded in making the turn. Bel-lows, the driver, was hurled in the air, but he was not hurt. Arthur Meyer, the machinist, had his arm broken.

Insured Auto Races Against Rain.

A new form of insurance was instituted in the United States last Saturday, at the automobile races. It was a gamble on whether it would rain or not and keep the crowds away.

Through Adolph Lewishon in London the Elkwood Park Automobile Association paid to Lloyds of London, a premium of \$1,400 and insured their races against rain in the amount of \$7,700. If there was no rain the Automobile Association was out \$1,400. If it rained to the extent of one-sixteenth of an inch the Association got \$7,700. It rained more than the specified quantity and the Association won.



The date has not yet been set for a two-day series of auto races, to include a 1,000-mile race for the record, at the Elkwood Park mile track, but they will take place probably the last of the month or Labor Day, and the river carnival either this week or week following.

1909-08-07

RACES TO BE HELD AT ELKWOOD PARK

*Old Track Being Reconditioned, But Not For Horses
— Automobiles and Motorcycles to Compete
There On Memorial Day For First Time*

Racing at Elkwood Park, which is to be a more exciting event than the horse races, is to be a more exciting event than the horse races. It will not be men-
thoroughbreds with their gayly be decked riders who will circle the
famous old track amidst the ming- led cheers and groans of hundreds
of spectators, for horse racing is
illegal in this state. Instead of the
beat of horses' hoofs, the clug of
racing automobiles, motorcycles and
airplanes and the smell of gasoline
and blistering rubber will pervade
at the old racing center.

1929-04-10

Professional and amateur auto-
mobile, motorcycle and airplane
races will be held at Elkwood
Park every Sunday throughout the
summer months under the auspices
of the Sea Coast Motor Speedway
Association, which is said to be
composed of a group of Monmouth
County men, it was learned by The
Daily Record this morning. A mile
dirt track 75 feet in width has been
laid out and grandstands are under
construction.

The first events will be staged on
Memorial Day when some of the
best-known auto racing drivers of
the country will compete in a num-
ber of contests. There will also be
races between a fast motor car and
an airplane and a motorcycle and
an airplane.

Besides the professional drivers
who will appear in the Memorial
Day contests, the racing committee
has received applications from the
following Monmouth County owners
of racing cars: Elmer Cpttrel, Ver-
non Cook, Clarence Harris and
George Murray, all of Red Bank;
Kenneth Morris, of Glendola, and
Wesley Major, of Asbury Park, all
of whom are registered racing driv-
ers.

AUTO RACES TO BE AT ELKWOOD PARK

1929-05-28

Dirt Track Events Attract Well-Known Drivers On Decoration Day.

The list of sporting events throughout the county on Decoration Day will be topped by a series of automobile races to be held at the newly constructed mile and an eighth dirt track at Elkwood Park.

Foremost among the 20 drivers which are expected to take part in the races is "Fat" Morrelli, of Highland Park. Morrelli has raced in many important events in this country during the past 10 years. He will be behind the wheel of his Rajo Special.

Other well-known drivers include Frank Culver, of Los Angeles, Cal., who gained fame several years ago in the Indianapolis 500-mile race, and Elmer Cottrell, of Red Bank, who will drive his "Flying Coffin" in the five-mile semi-stock car race.

The first event, the five-mile stock car race, will include Clarence Harris, of Red Bank, driving a Boyle Special; Talbot Travers, of Perth Amboy, M. M. Special; Kenneth Morris, of Glendola, Essex Four Special; M. & M. Garage entry of Perth Amboy, M. M. Special, and Elmer Cottrell, of Red Bank, "Flying Coffin."

The other events, including the 10-, 15- and 25-mile races, will have as entries the following: "Fat" Morrelli, of Highland Park, Rajo Special; L. M. Lincoln, of Long Branch, Dusenberg and "Question Mark;" Raymond Haywood, of Newark, Dusenberg; Joseph Herbert, of Fords, Herbert Special; Richard Lange, of Nutley, Fronty Ford; William Buhler, of Perth Amboy, Dodge Special; W. Reid, of New Brunswick, Laurel 16; Joseph Stilo, of Morgan, Laurel 16; E. V. Brestley, of Long Branch, Fronty Ford; Frank Culver, of Los Angeles, Cal., Dusenberg, and Elmer Clev, of Keansburg, Stutz Special.

All the races are in charge of the Seacoast Motor Speedway Corporation, which was formed recently by five Monmouth County men. They include Vernon Cook, Clarence Harris and Elmer Cottrell, all of Red Bank, and Morrell J. Moore, of Little Silver, and Elmer J. Clev, of Keansburg.

Races will be held every Sunday during the season.

THE TRACK WILL BE OFFICIAL- LY OPENED TOMORROW.

The Seacoast Motor Speedway Company Has Arranged a Program of Automobile and Motorcycle Races—Cash Prizes to be Awarded.

The Seacoast motor speedway company, which has leased the Elkwood park race track, will open the track tomorrow afternoon with automobile and motorcycle races. Cash prizes will be awarded to the winners.

The first event will start at half-past two o'clock. It will be a five-mile race for semi-stock cars. Three other races will be conducted for special racing cars over ten, fifteen and twenty-five mile courses. Cars winning first places in the ten-mile and fifteen-mile events will be the only ones eligible for competition in the twenty-five mile race.

The motorcycle race will be between members of the Monmouth motorcycle club and Grover Parker's club. Both organizations have been formed only a short time. John Stilo, Jr., of Morgan, nine years old, will give an exhibition of race driving in his special racer. The car has airplane wheels and is powered with a Saxon motor. It has a top speed of 55 miles an hour. Joseph is one of the youngest exhibition race drivers in the world. His father will drive a Dodge special in one of the automobile races.

1929-05-29

Those who will take part in the semi-stock car race are Clarence Harris, Talbot Travers and Elmer Cottrell of Red Bank; George Stillman of Eatontown and Kenneth Morris of Glendola. Four Fords and an Essex are entered in this race.

The entrants in the other automobile races are Vernon Cook of Red Bank, Elmer J. Cleve of Keansburg, John Brestley of Long Branch, Joseph Stilo of Morgan, Frank Reid of Plainfield, W. Lincoln of Newark, F. Morelli of Highland Park, Joseph Herbert and Joseph Beuhlar of Perth Amboy, the M & M garage of South Amboy, William Culver of Belmar, Frank Marini of New Brunswick and Richard Lang of Nutley. Among the cars in the last three races will be two Duzenburgs, a Rajo special, two Chevrolets, three Frontenacs, two Fords with Laurel equipment, two Dodge specials and a Stutz special.

Besides the entrants above mentioned for the automobile races others are expected from Philadelphia and Harrisburg, Pennsylvania and Pittsburg.

The Elkwood Park track is one of the best dirt race tracks in the East. Races will be held there every Sunday until next fall.

4,000 Witness Auto Races At Elkwood Park Track

About 4,000 persons took advantage of the fine weather yesterday to witness the automobile and motorcycle races held at Elkwood Park, Oceanport. The track was in fine condition. The only accident to mar the occasion occurred when Samuel Little, of Plainfield, had his thumb cut off when it became caught in the wheel of his motorcycle. The Eatontown ambulance was at the track in case of accident and the Oceanport firemen were on duty. The races were held under the supervision of the Seacoast Motor Speedway Corporation. Races will be held on Sundays and Holidays during the balance of the season.

The first event was a motorcycle polo match between the Seacoast team and the Philadelphia Ramblers. After four 15-minute quarters, the Seacoast team won by a score of 16 to 7. A five-mile motorcycle race was won by Henry Martin, of Red Bank, who completed the distance in 5 minutes and 8 seconds. A professional single cylinder motorcycle race was won by James Nugent, his time being 5 minutes and 40 seconds.

Then followed the one-mile trial heats for all models of cars. Joe Hayward, of Newark, driving a Dusenbury Special, made the mile in 59 seconds. Tied for second place were Talbot Travers, of Red Bank, driving a special Ford, and William Buhler, of Perth Amboy, driving a Laurel special. Their time was 1 minute and 4 seconds.

The 10-mile handicap race finished as follows: Joe Hayward, Newark, scratch, first; Kenneth Morris, Glendola, 15 seconds handicap, second; William Buhler, Perth Amboy, 30 seconds handicap, third. Talbot Travers, of Red Bank, was forced out with a bad wheel in the third lap. Clarence Harris, of Red Bank, finished sixth. The winner's time

was 11 minutes and 43 seconds.

A five-mile motorcycle race between four Harley-Davidson machines, owned by Grover Parker, of Red Bank, was won by Charles Bush, with Henry Martin second.

The judges were Francis Egan, Norman Gribbin, Paul S. Morehouse, Frederick Mornhinweg and William Cowell. The announcer was Eugene Wenzell. Odgen Mills was the timer. Elmer Cottrell was the track announcer.

1929-05-31

PERTH AMBOY MAN

WINS HANDICAP RACE

1929-06-03

Automobile and Motorcycle Events Furnish Thrill At Elkwood Park Track.

William Buechler, of Perth Amboy, furnished the thrills at the Sea Coast Motor Speedway at Elkwood Park, Oceanport, yesterday afternoon when he piloted Joseph Herbert's Chevrolet special to win the feature handicap cup race over the 10-lap course in 9 minutes and 21 seconds. Buechler in his time trial preceding the race broke the track record when he flashed around the mile and one eighth track in 56 seconds. Starting from scratch in the feature handicap Buechler took the lead on the third lap and never was headed again, his bright metal covered racer flashing in the sun like a streak as he whirled through the dust with the other speed demons in hot pursuit. He also won the 10-mile stock race in the earlier part of the program covering the distance in 10 minutes and 48 seconds.

Louis Music, of Long Branch, captured the final race of the day, when he rode his Harley-Davidson cycle to victory in the five-mile amateur race for "61" twin cylinder motor in 5 minutes and 9 seconds after a nip and tuck battle all the way with Jesse Niblett, of Red Bank.

In the semi-stock automobile race, Joe Peals, driving his Laurel Special took first money, while Travers of Red Bank in his Ford Baby Jewel was second and Van Hilton in Boyle's Special finished third. The time for the five miles was five minutes and 22 seconds.

The other two motorcycle races were captured by Newark riders.

Auto Races

and

1929-06-08

Motorcycle Races

Seacoast Motor Speedway

ELKWOOD PARK
OCEANPORT, N. J.

SUNDAY, JUNE 9

TIME: 2:30

See "Leaping Lena" the only car
built that will Charleston and
Black Bottom.

RED BANKER HURT

AT ELKWOOD TRACK

William Costello, "Trying Out Track" Hits Pole On Turn.

1929-06-17

William Costello, of 87 Bergen Place, Red Bank, "trying out the track" at Elkwood Park yesterday after the races held under the auspices of the Seacoast Motor Speedway Company came to grief when his car, in rounding a turn, crashed into a pole and was badly damaged. Costello was badly injured, and was treated at his home by a physician.

The Red Banker, it is said, was not given permission to use the track, but nevertheless went on with his car. He drove around and at the west turn left the track and crashed into a 12 by 12 inch pole and sheared it off close to the ground, his car flew into the air and made nearly a half circle, landing back on the track in a heap.

Cars and Horses To Vie At Elkwood Park

**July 4 Program Diversified
—No Races This
Sunday**

1929-06-29

GALA HOLIDAY CARD

Both automobile and trotting races are scheduled to be held on the mile dirt track at Elkwood Park on July 4. Faster cars and more daring drivers than have yet been seen on the track are being booked for the holiday events. Trotting races between some of the fastest horses of this type in the state will also be part of the day's program.

There will be no races held on the Elkwood track Sunday afternoon as the members of the racing association are devoting their entire time to the arrangement of a gala holiday card.

Last Sunday afternoon a large crowd witnessed five thrilling automobile races that were declared to be the best yet held at the track. A 10 mile special race was won by Vernon Cook of Red Bank. Hayward of Newark, second; L. M. Lincoln, third. Vernon Cook of Red Bank defeated Hayward in a 10 mile match race.

A 10 mile handicap event was won by Kenneth Morris of Glendola; Hayward, second; Cook, third. A special five mile race was won by "Wild Bill" Buhler of Perth Amboy; Hayward, second; Lincoln, third.

Mike Peeler of Perth Amboy rolled under the tape first in a five mile race for semi-stock cars. Clarence Harris of Red Bank captured second place and Elmer Cattrell, also of Red Bank, was third.

5 Auto Races Sunday At Elkwood Track

Five automobile races as well as several novel exhibitions will be held on the Elkwood Park race track Sunday afternoon. Some of the best known drivers in the state, many of whom have already displayed their wares before local racing fans, will pilot speedy machines around the mile dirt course.

The drivers who have entered for the day's events include, Hayward, Newark; Lincoln, Long Branch; Vernon Cook, Red Bank; Reid, New Brunswick; Stilo, Newark; Bresley, Long Branch; Elmer Cottrell, Red Bank; Clarence Harris, Red Bank; Morris, Glendola; Mike Peeler, Perth Amboy.

VERNON COOK WON FOUR RACES AT ELKWOOD PARK.

Mr. Cook Holds the Track Automobile Speed Record—Two Trotting Horse Races Were Held on July 6th—More Races This Sunday.

Vernon Cook, son of John H. Cook, Jr., of Newman Springs road, a holder of the speed record at the Elkwood Park track of the Beacon motor speedway corporation, won four races at the track on July 6th and Sunday. The track is a mile and one-eighth around and Mr. Cook has made the distance in 54 1-5 seconds. More than a thousand people were at the track on July 6th and two horse races were held in addition to the automobile races. The events Sunday comprised three automobile races and there were about one thousand spectators.

The first automobile race on July 6th was a ten-mile event for semi-stock cars. Mike Peeler of Perth Amboy was the winner. The M. & M. garage of South Amboy and Clarence Harris of Red Bank were second and third respectively. Elmer Cottrell of Red Bank started in the race but was forced out before he finished. All the cars used in this event were Ford specials.

The second race was ten miles in length and was won by Mr. Cook. In this race he made eleven miles in nine minutes and forty seconds. Clarence Hayward of Newark, Edgar Reid of Plainfield and L. M. Lincoln of Newark were 2nd, 3rd and 4th.

A ten-mile cup race was third on the program and this was also won by Mr. Cook, who made the distance in less than ten minutes. Hayward, Lincoln and Reid were 2nd, 3rd and 4th.

A five-mile match race between Mr. Cook and Kenneth Morris of Glendola was won by Mr. Cook. Mr. Morris has an Essex four special. Another match race between Peeler and the M. & M. garage was won by the M. & M. garage.

The principal event of the afternoon was a mile horse race between a trotting horse owned by Henry Muhlinbrink of Branchport and a trotter owned by Clayton Conover of Lakewood. This race was scheduled to be run in five heats, the winner being the horse to win three out of five heats. Mr. Muhlinbrink's horse finished the second heat with a lame leg and the race was conceded to Mr. Conover. Mr. Muhlinbrink drove his own horse and Mr. Conover's horse was driven by Alexander Heyers of Lakewood.

Another trotting race between horses owned by Mrs. Jerome Rice of Fair Haven and Arthur Clayton of Belmar was won by Mrs. Rice's horse, which was driven by Patrick Callanan of Fair Haven. Alexander Heyers drove the Clayton horse.

William Beuchler of Perth Amboy, a professional race driver and track manager at Elkwood park, attempted to break the track speed record in Mr. Cook's Chevrolet special. The car skidded on one of the turns, made a tail spin and plunged in the bank at the side of the track. Mr. Beuchler was going between 75 and 80 miles an hour when the car skidded. The front part of the racer was badly damaged but Mr. Beuchler was unscathed.

A ten-mile race opened the program Sunday and L. M. Lincoln in a Deussenberg was the winner. Hayward was second and Reid was third. A ten-mile cup race was won by Michael Peeler and a five-mile match race between the three fastest cars at the track was captured by Mr. Cook. Hayward was second and Lincoln was third. Hayward also has a Deussenberg racer.

Events for the coming Sunday are time trials, semi-stock car race, 25-mile race, ten-mile cup race, and handicap and consolation races. The consolation race is for drivers who have entered previous races in the day's program, but have not placed.

1929-07-10

Seacoast Motor Speedway

Elkwood Park Oceanport, N. J.

**Auto Races Every
Sunday and Holiday**

Admission

\$1.00

1929-07-20

**Vernon Cook Wins Two First Prizes
and a Second Prize.**

1929-07-24

Vernon Cook of Red Bank won two first prizes and a second prize in the automobile races which were held Sunday on the Seacoast motor speedway at Elkwood Park. He got first prize in the race for special cars over a ten-mile course and first prize in a ten-mile handicap race. He got a second award in a five-mile race. Kenneth Morris of Glendola won first prize in a race for semi-stock cars and Al Presley of Long Branch got second prize. "Fat" Marcella, who weighs 320 pounds and who holds the track record at Wilmington, Delaware, won second prize in the ten-mile race for special cars and first prize in the five-mile race. Presley was second in the ten-mile handicap event and Michael Peller was third.

Charley Goggi, the world's youngest racing driver, made his initial appearance with his Chevrolet special. Owing to a slight defect in a bolt, his car did not take part in the events. It will be in the races next Sunday with Goggi at the wheel. Among the other racers will be Lester Rudolph and James Brown of Staten Island, with Chevrolet specials.

SIX AID CALLS AT LONG BRANCH

Numerous Accidents Reported
as Heat Wave Drives
Throng to Resort.

RACING DRIVER INJURED IN CRASH ON SPEEDWAY

LONG BRANCH, July 29.—Numerous accidents marked the passing of Sunday in this city and vicinity in which one of the largest crowds ever witnessed gathered at this shore resort seeking relief from the heat wave in the metropolitan area and inland cities. The bathing beaches were literally thronged thruout the entire day altho only two submersion cases were reported. The boardwalk was likewise crowded by the excursionists and proprietors of concession stands reported a thriving business from early morning until late at night.

Despite the unusually long run of accidents no fatal collisions were reported. Thousands of motorists passed thru Ocean avenue and other popular thoroughfares thruout the city, necessitating police officers to continually direct traffic which to some extent lessened the number of accidents.

The First Aid and Safety squad recently organized in this city reached its highest peak of calls, there being six runs recorded thruout the day.

Officer William Hayes of the city police department picked up a small four-year-old boy whom he found wandering aimlessly along the boardwalk yesterday afternoon. His parents, however, reclaimed the lad who said his name was Vincent Santore, of 324 Spencer street, Elizabeth, some time later.

Bessie Cerdell, 6 years old, of Columbia avenue, Newark, was removed from the surf at a point opposite Cozier avenue, this city, in an unconscious condition by nearby bathers after she had become caught in an undertow and carried toward sea. Members of the First Aid and Safety Squad were summoned and performed artificial respiration sufficiently reviving her when she was removed to the Monmouth Memorial hospital for further treatment.

Mrs. Forman Sutphin, 27 years old, of Elm del was likewise removed from the water in an exhausted condition following an unsuccessful attempt to swim during her initial appearance in the water at the North Lodg Branch beach this year. The First Aid and Safety squad were called and gave the exhausted woman treatment for submersion.

George E. Craig, of 585 Bergenline avenue, Union City, driving a roadster in a southerly direction along Ocean avenue near the intersection of North Broadway struck Mrs. Julia Buteleng, 47 years old, of 336 South Park avenue, Elizabethport whom he claims walked directly in the path of his automobile. She was removed to the Monmouth Memorial hospital for treatment altho no charges were preferred against Craig.

A roadster driven by John L. Webb, jr., of 51 Highlands avenue, Jamaica, L. I., travelling in a westerly direction on Willow avenue, this city, collided with a taxi owned and driven by John Blangerio, of 428 Division street, this city, who was going south on Division street. Lorraine Webb, 6 years old, an occupant of the roadster was slightly injured in the impact and was removed to the Monmouth Memorial hospital for treatment by members of the First Aid and Safety squad. The drivers agreed to settle the damages among themselves.

Racing Driver Hurt

John Timko, 27 years old, of 806 Brace avenue, Perth Amboy, a driver of the Sea Coast Motor speedway Sponsors of the Sunday afternoon races at Elkwood Park in the borough of Oceanport was slightly injured when the left front wheel of his racing automobile broke off causing the machine to leave the speedway and crash against a tree uprooting it and being thrown over the top of it by the force of the impact. Timko sustained numerous lacerations about his body but refused admittance to the Monmouth Hospital hospital after being treated.

Lawrence J. Shour, of 1025 Fifth avenue, New York, driving a touring car east on Cedar avenue near the intersection of Second avenue, struck Mrs. David W. Kahn, 41 years old and Mrs. Ilda Kahn, 35 years old, guests at the Alberna hotel, Cedar avenue, this city, who were walking along Cedar avenue. Shour told police that another automobile directly in front of his made a sudden turn into Second avenue and to avoid an accident swerved to the left and went over the sidewalk striking the two women. They were admitted to the Monmouth Memorial hospital suffering from numerous lacerations about the body.

TIMCO HAS CRASH IN AUTO RACES

Harris of Red Bank Wins
Elkwood Park Meet.
Cook Second.

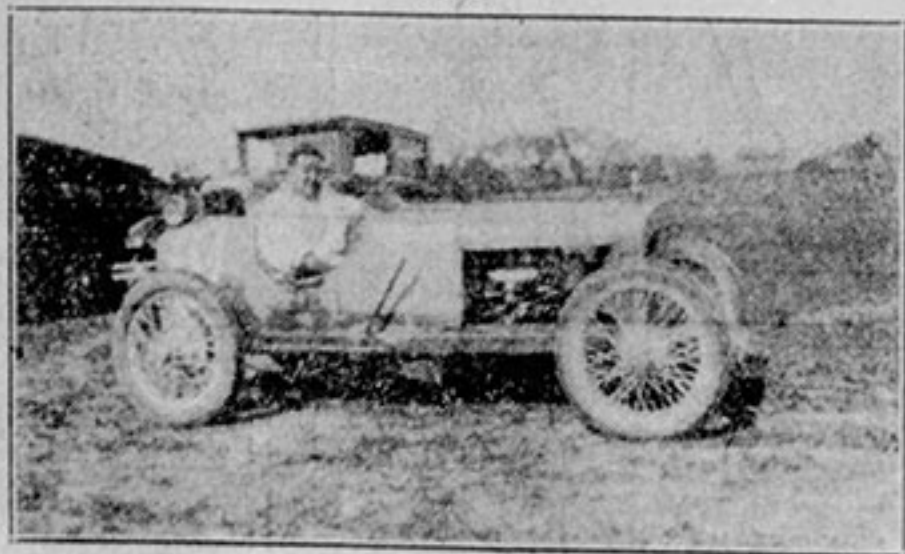
OCEANPORT, July 29.—John Timco, of Perth Amboy narrowly escaped death yesterday afternoon when his racing car left the track at Elkwood Park, Oceanport, near a turn, crashed into a tree uprooting it and the force of impact hurled the car over the tree pinning him underneath. He was taken from the wreckage in a semi-conscious condition and rushed to the Long Branch hospital where he regained consciousness and was found to be severely cut about the head, arms and legs. After he had been treated he was permitted to leave the hospital and returned to the tracks swathed in bandages. At the time of the accident he was one lap ahead of the field in the 10 mile semi-stock race, going about 70 miles an hour. Breslin Harris, of Red Bank, won the race in 9 minutes and 30 seconds in a semi-stock Ford. Vernon Cook, of Red Bank finished second in 9 minutes and . . . and 1-2 seconds.

1929-07-29

Bob Lincoln of Newark won the 10 mile special car race in 10 minutes and 3 seconds, followed closely by Vernon Cook, of Red Bank. J. Rudolph, of New York. In the match race, Vernon Cook in a semi-stock Chevrolet, won in 5 minutes and 21 seconds, three car lengths ahead of Brown, of Staten Island. Breslin Harris, of Red Bank, led the field in the 10 mile handicap race for the first four laps but lost to Vernon Cook, who came from fourth place in that lap and won the race. Bob Lincoln, of Newark finished second while Harris was third. Most of the cars were built by their owners and drivers. Charles Gagey, 12, of New York the youngest boy in the country to drive a racing car gave an exhibition around the course in one minute and 10 seconds. Gagey's car was constructed by himself, William Cowell, and Fred Morning acted as judges, William Buhler, timekeeper and John Kain, starter.

Norman "Fats" Marcella, Local Lad, Making Great Record on Dirt Tracks

1929-08-28



NORMAN "FATS" MARCELLA.

Norman "Fats" Marcella, speed demon who resides in this city, shares honors with Jack Keller as New Brunswick's contributions to that thrilling sport of auto racing. Marcella, a daring driver and one rated highly in dirt track circles, does most of his racing at the Seacoast Motor Speedway, Elkwood Park, Oceanport, N. J., and it is at this track that the local heavy-weight has become an outstanding favorite among the fans who weekly visit the Jersey shore for their sporting thrills.

Marcella has been a consistent winner at the meets at the Seacoast Motor Speedway, his latest conquest coming last Sunday when he outsped a field of six crack starters in the ten-mile special race to win in the fast time of nine minutes flat.

The local speed merchant, driving his Bud special car, has been highly successful in the weekly events at Elkwood Park and with three more programs on tap before the conclusion of the season, Marcella has high hopes of recording at least three more wins.

Started at New Market

Marcella gained his early knowledge of the racing game at the New Market Speedway track and during the first two years of his professional career burned up the track at the nearby sports center. Unable to take part in Sunday racing programs at New Market, "Fats" hied himself to Oceanport and soon became the sensation of that track.

Last year Marcella broke the half mile dirt track record at Wilmington, Delaware, spinning around the circuit in 30 1-5 seconds. Later in the year Marcella and Bill Albertson engaged in a thrilling duel at New Market, and the local driver, leading going into the home stretch, crashed the side of the track, catapulted into the infield and was thrown from the car as it turned turtle three times. Alberston, in his Dusenbergs, won the race but those fans present at the New Market track on that occasion got their big thrill when "Fats" went hurtling into space.

Tough Luck at Woodbridge

"Fats" has also taken part in the Woodbridge Speedway programs but luck has been against him in his board track endeavors, a broken crank shaft putting him out of one of the big races at Dave Evans' plant when it appeared as though he was to be a certain winner.

Marcella is in training for his next big race, which takes place at Elkwood Park on Labor Day. The local racer anticipates tough opposition but expects to come through with the decision.

Heavy, And How

Anyone who knows "Fats" will not doubt that he is the heaviest driver in active competition, the local lad scaling well over the three hundred mark. His enormous bulk makes it easy for him to keep his car on the track while traveling at a mile a minute clip.

HURT AT RACE TRACK

Albert Brisley, 36 years old, of Rockwell Avenue, this city, was slightly injured Sunday afternoon at the Elkwood Park automobile races in Oceanport. The steering wheel of the car broke and the machine went over the bank and into a tree.

1929-09-29



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1931

NEW JERSEY

BRANCHBORO

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300 m
1000 ft

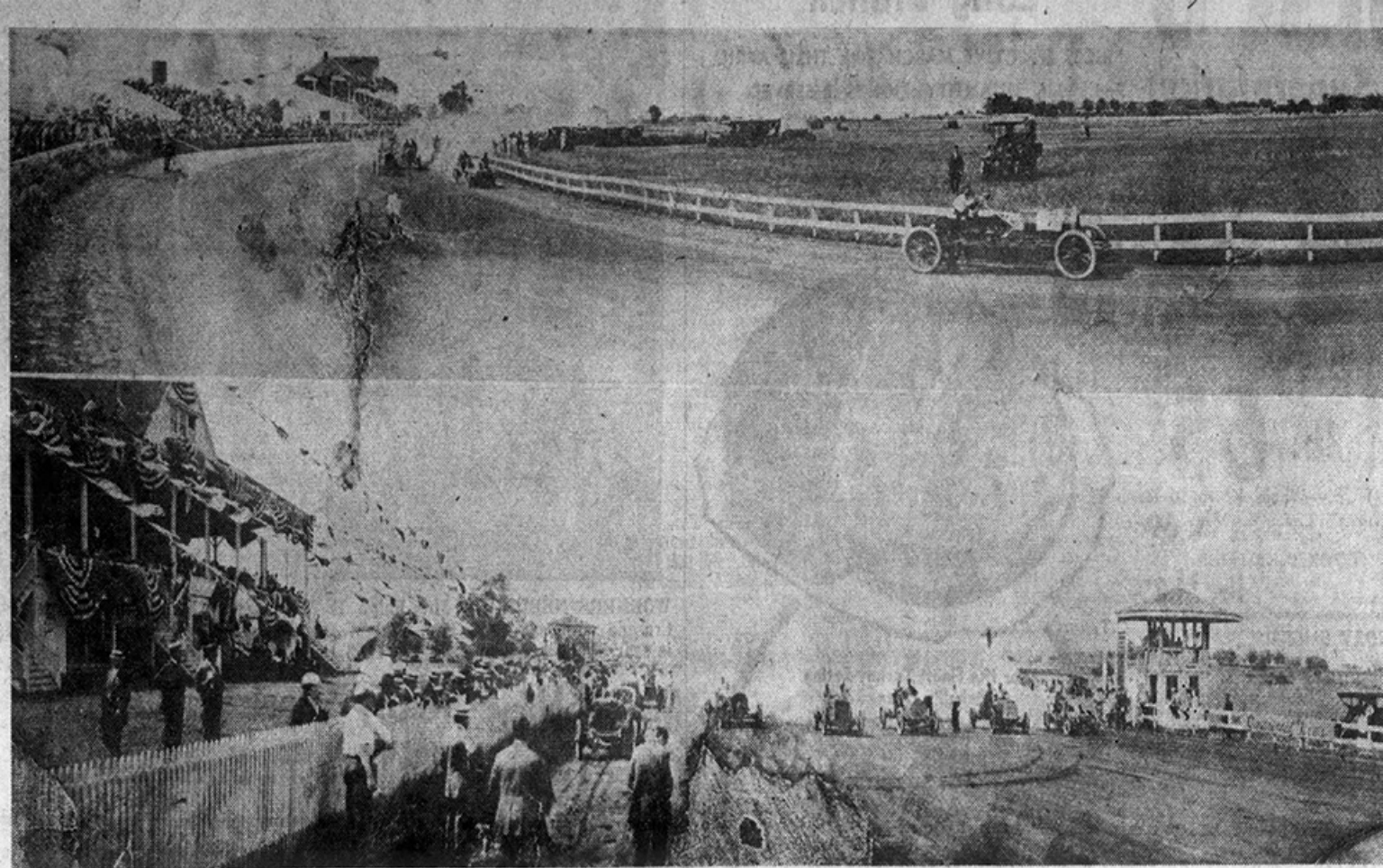
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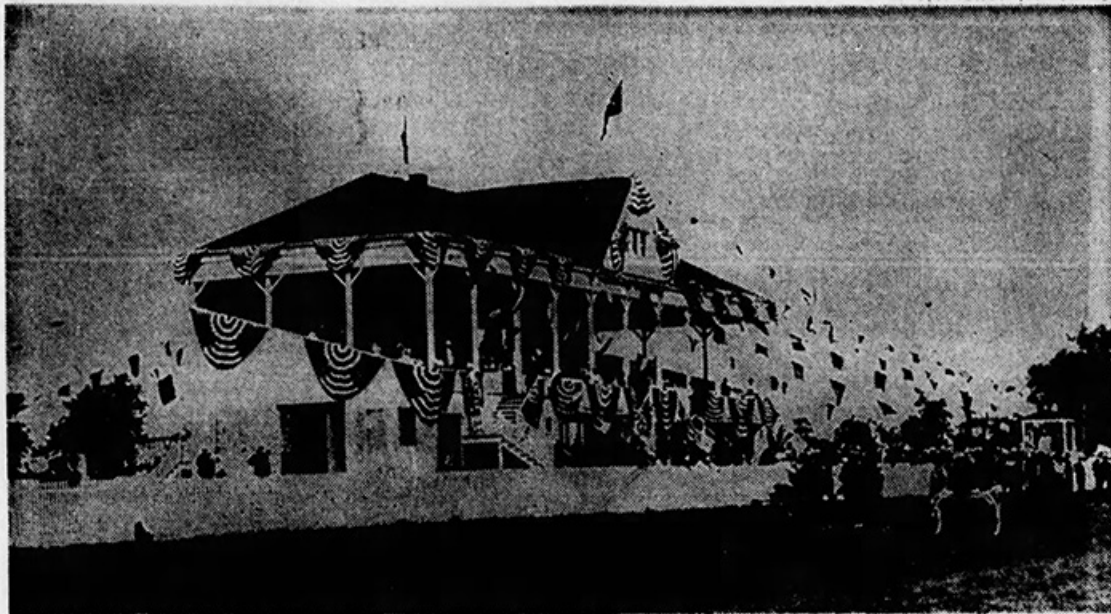
For a number of years after horse racing was banned in New Jersey, Elkwood Park and its track were utilized for special sporting events. This is a view of one of the auto races held there about 1908 and shows a car driven by Barney Oldfield rounding a turn. In the background are the grandstand and club house. (Photo from Ernest R. Shaw, Monmouth Park Jockey Club)



100-MILE RACE — Elkwood Park, now the site of Monmouth Park, was the scene of early auto racing in 1908. The winning car was an Isotta, owned by Elberon summer resident Edgar Heller, and John Handschuch was the me-

chanic for the team that crossed the finish line first in the 100-mile race, July 4, 1908.

1966-03-30



Only Yesterday

Phil Daly, long the leading gambler in Long Branch, was interested in only one thing: the business of gambling. On an average season at his establishment, the Pennsylvania Club, between \$5 million and \$10 million was wagered, mostly on roulette and faro. Early in 1890 Daly dreamed that a horse named Elkwood would win the next day's race at Monmouth Park. Betting on this hunch, he won \$10,000. He used the money to erect a half-mile

track and clubhouse on the site now occupied by Monmouth Park Race Track at Oceanport. Naturally he named it Elkwood Park. This photo, taken in 1903, shows the grandstand on the opening day of trotting races. After race track betting was outlawed in New Jersey the track was occasionally used for auto races and shooting matches. But it gradually fell into disuse and its buildings were demolished.